



APPENDICES

ORDINARY MEETING OF COUNCIL

To be held on
Tuesday, 15 March 2011
7.00pm
City of Albany Council Chambers

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APPENDICES
AGENDA ITEM 1.1 REFERS 3 PAGES



1 February 2011

City of Albany
PO Box 484
ALBANY WA 6331
Attention: Jan van der Mescht

Dear Jan,

Development Application for 28 Single Bedroom Dwellings - Lot 6 (20) Grove Street, Little Grove

Please find enclosed a development application for 28 Single Bedroom Dwellings at Lot 6 (20) Grove Street, Little Grove. A survey strata subdivision application has been submitted concurrently to the Western Australian Planning Commission.

The site is subject to the Little Grove Conceptual Structure Plan (CSP) and the CSP requires a minimum lot size of 300m² and an average lot size of 500m² in this area. Because the application is for Single Bedroom Dwellings that comply with the requirements of the R-Codes, a 1/3 density bonus applies, which brings the CSP minimum lot size down to 200m² and the average lot size down to 333m². The proposal, which is for survey-strata lots of between 203m² and 502m², complies with these requirements.

Although Lots 1 & 9 – 22 have individual road frontage, they will be accessed from the rear using the proposed common property driveway. The internal strata lots are also served by that one-way driveway (and footpath) within common property, plus a large common property area of 2762m² which contains remnant vegetation and shall be retained for passive recreational use. A 4536m² area of public open space which also contains remnant vegetation and shall also be used for passive recreational use is to be vested next to that area of common property. This will satisfy the 10% public open space requirement for both this site and Lot 3 (18) Queen Street, Little Grove.

Certain individual strata lots, such as Lots 1 & 9 - 22 shall have a requirement for both remnant vegetation and re-vegetation to be retained, maintained and protected. That requirement shall be stipulated within the strata management statement. A restrictive covenant shall be also applied to the relevant titles, which prohibits development within in those 'development exclusion areas'.

In lieu of providing visitor bays within common property, all dwellings have been allocated sufficient paved area behind or to the side of their carport for visitors to park.

One issue that shall require Council to exercise some discretion is the proposed earthworks levels. The CSP requires that the maximum change in the height of the natural ground level should be limited to 500mm, however, this is not possible at Lot 6 for the following reasons:

- The Water Corporation have approved in-principle Yaran's application for a sewer extension to Lot 6. The starting level, intermediate levels and route of this sewer extension are fixed by the Water Corporation, which results in Lot 6's sewer connection having a fairly high level of 6.76AHD. A request to install a private sewer pump station on Lot 6, which could have reduced that level significantly, has been rejected by the Water Corporation.
- In order to minimise the amount of cover required internally, the private sewer has been designed to a 1:181 grade and to the same standard as Her Majesty's sewer. This results in a maximum finished floor level of 9.4AHD, which requires approximately 1.74m of fill and therefore still exceeds the 500mm which is allowed under the CSP. Please note the level difference will be battered down to Queen Street so as to eliminate the need for any retaining.
- Another factor which requires the filling of the site to more than 500mm is the need to tie the internal road levels into the existing levels of Grove Street and Queen Street and also to drain the internal road back to those external public roads. The City of Albany has advised that they shall support this rationale in their report to Council.

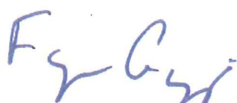
The application proposes that the outdoor living areas to Lots 5 – 22 have a minimum dimension of slightly less than the 4 metres required in accordance with Acceptable Development provisions of the R-Codes. The following justification has been provided in order to demonstrate compliance with the relevant Performance Criteria, and is considered acceptable:

- Because of its accessibility from the kitchen/dining room of the house, shape and overall size, which exceeds the minimum requirement, the outdoor living area is capable of use in conjunction with a habitable room of the dwelling;
- Each lot does contain an even greater outdoor area than these courtyards, which are available for passive recreation, however due to levels or the requirement to have a vegetated development exclusion area those areas cannot be incorporated into the outdoor living area

Some stores have a minimum dimension of less than 1.5m. In order to compensate for the reduced depth, additional doors or access have been provided which has the effect of increasing the utility of the space.

Should you require any further information, please contact our Senior Planner, Stephen Walker, on the abovementioned number.

Yours Faithfully



Faryar Gorjy
Director

Enc:

- Application Form
- Fee
- 3 x Sets of plans

F

RECEIPT DETAIL	
AMOUNT	\$600
DATE	29/10/10
RECEIPT NO	29272
PROCESSED BY	

City of Albany Records
Doc No: ICR1024391
File: SAR150
Date: 29 OCT 2010
Officer: SPLAN2

Attach:
Box:
Vol:
Box+Vol:

Chief Executive Officer
City of Albany
PO Box 484
Albany WA 6331

Attention: Adrian Nicoll (Strategic Planning Officer)

Dear Adrian

**REQUEST TO AMEND CITY OF ALBANY TOWN PLANNING SCHEME No. 3
(LOT 105 ON DEPOSITED PLAN 230421, HOUSE 795 FRENCHMAN BAY ROAD,
BIG GROVE)**

1.0 INTRODUCTION

BSO Development Consultants represent the Roman Catholic Bishop of Bunbury (RCBB), registered proprietor of Lot 105 (House 795) Frenchman Bay Road, Big Grove (Albany).

The Albany Local Planning Strategy (ALPS) was recently endorsed showing the subject lot as Future Urban on Map 9B – Strategic Plan: Urban. Consistent with that identification and recent advice from City of Albany staff, it is now proposed to rezone the subject lot Residential Development. Such will allow a future Outline Development Plan (ODP) to be prepared and adopted for the site in accordance with established planning procedures.

2.0 SUBJECT LAND

The subject lot is described as Lot 105 on Deposited Plan 230421, as contained within Certificate of Title 2182 Folio 323. The street address is 795 Frenchman Bay Road, Big Grove. The lot is freehold and is held in fee simple by the RCBB (**refer to Attachment 1 – Record of Certificate of Title & Sketch**).

The subject lot is 20.2343 ha in area and is approximately 10 km from the Albany city centre via road. The land grades away from a height of approximately 8.5 m AHD near the southern corner adjoining Frenchman Bay Road to approximately 2.5 m AHD near the northern corner in proximity to the foreshore. It then rises to between 4.5 – 5.0 m AHD in the form of a relatively steep foreshore dune, then falls away towards the waterline.

The subject lot contains bands of remnant four main vegetation complexes; sedgeland, low woodland, closed shrubland and medium to tall woodland. Clearing has been limited only to boundary and internal firebreaks / access tracks and other incidental disturbances. The condition and quality of this remnant vegetation has been documented by Opus Consultants and peer reviewed by the Department of Environment and Conservation (DEC). The land is not currently used for any purpose.

Legal access to the lot is provided by Frenchman Bay Road, which abuts the entire length of the southwest boundary. Frenchman Bay Road is constructed to a two-way asphalt / bitumen sealed standard.

29 OCT 2010
RECORDS OFFICE

*A159243
018868
Roman Catholic*

• Project Managers • Licensed Surveyors • Town Planning • Residential/Commercial Projects • Member: S.S.I. and A.S.I.B.A.

Suite 2 Premier Centre, 72 Duchess Street • PO BOX 414 Busselton W.A. 6280
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The subject lot is currently reserved for Public Purposes pursuant to *City of Albany Town Planning Scheme No. 3* (TPS 3). The lot is now identified as Future Urban on Map 9B of the endorsed ALPS, having been wrongly been identified Local Reserve in the draft ALPS advertised in 2006. The subject lot also forms part of the Priority Development 3 area of Big Grove as also identified on Map 9B (**refer to Attachment 2 – Excerpt from Map 9B**).

3.0 SURROUNDING LOTS & LAND USE

Lot 7122 (Reserve 29669) and Lot 104 (Reserve 931) adjoin the northwest boundary. Lot 7122 is 1,616 m² in area and vested with the Water Corporation. It is used as a bore site for drinking water. Lot 104 is 20.840 ha in area and is not currently used for any purpose. Both lots are reserved for Public Purposes under TPS 3, while the ALPS identifies both lots as Local Reserve. In the draft ALPS advertised in 2006, these lots were wrongly identified as Existing Residential.

The southeast boundary of the subject property abuts Lots 4, 10 - 12 and 18. Lot 4 (House 797) Frenchman Bay Road and Lots 10 - 12 (Houses 15, 35 and 49) Panorama Road are zoned Residential Development and are 1,143 m², 2.8592 ha, 2.7622 ha and 2.4066 ha in area respectively. Lot 18 (House 71) Panorama Road is zoned Motel pursuant to TPS 3 and is 3.743 ha in area. With the exception of Lot 18 which is occupied by tourist accommodation and owner's / caretaker's dwellings, these lots are generally used for rural living. The ALPS identifies these lots as Future Urban and Tourist Accommodation Node at the northeast tip adjoining the foreshore reserve (i.e. taking in the tourist accommodation site). These properties also form part of the Priority Development 3 area of Big Grove as identified on Map 9B.

Lot 6926 (Reserve 27052) also adjoins the southeast boundary, and this forms part of the Princess Royal Harbour foreshore reserve system. This lot is shown as Local Reserve on the ALPS and reserved for Parks and Recreation under TPS 3.

Lot 66 adjoins the southeast also. At just over 20m wide, it is thought that this strip of land was / is intended to form part of a foreshore road. Lot 66 is owned by the State of WA. It is reserved for Parks and Recreation under TPS 3 and identified as Local Reserve on the ALPS.

The northeast boundary of the subject property is the waterline of Princess Royal Harbour.

4.0 BACKGROUND

21 FEBRUARY 2006

The then Minister for Planning and Infrastructure refused to approve Amendment No. 232 to TPS 3 which proposed to rezone Lots 1, 2, 16 and Pt 109 Frenchman Bay Road to the southeast to Special Rural. The intention of the amendment was to enable an interim rural residential development.

The Minister's reasons for refusing the amendment are summarised as follows:

- * The land is identified for urban growth as part of the draft ALPS.
- * Western Australian Planning Commission (WAPC) policies have a general presumption against interim subdivision of land identified for future urban development, primarily because of the difficulties (i.e. including different

aspirations of landowners) and considerable expense when attempting to convert fragmented land to fully serviced subdivisions.

- * The protection and management of the coastal foreshore reserve would be more effectively achieved at the time of considering the land for urban development.
- * Rural residential lots, which are reliant upon traditional onsite effluent disposal (i.e. septic tanks and leach drain systems), would export further nutrients into Princess Royal Harbour.
- * Other attributes make the location suitable for urban development, including-
 - the adjacency of the Big Grove locality to the Little Grove residential area that is to be connected to reticulated sewer in the near future;
 - the adjacency to Princess Royal Harbour;
 - the northern aspect affording views across the harbour to the city; and
 - the proximity of attractions such as Torndirrup National Park, Frenchman Bay and a number of beaches on King George Sound and the Indian Ocean.

As a concluding remark, the Minister advised that other areas in Albany designated for shorter-term residential development may take some time to be given environmental approvals. Accordingly, the Minister recommended the City designate the Big Grove locality for shorter term development in the draft ALPS based on the possibility of earlier servicing. The Minister also advised that she had instructed her department to discuss with the Water Corporation with a view to facilitate the servicing of Big Grove with reticulated sewerage.

27 OCTOBER 2009

Amendment No. 279 to TPS 3 is published in the *Government Gazette* having force and effect from that day. Amongst other things, Amendment No. 279 effectively rezones Lots 2, 4, 16, 301 - 303 and 9000 Frenchman Bay Road and Lots 9 - 12 Panorama Road, Big Grove to Residential Development.

15 JUNE 2010

The City Council resolved to finally adopt the draft ALPS maintaining Lot 105 as Future Urban and within the Priority Development 3 area on Map 9B.

29 JUNE 2010

Amendment No. 284 to TPS 3 is published in the *Government Gazette*. Amendment No. 284 effectively rezones Lots 1, 2, 2, 7, 20, 21, 109 and 110 Frenchman Bay Road, Big Grove to Residential Development.

AUGUST 2010

The WAPC endorsed the ALPS.

5.0 RELEVANT STRUCTURE PLANS / OUTLINE DEVELOPMENT PLANS

Relevant to the subject property is the draft ODP for land to the immediate southeast (i.e. Lots 2, 4, 16, 301 - 303 and 9000 Frenchman Bay Road and Lots 9 - 12 Panorama Road, Big Grove). It shows a local road adjoining the boundary common to the subject lot and the ODP area, with R10 transition lots fronting onto Lot 105. The adjoining road and the extension of the foreshore reserve provide excellent opportunities for through road access and the creation of a shared path system along the foreshore. Further, the addition of Lot 105 to this development cell will assist in extending vital reticulated services to the ODP area and beyond.

6.0 SERVICING

Overhead power lines run parallel along the opposite side of Frenchman Bay Road. No individual power supply is currently connected to the subject lot. In order to subdivide / develop the lot an underground supply network will need to be designed by an electrical engineer, approved by Western Power and built by an authorised contractor. In this respect, the existing overhead supply in proximity to the subject lot would likely form part of any future power servicing solution.

In respect to water, a 100 mm service main runs parallel along the same side of Frenchman Bay Road. Subject to appropriate upgrading and extension, this will be sufficient to provide supply water to any subdivision / development within Lot 105.

- ✓ Sewer master plans obtained from Water Corporation indicate that a 150 mm pressure main will be run from the closest point of supply at Little Grove (i.e. intersection of Frenchman Bay Road and Paulas Way), southeast along the existing and proposed foreshore reserves to a pump station on the foreshore between Lots 7 and 109 Frenchman Bay Road, Big Grove. Gravity fed sewer mains will then run in a northwest and southeast direction from the pump station picking up the proposed new residential subdivisions in the Big Grove expansion area. The development of the pressure main from Little Grove to Big Grove and the gravity fed mains feeding into the pump station will likely need to be developed privately under a pre-fund agreement with the Water Corporation.

7.0 PROPOSAL

The proposal is to amend TPS 3 by rezoning Lot 105 from Public Purposes reserve to Residential Development to enable the preparation of ODP to guide land use (reservations), subdivision and development.

8.0 PLANNING COMMENT

Whereas the first version of the draft ALPS identified the subject lot as Local Reserve, the WAPC formally requested in 2009 that it be identified on Map 9B as Future Urban. The WAPC considered the Local Reserve classification to be totally inappropriate, and the City Council eventually agreed in June 2010, given-

- * the subject land is a unencumbered freehold lot held in fee simple ownership by the RCBB;
- * the strategic position of the land between the fully serviced areas of Little Grove and minimally serviced and underutilised areas of Big Grove; and
- * the 2006 direction given by the then Minister for Planning and Infrastructure.

For the same reasons it is now important that the land be taken out of a local planning scheme reservation.

The property is not a reserve, nor is it subject to a Crown Grant. It is an unencumbered freehold lot held in fee simple ownership. It has always been the long term intention of the RCBB and Holy Family Catholic Parish (Albany) to develop this freehold lot - a natural entitlement which comes with fee simple ownership.

To continue to reserve the land for Public Purposes has potential compensation implications for the City should it refuse an application to develop the land. Such also ignores the proper planning processes, where private land within a strategic infill / expansion area is identified for development investigation, followed by physical environmental investigations which guide appropriate land use and development footprints.

The endorsed ALPS is now the principal guide to important planning decisions. Such important decisions include the application of zones, reserves or other designations under future amendments to TPS 3 or an entirely new local planning scheme. It also provides important context and background to these decisions, as do the submissions and recorded deliberation leading up to final adoption and endorsement of the ALPS.

There has previously been concern from City staff that indicting the Future Urban designation under the ALPS nominates residential development. This is incorrect, as the normal applied meaning of 'urban' covers the myriad of non-rural land use types (e.g. predominantly residential, but also tourist, commercial, industrial etc.). The ALPS aligns with this notion, given the Future Urban designation covers many non-residential sites (including tourist sites and small future commercial centres).

While it was the intention of the RCBB to rezone the land to a more generic zone, one which would enable an ODP to completely dictate land use and development, it appears TPS 3 is narrow in terms of zone flexibility. Most other local planning schemes contain a Development zone which enables land use and development to proceed in accordance with a later ODP / structure plan. An ODP / structure plan forms a basis for future subdivision and development and is guided by proper physical environmental investigations. A Development zone is commonly linked to Special Control area provisions giving head of power to the ODP / structure plan to dictate patterns of land use, subdivision / development arrangements and cost contribution planning. It is noted that TPS 3 does not contain Special Provision areas, other than those specifically apply to certain special rural, special residential and conservation areas.

Enquiries with the City reveal that it does not have a Development zone. Email correspondence from the City's strategic planner on 12 October 2010 advises that the RCBB needs to apply to rezone the land Residential Development. Although this zone does not appear to provide scope for other urban uses, including tourist accommodation which the Department of Environment (DEC) has asked the RCBB to investigate, our client will adhere to the City's advice. The proposed rezoning will be consistent with those effected under recent amendments to TPS 3, all of which rezoned vast tracts of land in Big Grove to Residential Development.

It is therefore proposed to rezone Lot 105 from Public Purposes reserve to Residential Development.

Positive outcomes of the rezoning and final ODP include:

- * The eventual ceding of land for the protection of the Water Corporation water field (bore) in perpetuity.
- * The eventual ceding of foreshore land to provide public access.
- * The ceding of land for biodiversity and conservation purposes.
- * The provision of roads, car parks and footpaths to provide access to and enjoyment of the foreshore.
- * An extension of services into the Big Grove locality, including reticulated sewerage which will assist in reducing nutrient export into Princess Royal Harbour.
- * An increased level of fire protection, through the introduction of building protection zones, hazard separation zones and fire fighting hydrants (through the provision of reticulated water).

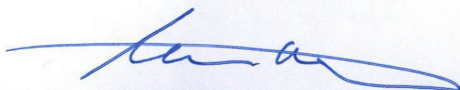
9.0 CONCLUSION

Rezoning the land from Public Purposes reserve to Residential Development will be consistent with-

- * the recently endorsed ALPS,
- * proper planning procedure for private land in identified urban infill / expansion areas; and
- * consistent with the recent rezoning of other vast tracts of land in Big Grove which were initiated in response to the Minister's direction in 2006.

As the subject lot forms an integral part of the future movement network, foreshore reserve system and servicing solutions for Big Grove, the rezoning is logical. It is therefore asked that this request be put before the City Council at the earliest possible convenience. In this respect, our client's cheque is enclosed in payment of the requisite application fee.

Yours faithfully



AARON BELL
PLANNER & PROJECT COORDINATOR
BSO DEVELOPMENT CONSULTANTS

27 October 2010

Enc. Record of Certificate of Title & Sketch
Excerpt from Map 9B – Strategic Plan: Urban
Cheque

Cc. S Amato
Holy Family Catholic Parish
154 Aberdeen Street
Albany WA 6330

J Ogilvie
Catholic Diocese of Bunbury
PO Box 2005
Bunbury WA 6231

**ATTACHMENT 1 –
RECORD OF CERTIFICATE OF TITLE &
SKETCH
(Landgate)**

WESTERN



AUSTRALIA

REGISTER NUMBER	
105/DP230421	
Duplicate Edition	DATE Duplicate Issued
N/A	N/A

RECORD OF CERTIFICATE OF TITLE
UNDER THE TRANSFER OF LAND ACT 1893

VOLUME 2182 FOLIO 323

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

EG Roberts
REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 105 ON DEPOSITED PLAN 230421

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

THE ROMAN CATHOLIC BISHOP OF BUNBURY OF PARKFIELD STREET, BUNBURY
(XE H355902) REGISTERED 11 JANUARY 2000

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: 2182-323 (105/DP230421).
PREVIOUS TITLE: 35-120.
PROPERTY STREET ADDRESS: 795 FRENCHMAN BAY RD, BIG GROVE.
LOCAL GOVERNMENT AREA: CITY OF ALBANY.

NOTE 1: A000001A LAND PARCEL IDENTIFIER OF PLANTAGENET LOCATION 105 (OR THE PART THEREOF) ON SUPERSEDED PAPER CERTIFICATE OF TITLE CHANGED TO LOT 105 ON DEPOSITED PLAN 230421 ON 03-OCT-02 TO ENABLE ISSUE OF A DIGITAL CERTIFICATE OF TITLE.
NOTE 2: THE ABOVE NOTE MAY NOT BE SHOWN ON THE SUPERSEDED PAPER CERTIFICATE OF TITLE OR ON THE CURRENT EDITION OF DUPLICATE CERTIFICATE OF TITLE.

LANDGATE COPY OF ORIGINAL NOT TO SCALE Wed Oct 27 11:00:56 2010 JOB 35492550


LT.175

ORIGINAL: Not to be removed from the Department of Land Administration.


Sundry Document H355902

Volume 35 Folio 120

WESTERN AUSTRALIA





VOLUME 2182
FOLIO 323
IN THE REGISTER



CERTIFICATE OF TITLE
UNDER THE "TRANSFER OF LAND ACT, 1893" AS AMENDED

A person described in the First Schedule hereto is the registered proprietor of the undermentioned estate in the undermentioned land subject to the easements, encumbrances and notices shown in the Second Schedule hereto.

Dated 11th January, 2000


REGISTRAR OF TITLES 

ESTATE AND LAND REFERRED TO

Land in fee simple in Plantagenet Location 105, delineated on the map in the Third Schedule hereto.


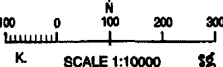
FIRST SCHEDULE (continued overleaf)

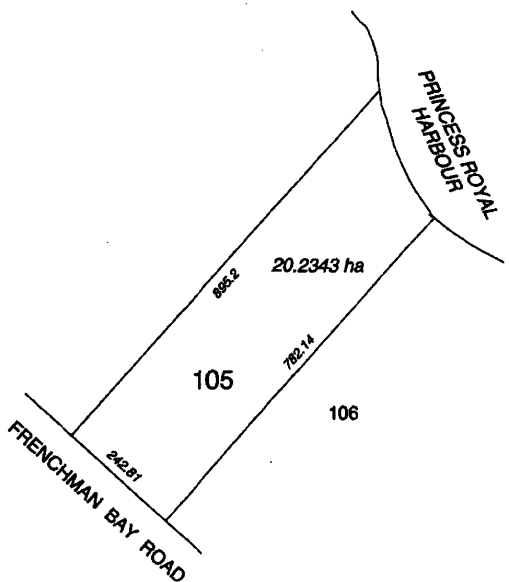
The Roman Catholic Bishop of Bunbury of Parkfield Street, Bunbury.

SECOND SCHEDULE (continued overleaf)

CAVEAT 340/1953. Lodged 24.3.53 at 9.00 o'clock.

THIRD SCHEDULE



SCALE 1:10000



Page 1 (of 2 pages)

NOTE: Entries may be affected by subsequent endorsements.

LANDSAT COPY OF ORIGINAL NOT TO SCALE - Wed Oct 27 11:00:30 2010 JOB 55492350

VOLUME FOLIO
2182 323
 IN THE REGISTER

Superseded- Copy for Catch Only

NOTE: ENTRIES MAY BE AFFECTED BY SUBSEQUENT ENDS/RESEMENTS

PARTICULARS	NATURE	NUMBER	REGISTERED	TIME	SEAL & INITIAL

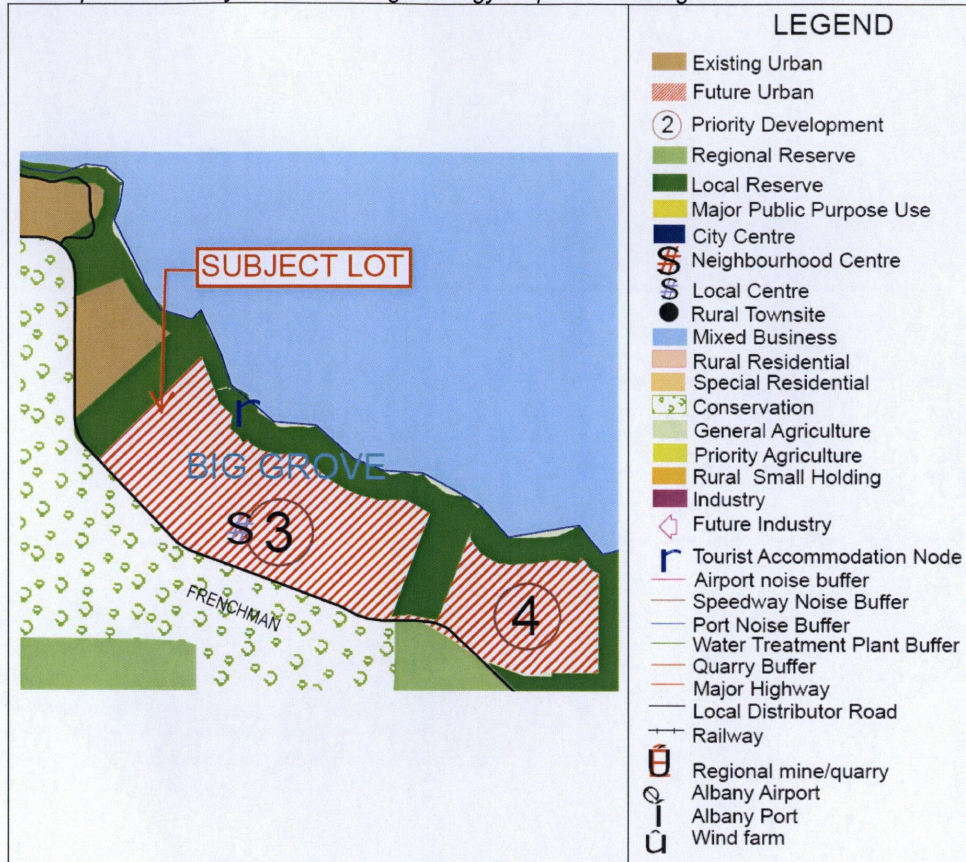
SECOND SCHEDULE (continued)

REGISTERED or LODGED	TIME	SEAL & INITIAL	CANCELLATION NATURE	NUMBER	REGISTERED or LODGED	SEAL & INITIAL

Page 2 (of 2 pages)

**ATTACHMENT 2 –
EXCERPT FROM MAP 9B
(City of Albany)**

Excerpt from Albany Local Planning Strategy Map 9B – Strategic Plan: Urban





CRAIG PURSEY PLANNING
207 Serpentine Road.
MOUNT MELVILLE
Ph: 0458 705 283

September 2010

This Scheme Amendment Request is in relation to Lot 4 (#240) Cosy Corner Road, Kronkup. It establishes the suitability of this site for a change of zoning and discusses the issues relating to a future scheme amendment.

The proposed rezoning is justified in terms of its location, surrounding zones, site characteristics, development potential and the applicable strategic framework.

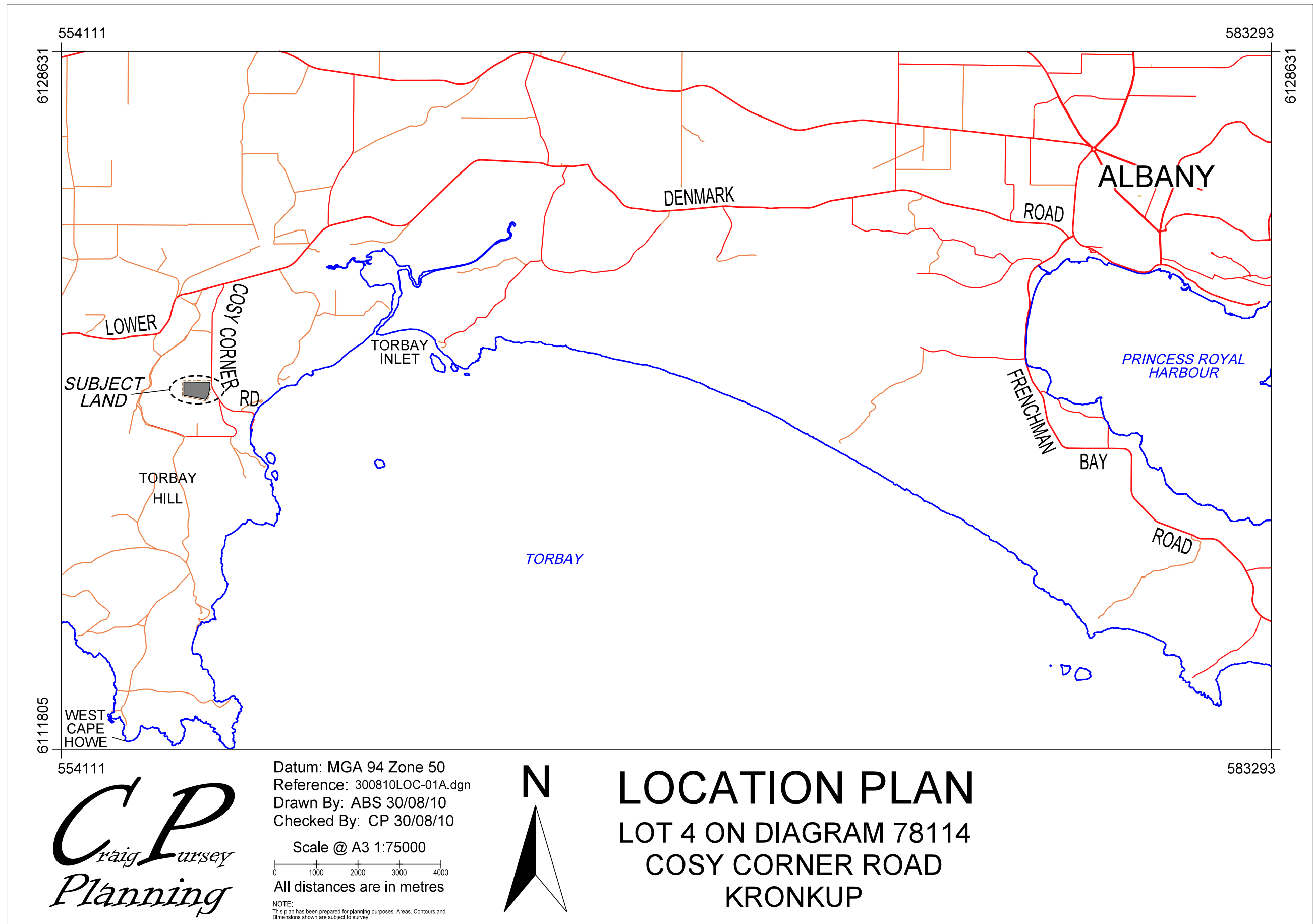
2.1 Location

2.2 Title Details

2.3 Existing Zoning

Lot 4 is currently zoned 'Rural' under the City of Albany Town Planning Scheme No 3 (the Scheme). The land to the north of the subject site is also zoned 'Rural'. Adjacent land to the south and west, is zoned 'Special Rural' (Area No 30). The lots to the east are zoned 'Motel' and Special Use No 8. The 'Special Use' zoning permits Chalet Accommodation (up to 15 chalets), Caretakers Dwelling, Private Recreation, Shop and other incidental lands uses and has been set up as a tourist and commercial node for the surrounding rural townsites.





Scheme Amendment Request – Lot 4 (#240) Cosy Corner Road, Kronkup

2.4 Current Land Uses

The subject land is currently developed with an olive grove, a single residence and a number of sheds used as outbuildings to the residence and as storage for farm equipment and olive oil reserves. The subject site is used for rural purposes with the olive grove producing limited commercial quantities and the remainder of the lot being grazed with cattle.

There are large areas that have been replanted with native vegetation in the interests of land restoration and to complement the revegetation plans of the adjoining Special Rural Area 30. This reduced the arable/grazing land of Lot 4. There is a large stand of karri forest in the south eastern corner of the property.

The olive grove is located on the more viable agricultural land. However, because of soil types and wind factors only two thirds of the grove produces viable, quality yields. Thoughts of further expansion of the olive grove including the establishment of processing equipment have not been considered because of the subsequent development of the 'Special Use' and 'Motel' sites and the dissonance that might be created. A smaller more concentrated olive grove would allow for different and more passive management practices.

It is important to note, that with the numerous environmental and topographic constraints on the land that even with the olive grove and grazing, the land is not capable of making an adequate return to sustain a single family.

2.4.1 Surrounding Land Use

The flats to the north of the subject site are used for the grazing of cattle and are identified as priority agricultural land.

To the south and west lies the remainder of Torbay Hill that has been developed for rural residential purposes.

Immediately adjoining the site to the east is the Torbay Motel, chalets and a general store and cafe that has been closed for some time. The general store and cafe was open to tourists, serviced the local population and is intended to serve as a centre for the Torbay Hill rural townsite.

2.5 Topography

Lot 4 is the last property on the slopes of Torbay Hill that is still zoned 'Rural'. At least half of the subject site forms part of the topography of Torbay Hill sloping down to the Kronkup flats along its northern boundary. Minor hills and drainage lines dissect the property bringing visual interest and variation in land capability over the property.

The subject land slopes down from a high point of 76m AHD in the south west corner of the lot to a low point of 30m AHD in the north eastern corner of the lot. Details of the site are shown in the site plan found later in this report.

2.6 Services

The subject land is serviced by rainwater, similarly to the surrounding development of Torbay Hill and surrounds. There are four dams/soaks on the property that service the olive grove, vegetable patch and rehabilitated areas. Rainwater is collected on site that services the existing house.

The existing house is connected to power and telecommunications from Cosy Corner Road. Effluent disposal is via an existing septic tank.

Whilst there are a few small areas on the lot that may have inadequate separation distances to the ground water table at the end of winter, it is anticipated that the majority of the site is suitable and capable of supporting on-site effluent disposal systems.

Scheme Amendment Request – Lot 4 (#240) Cosy Corner Road, Kronkup

2.7 Remnant Vegetation/Fire Management

The subject land has a number of stands of remnant vegetation and areas that the landowners have rehabilitated in good condition and to which substantial plantings have been added. It is not proposed to clear any vegetation as a result of the proposed rezoning. Additional plantings may be incorporated into the final plans to enhance privacy between future lots and as a buffer to the grazing land use to the north.

At present, low fuel zones are maintained around the house in accordance with *Planning for Bushfire Protection* requirements. The subject site can provide a strategic firebreak system that can be incorporated into the existing strategic firebreak system for the surrounding rural residential development. The London's are active members of Bornholm VRFB and already have modified fire break arrangements which are fully maintained according to the by-laws.

2.8 Land Capability

Whilst no land capability assessment has been undertaken thus far, at least half of the subject site is located on Torbay Hill and will be capable of supporting on-site effluent disposal, in a similar manner to the rest of Torbay Hill.

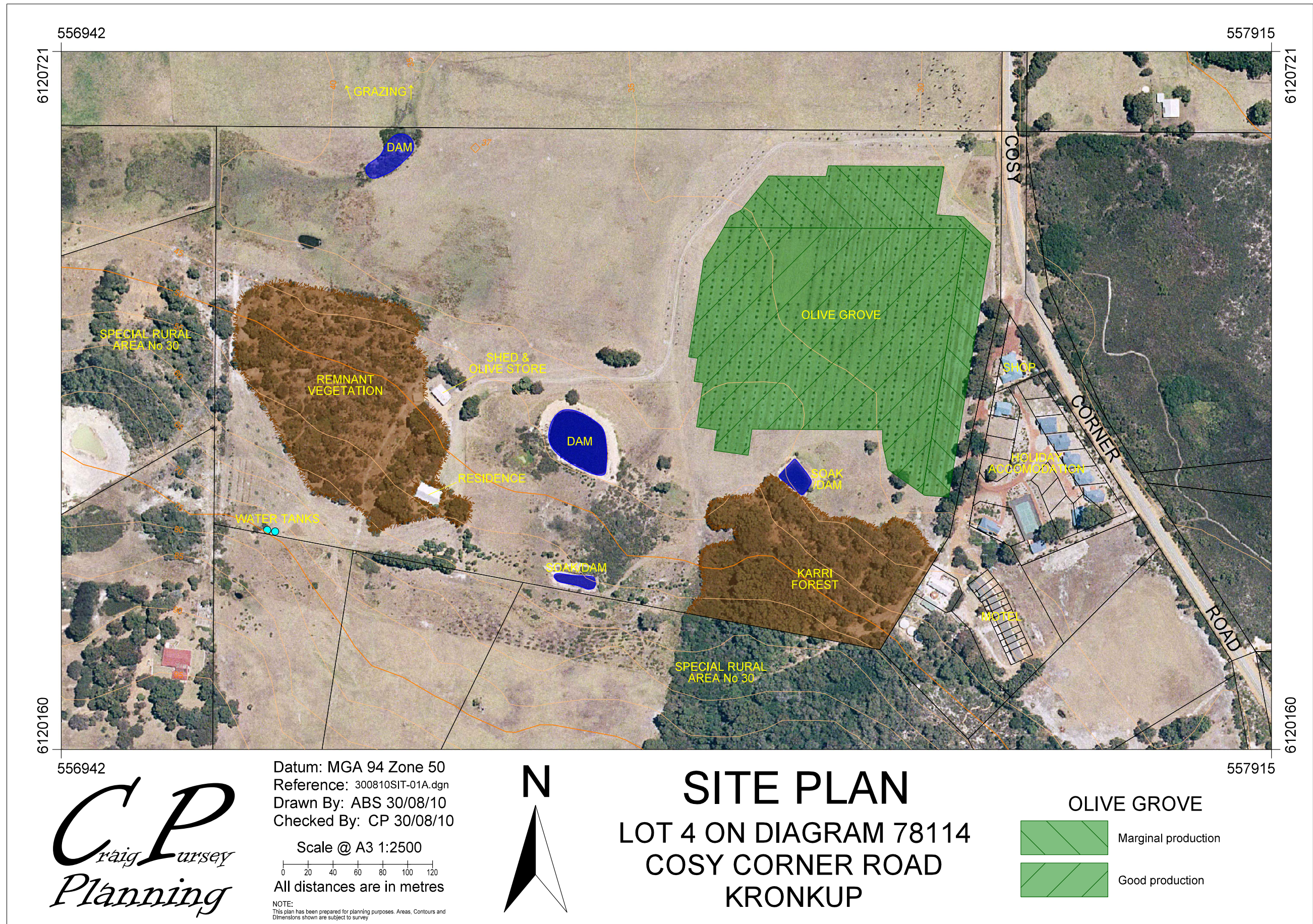
From having farmed the land, the current landowners are familiar with the property's constraints and capability. The block has long been registered as 'Land for Wild Life' with careful ecological practices and these would be incorporated in any future plans. Any future scheme amendment would propose a subdivision design that responds to the sites opportunities and constraints.

2.9 Character and Amenity

Lot 4 is the last property on Torbay Hill still zoned 'Rural'. The property is viewed at a distance from Cosy Corner Road only.

With the exception of the olive grove, Lot 4 shares the same characteristics as the remainder of Torbay Hill with some cleared areas and large areas of existing vegetation. The introduction of a number of additional houses to this landscape will have a negligible effect on the amenity of the area, the area is already characterised by this type of development.

Lot 4 provides an opportunity to provide a new vegetated buffer to the large grazing areas to the north and a visual buffer to Torbay Hill when viewed from Cosy Corner Road by the inclusion of a landscape strip along the property's northern boundary.



Scheme Amendment Request – Lot 4 (#240) Cosy Corner Road, Kronkup

3.0 PLANNING STRATEGIES

3.1 WAPC State Planning Policies

There are a number of State Planning Policies that relate to this proposal including State Planning Policies 1, 2.5 & 3. These are explored further below.

3.1.1 State Planning Policy No. 1 State Planning Framework (SPP1)

The purpose of SPP1 is to bring together the state and regional policies that apply to land use and development in Western Australia and to establish the general principles for land use planning and development in WA.

SPP1 acts as an umbrella policy to ensure a context for decision making on land use planning issues in Western Australia. It is based on the five key principles identified by the State Planning Strategy for the sustainable use and development of land:

Environment:

To protect and enhance the key natural and cultural assets of the State and deliver to all West Australians a high quality of life which is based on environmentally sustainable principles.

Community:

To respond to social changes and facilitate the creation of vibrant, safe and self reliant communities.

Economy:

To actively assist in the creation of regional wealth, support the development of new industries and encourage economic activity in accordance with sustainable development principles.

Infrastructure:

To facilitate strategic development by making provision for efficient and equitable transport and public utilities.

Regional Development:

To assist the development of regional Western Australia by taking account of the special assets and accommodating the individual requirements of each region.

The proposal complies with these principles in the following ways:

- The site is appropriately located in relation to the available community facilities;
- The site is not located in an area that will adversely affect the orderly and proper planning of the urban growth of Albany;
- The development will take into account the environmental constraints of the site and work towards improving the environmental attributes of the site;
- The development is able to utilise existing utilities; and
- The development will improve the viability of the general store in the Torbay Hill area by increasing the population immediately around the existing general store site.

Scheme Amendment Request – Lot 4 (#240) Cosy Corner Road, Kronkup

3.1.2 State Planning Policy No. 3 Urban Growth and Settlement (SPP3)

SPP3 is designed to facilitate the sustainable growth and development of urban and settlement areas throughout WA. The objectives of SPP3 are:

- *To promote a sustainable and well planned pattern of settlement across the State, with sufficient and suitable land to provide for a wide variety of housing, employment, recreation facilities and open space.*
- *To build on existing communities with established local and regional economies, concentrate investment in the improvement of services and infrastructure and enhance the quality of life in those communities.*
- *To manage the growth and development of urban areas in response to the social and economic needs of the community and in recognition of relevant climatic, environmental, heritage and community values and constraints.*
- *To promote the development of a sustainable and liveable neighbourhood form which reduces energy, water and travel demand whilst ensuring safe and convenient access to employment and services by all modes, provides choice and affordability of housing and creates an identifiable sense of place for each community.*
- *To coordinate new development with the efficient, economic and timely provision of infrastructure and services.*

The Lower Great Southern and Albany Local Planning Strategies discussed elsewhere in this proposal are designed to meet these objectives. However, the proposal is consistent with these principles in the following ways:

- The site is adjacent to the existing community facilities for the rural townsite;
- The environmental constraints and any visual amenity concerns can be easily addressed;
- The subject site is capable of connecting to existing services without placing undue stress on the need to extend or augment these services; and
- The proposal is to complete and consolidate the existing rural residential development around Torbay Hill.

3.1.3 State Planning Policy No. 2.5 Agriculture and Rural Land Use Planning

SPP2.5 is based on the following four fundamental principles:

- *The State's priority agricultural land resource should be protected.*
- *Rural settlement opportunities should be provided if sustainable and of benefit to the community.*
- *The potential for land use conflict should be minimised.*
- *The State's natural resources should be carefully managed.*

The priority agricultural land in the City of Albany has been identified by the Albany Local Planning Strategy (ALPS). It is noted that the subject site is located on Torbay Hill that has been identified as 'General Agriculture'.

This proposal constitutes the consolidation of an existing rural townsite. It is immediately adjacent to the general store for the "Torbay Hill rural townsite" (as identified in ALPS). It is also a logical extension and rounding off of the existing Torbay Hill rural townsite. Given its close proximity to the general store, the development can be reasonably considered to meet the key principle of the policy relating to sustainable rural settlement.

Scheme Amendment Request – Lot 4 (#240) Cosy Corner Road, Kronkup

The site currently has an operational olive grove and cattle grazing activity. There is existing motel, chalet and residences in close proximity to the olive grove that increases the current potential for land use conflict between these land uses.

The cattle grazing will cease under this proposal. The olive grove will be reduced in size, have additional land use controls placed over its ongoing operation and increased buffers introduced in order to reduce and control any impact of the farming practices upon the adjacent non-rural land uses that surround the site. The olive grove will then be reduced to a more 'domestic' scale that any other rural residential lot in the City of Albany has the capacity to develop.

3.2 Lower Great Southern Strategy

This Strategy aims to set the broad strategic direction for planning in the Lower Great Southern region for the next 20 to 30 years. Its purpose is to guide regional land use and infrastructure planning and development, especially on matters of regional significance. The Strategy is designed to provide the region - wide context and ensure consistency when local governments are setting priorities for their respective areas through local planning strategies and schemes.

Of particular relevance to the subject site is that it makes general recommendations regarding sustainable settlements and community development and makes reference to consolidating settlements and using infrastructure in a sustainable manner.

The *Regional Land Use Plan* within the Strategy shows the subject site within the *Torbay Hill rural village*. The land is not identified as *agricultural land of state and regional significance*.

3.3 Draft Albany Local Planning Strategy (2010)

The Albany Local Planning Strategy (ALPS) sets out the long term planning direction for the City of Albany and has regard to all relevant State and regional planning policies.

ALPS was adopted by the City of Albany for final approval on the 15 June 2010 following feedback from the WAPC and a further round of public advertising. It is yet to be endorsed by the WAPC.

ALPS Strategic Land Use Classification

The subject land is on Torbay Hill and has been identified within the *Torbay Hill Rural Townsite* as shown in figure 2 below.



Figure 2: Extract of draft Albany Local Planning Strategy (June 2010 version).

Scheme Amendment Request – Lot 4 (#240) Cosy Corner Road, Kronkup

ALPS Objectives

The *Settlement Strategy* within ALPS discusses the subject site in two areas: 'Rural Living' and 'Rural Townsite'. Both are relevant to the proposal as it is in the rare situation of being a rural residential proposal in a townsite setting. Both sections of the *Settlement Strategy* are explored below.

Rural Living

The *Rural Residential* (i.e. *Special Rural*) strategic land use classification is identified as part of the *Rural Living* land use by ALPS.

The following objectives relate to *Rural Living*:

- *Discourage the creation of additional rural townsites;*
- *Avoid productive agricultural land, other important natural resource areas, areas of high bushfire risk, flooding and environmental sensitivity;*
- *Avoid future urban areas;*
- *Provide for compact growth of selected existing rural townsites in accordance with Table 5, based on land capability and available services and facilities.*
- *Minimise potential for generating land use conflicts.*

The proposal meets these objectives in the following manner:

- The land will not create an 'additional' rural townsite;
- The land is not set aside for 'Priority Agriculture' by ALPS;
- It is not in an area of extreme bushfire risk and is not subject to flooding;
- This land is beyond the area identified in ALPS as future urban or long-term residential;
- The subject site clearly is a rounding off of an existing rural townsite. The Torbay Hill rural townsite is characterized by rural residential development. It has a general store & cafe (currently closed) and holiday accommodation that nominally forms the centre of the local community. The subject site will provide rural residential development within walking distance of the general store, assisting in its viability in a manner consistent with the objectives of ALPS.

There is some discussion of supplying proof of demand when proposing new rural residential development. All land releases in Torbay Hill in the last 15 years have sold immediately on release. There is rarely any vacant land for sale on the hill; there is clear demand for new lots in this location. The use of this land for *Rural Living* will enable the support of local businesses in an appropriate location whilst rounding off the rural residential development of Torbay Hill.

Rural Townsites

Although rural residential development is proposed, ALPS identifies Torbay Hill as a 'Rural Townsite' and makes recommendations accordingly.

The following objective relates to Rural Townsites in section 8.3.6:

"Facilitate and promote the retention and sustainable growth of existing rural settlements."

Scheme Amendment Request – Lot 4 (#240) Cosy Corner Road, Kronkup

The development of the subject site for rural residential development will clearly facilitate the sustainable growth of the Torbay Hill townsite by providing rural residential living opportunities within *walking distance* of the general store and in a location already characterised by rural residential living

Section 8.3.6 of ALPS goes on to identify the extent of each townsite in Figure 19 and in Table 5. It is acknowledged that both the table and figure do not identify the subject site. However, ALPS was never intended to be a zoning document but rather a general guide to development. Development should be considered as to whether or not they met the objectives of the strategy. The development of the subject site meets the objectives of the relevant sections of the ALPS and any scheme amendment proposal should be judged on this basis.

Lastly, the site-specific details in section 8.3.6 of ALPS were not advertised for public comment, which did not provide the landowners the opportunity to include the subject site in the detail of ALPS. The subject site appears to be an omission or oversight when the detailed diagrams in section 8.3.6 of ALP are reviewed, as shown in Figure 19 below.

Figure 19: Torbay Hill.

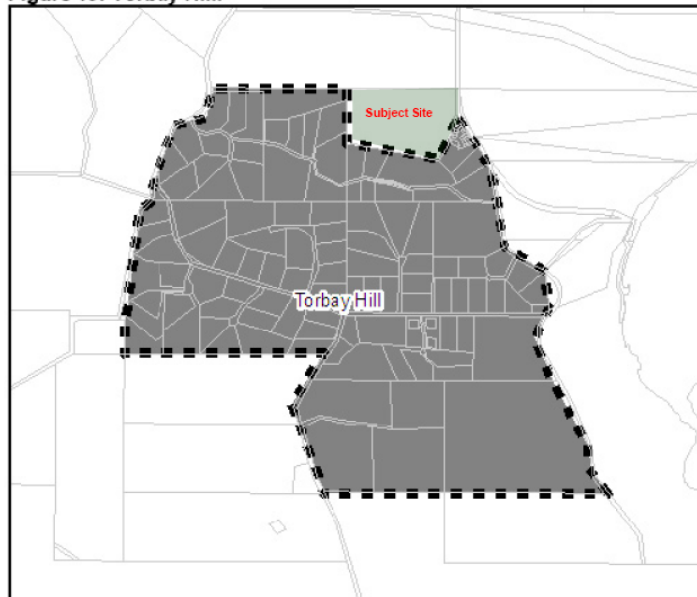


Figure 3. Figure 19 of June 2010 version of ALPS

Scheme Amendment Request – Lot 4 (#240) Cosy Corner Road, Kronkup

4.0 THE PROPOSAL

It is proposed to rezone Lot 4 Cosy Corner Road, Kronkup from 'Rural' to the 'Special Rural' zone; extending the scheme provisions and subdivision guide plan of the adjacent Special Rural No 30 zone over this site.

The subdivision guide plan would be extended to cover the subject site. This will provide an opportunity to increase the neighbouring conservation corridor and complete the strategic fire break system. It is anticipated that the subject site would only be divided into 5-6 lots with an average lot size of approximately 4 ha.

The proposal will reduce the size of the olive grove to a more domestic scale. This will involve removing the less viable trees and increasing the distance to all the neighbouring intensive holiday accommodation land uses. Additional planting and buffering will then be introduced along this boundary to reduce any potential for land use conflict. Supplementary clauses may be added to the scheme provisions to increase land use controls.

5.0 JUSTIFICATION

In considering this proposal, there are a number of major justifications for the rezoning of the subject land, being:

- That the subject site is clearly a 'rounding off' of the existing zoning in the immediate locality. The rezoning of this site will not set a precedent for further development down this side of Torbay Hill as the site is the last property on Torbay Hill still zoned 'Rural'.
- As the subject site is the last property on Torbay Hill, its rezoning and inclusion in the surrounding rural residential zoning will provide the opportunity to provide suitable buffering and landscaping to the grazing activities on the flats to the north and consequently reduce potential for future land use conflict.
- The existing agricultural activities do not generate enough income to sustain a single family. The subject site is not priority agricultural land and will not remove a viable agricultural activity; [noted in detail in 2.4];
- There is a high potential for land use conflict between the existing olive grove and the reasonably intense neighbouring holiday accommodation and motel land uses. The change of zoning and subsequent subdivision will prevent the growth of the olive grove and indeed reduce the scale of the olive grove and introduce additional scheme provisions to specifically address potential for land use conflict. Landscaped buffers may be introduced in accordance with WAPC guidelines.
- The subject land would be easily incorporated into the neighbouring subdivision guide plan. The existing scheme provisions for Special Rural Area 30 will seamlessly apply. It is a simple matter of extending the existing subdivision guide plan;
- The subject site is immediately adjacent to the existing general store and café. These facilities are currently closed, perhaps due to lack of a sustainable population close by. The proposed change of zoning will allow for the creation of an additional 4-5 house sites, all of which will be within walking distance of the general store site. Given Torbay Hill rural townsite is a rural residential development, this is a rare opportunity to contribute to the functionality of the village.
- There are no site constraints that will prevent the development of the subject site.
- Torbay Hill is characterised by rural residential development and the development of the subject site for this purpose would not be out of place.

Scheme Amendment Request – Lot 4 (#240) Cosy Corner Road, Kronkup

- There is clearly demand for rural residential lots on Torbay Hill, unlike many other areas identified in the City of Albany.
- ALPS is a strategic document, broad brush in nature and the proposal clearly meets the intent and objectives of ALPS. It appears that the failure to include the subject site in Table 5 and Figure 19 could be an oversight.

6.0 CONCLUSION

It is proposed to include Lot 4 Cosy Corner Road, Kronkup in the Special Rural Area No 30 zone. Lot 4 is the last property on Torbay Hill still in the 'Rural' zoning; it is within walking distance of the general store and is clearly a simple rounding off of the rural residential development in this area.

The proposed rezoning can be supported through the strategic objectives in ALPS for both the 'Rural Living' or 'Rural Townsite' strategies. It is sound planning to remove the commercial agricultural practices from this site to reduce the current land use conflicts between the olive grove and adjacent intensive holiday accommodation development.

It is acknowledged that the site is not clearly marked for rezoning in the draft Albany Local Planning Strategy. However, the proposal does meet the objectives of this strategic document, as well as other endorsed state planning policies.

The proposed rezoning, with its slightly larger blocks, is an opportunity to add variety and to complement and complete the rural residential development of Torbay Hill whilst introducing appropriate buffers to the broad scale agricultural activities immediately north of the subject site.

We respectfully request that Council support this proposal.

Scheme Amendment Request 149 - proposed rezoning of Lot 4 Cosy Corner Road, Kronkup from 'Rural' to Special Rural Area No.30

Supplementary Information, January 2011

Scheme Amendment Request 149 (SAR 149) was lodged with the City of Albany in September 2010 and referred to a number of stakeholders for comment including the DEC, Department of Planning (DoP) and Department of Agriculture and Food (DAFWA). Comments received from DoP & DAFWA were forwarded to us as part of discussions with the City of Albany staff and we were provided with the opportunity of addressing their concerns prior to the proposal being presented to Council. A copy of the submissions and further correspondence with DAFWA is attached.

The comments from DAFWA & DoP have raised a number of issues including:

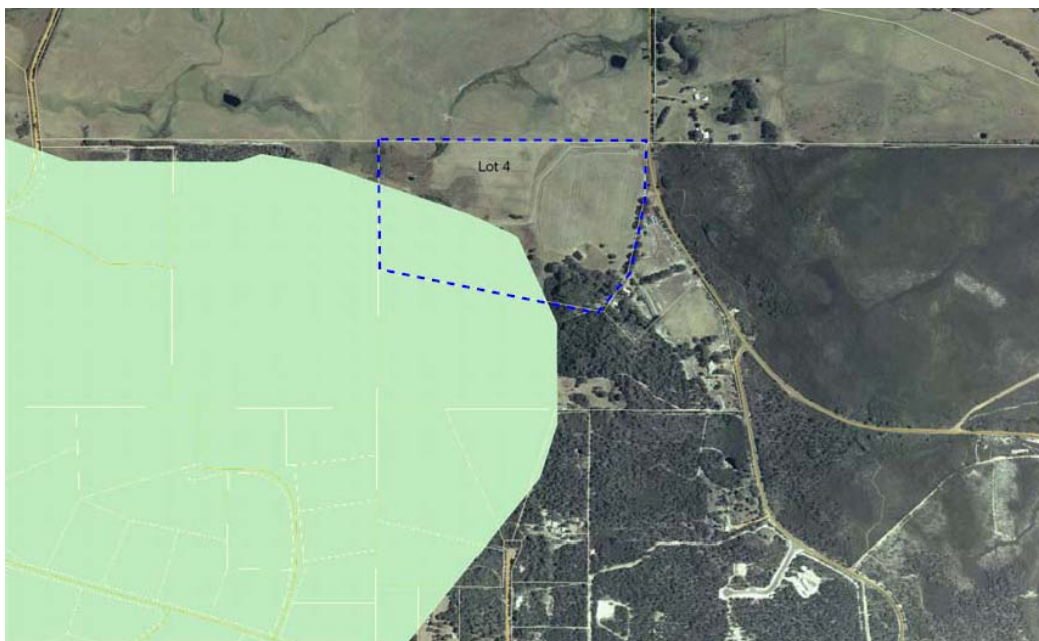
1. The impact of the Priority Agriculture designation over a portion of the subject site;
2. Application of adopted strategies including the draft Albany Local Planning Strategy and Local Rural Strategy; and
3. The potential for creating precedent for additional rural residential lots if this SAR is supported by Council.

Following a number of one on one meetings and emails with the various parties we would ask that the City, DoP & DAFWA consider the information presented in this report along with the details already presented in the SAR documentation.

Priority Agriculture

Discussions with DoP staff indicate that they are not prepared to make a call on whether a site should be designated Priority Agriculture; this is the role of DAFWA.

Correspondence with DAFWA shows a portion of Lot 4 Cosy Corner Road (the subject site) as being mapped as Priority Agriculture; as shown below.



Priority Agriculture Mapping – DAFWA – Priority Agriculture identified in the south west corner of the subject site (Lot 4)

DAFWA raise five main issues with the proposal:

- a) Importantly, they preface their comments with the statement that “*The Department of Agriculture and Food (DAFWA) does not object to the proposal to rezoning of Lot 4, Cosy Corner Road, Kronkup from “Agriculture / Rural Zone” to “Special Rural Zone...”* It then goes on to say that in general DAFWA does not support the rezoning of Rural land to Rural Residential development, comments that do not appear to apply to this site.
- b) A portion of the site is designated Priority Agriculture. “*...Therefore, given that Priority Agricultural Land covers a portion of Lot 4 Cosy Corner Road, Kronkup and also given that properties to the south and west are wholly covered with Priority Agricultural Land, together with the presence of an existing olive grove plantation on Lot 4 – it would suggest that the land may have some higher capability for an intensive agricultural land use.*”

This statement highlights the breakdown between the planning considerations and agriculture considerations when considered in isolation from each other, as evidenced by the following:

- The portion of the subject site designated Priority Agriculture is covered in remnant vegetation; an area that is highly unlikely to be supported for clearing by the DEC. The landowner has been actively revegetating this area to compliment the neighbouring revegetation within Special Rural Area 30. Rezoning to ‘Special Rural’ would further secure this in the Scheme;
 - This same area is adjacent to land that is already zoned ‘Special Rural’ in TPS3. ‘Intensive Agriculture’ and ‘Horticulture’ are not permitted in this zone; therefore there is no likelihood of the land having “*some higher capability for an intensive agricultural land use.*”
 - The current olive grove is located on unique land in this area and can not easily be expanded on the property; however if it was, it would lead to greater potential for land use conflict with the neighbouring non-rural land uses located on three sides; and
 - If the rezoning and subsequent development of the site for rural residential purposes does not proceed and the property forced into being sold, advice has been received that suggests the subject site is more valuable without the olive grove. This would result in the loss of a quality boutique olive grove, the only agricultural activity on Torbay Hill and a tourist attraction in the area.
- c) The SAR did not “*satisfactorily address the rural land capability of the land to rule out its potential for a possible intensive agricultural activity*”.

It is usual for land capability to be handled in the Scheme Amendment documentation rather than at the SAR stage. However, given the surrounding zoning & land use and strategic planning arguments this issue becomes irrelevant. The existing olive grove has enough potential for land use conflict with surrounding land uses without the property being further developed for intensive agricultural purposes.

- d) “*A recommended way forward for this situation would be for the proponents to engage an environmental or agricultural consultant to prepare an Agricultural Impact Assessment. While the property itself may not be suitable for intensive agriculture, it is situated directly adjacent blocks that may have a high potential for intensive agriculture in the future.*”

Once again, the land being referred to is already zoned ‘Special Rural’ and intensive agricultural pursuits are not permitted. Therefore there is little use in preparing an Agricultural Impact Assessment.

However, if the grazing land to the north is of concern then the buffers proposed as part of the indicative subdivision guide plan and the setback of building envelopes make for a better planning

outcome than is currently the case. The subject site surrounded on three sides by non-rural development and inadequate buffers are in place to the existing olive grove.

e) Some areas on the indicative subdivision guide plan have inadequate buffers to the olive grove.

This can be reconciled at the scheme amendment stage. Compliance with the recommendations of WAPC Planning Bulletin 63 is usual practice.

Priority Agriculture Conclusion

The SAR process was intended to ascertain if a proposal was suitable on a strategic level and if so, what individual concerns should be included in the future Scheme Amendment documentation. The SAR is referred to various stakeholders for comment and then the City is required to make a determination. Many of the stakeholders, such as DAFWA, have a mandate and that is purely what they comment on. Often their comments are not relevant when assessed within the existing planning framework and it is the role of the town planning decision makers to fit the pieces together.

In this case DAFWA and then by reference DoP, appear to have taken the issue of Priority Agriculture designation as being a planning issue that affects the land. However, as shown above, there is no chance of the Priority Agriculture designation having any influence on the subject site and its suitability for rezoning.

There is no loss of productive agricultural land that will result from this proposal.

Application of Planning Strategies

The DoP submission offered objections to the SAR partly on the grounds of failure to comply with ALPS (particularly Table 5 and figure 19) and the Local Rural Strategy (LRS).

The LRS was adopted by the Shire of Albany and has been largely superseded by the adoption of ALPS. Only the general policies (GP) are applicable from this document and these offer no comment on the current proposal.

The background to the drafting of the LRS was partly a survey of landowners at the time to see who wanted to rezone their land to 'Special Rural'; their wishes were subsequently shown in the LRS. The owners of the subject site were not approached at the time, the reason given was that the property 'did not have views and so it was thought that they wouldn't rezone'. The site is half located on Torbay Hill and has great views down to the bay and to the surrounding rural countryside and its failure to be shown in the LRS at the time was an oversight.

The landowners were then approached to be included in the rezoning of neighbouring land to 'Special Rural' Area 30. They did not wish to be involved as they had just moved down permanently to their property and wished to develop their olive grove. Every indication was given at the time that the site would have been rezoned along with the remainder of what is now Special Rural Area 30.

Therefore, the fact that the subject site has not been shown in past versions of the LRS and ALPS may have more to do with personal circumstances rather than considered planning rationale.

The issue of compliance with ALPS is addressed in full in SAR 149. However, we would ask that you consider that ALPS is not intended as a 'zoning plan' but as a broader strategy.

The subject site is effectively a "bite" into the Torbay Hill Rural Village and its failure to be recognised in Table 5 and Figure 19 is more of an oversight. The landowners were not consulted when figure 19 was put together.

Table 5 limits the growth of Torbay Hill Rural Village to 'residential infill only'. The site is adjacent to the Shop site and is located on Torbay Hill and could be considered to be infill and a completion of the rural residential development/rural village in this area.

Lastly, Torbay Rural Village is exceptional in that it is a Rural Village that is made up of Rural Residential lots. Given this character and the fact that villages should be based around a more intensely developed hub, it is important to locate as many lots as close to the hub as possible.

Strategy conclusion

SAR 149 addresses compliance with ALPS.

The LRS is not a relevant planning document in this instance.

The fact that the subject site is not identified in figure 19 appears to be more of an oversight and a result of historical circumstances than of planning consideration.

Compliance with the objectives of a strategy is essential; they are not generally used as 'pseudo zoning plans'.

Precedent

Discussions with City Planning staff raised the issue of precedent and why this proposal will not lead to other similar proposals arising in this area.

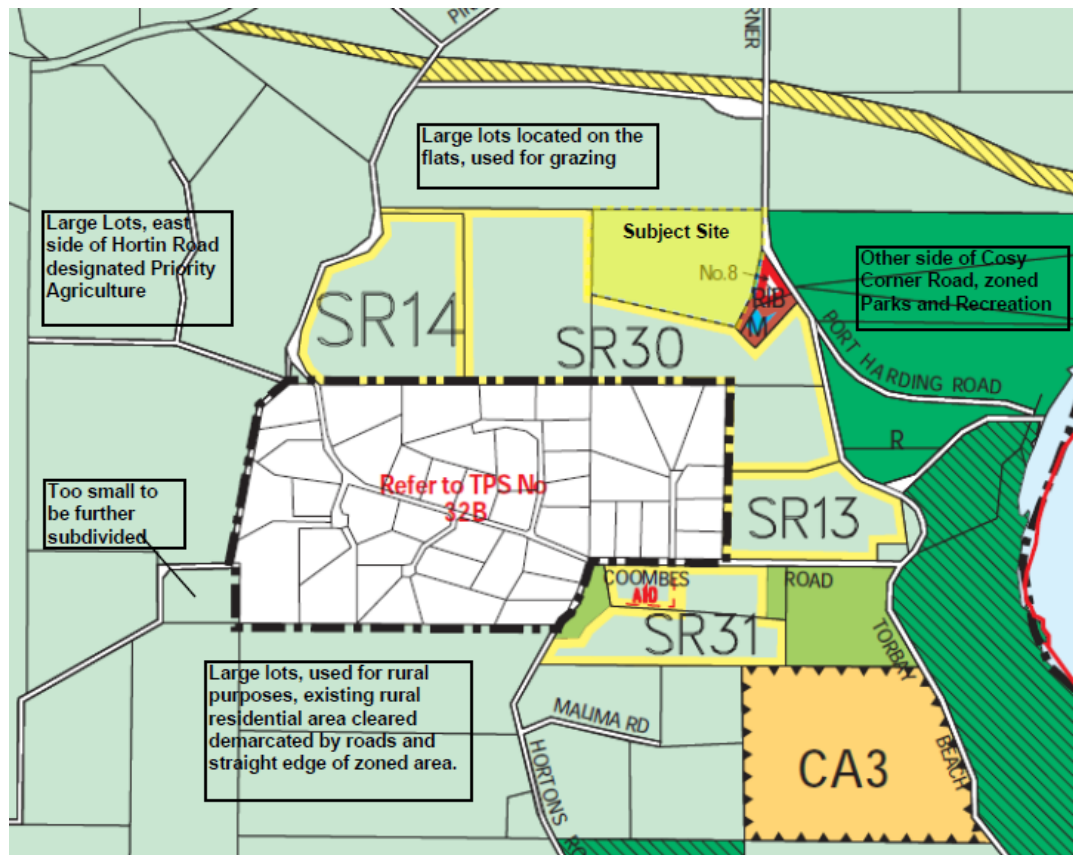
Firstly, all applications are to be assessed on their merit; basing a decision purely on its potential for setting a precedent is not a valid planning consideration. However, it may be relevant to consider the potential of the current proposal to undermine the strategy recommendations for this locality.

This matter is dealt with by SAR 149 in that the subject site is clearly a 'rounding off' of the current zoning in the area; it is surrounded by 'non-rural' land use and zoning on three sides. Torbay Hill is clearly characterised by rural residential development and it is the last property on Torbay Hill not to be zoned 'Special Rural' before the land flattens off into the Kronkup flats.

The subject site is virtually the last smaller lot in the immediate area capable of being developed for rural residential purposes. The nearby land that is not located on the flats is designated Priority Agriculture and has a large lot size capable of being further developed for agricultural purposes or forms part of a larger farming unit.

Hortin Road forms a boundary to rural residential development to the west. Cosy Corner Road forms a logical the boundary to the east.

See overleaf for a plan that describes the precedent issues and clearly shows the logical nature of the proposal.



Annotated Zoning Plan showing that the subject site is the last logical lot to be zoned in order to complete the Torbay Hill Rural Village and Special Rural zoning in this locality.

Conclusion

This Supplementary Information report is to be read in conjunction with SAR 149. Together they show that Lot 4 Cosy Corner Road, Kronkup is a logical rounding off of the Torbay Hill Rural Village and the 'Special Rural' zoning in this area.

The land designated as Priority Agriculture by the DAFWA and DoP mapping both within the subject site and surrounding it, will not be developed for intensive agriculture purposes, or indeed any agricultural purpose, with the exception of the existing olive grove. There is no loss of productive agricultural land that will result from this proposal. The current zoning and the need to control land use conflict in the area prevent the land being used for any further agricultural uses than is currently the case.

The applicable strategies should be applied, along with some common sense; the development meets the objectives of the relevant strategies and its failure to be included in the detail of ALPS is an oversight that should be rectified. The subject site missed out on being included in previous strategies and rezoning proposals more due to circumstance than due to any planning consideration.

Support for the proposal will not set a precedent for further land in this immediate vicinity to be zoned; the subject site falls within clear and logical boundaries to the 'Special Rural' zoning in the area.

APPENDICES
AGENDA ITEM 1.3 REFERS 20 PAGES

We respectfully request that the Department of Planning and City of Albany consider the information presented in this paper in conjunction with SAR 149 and support the proposal to rezone Lot 4 Cosy Corner Road, Kronkup to Special Rural Area 30.

Enc:

Attachment 1

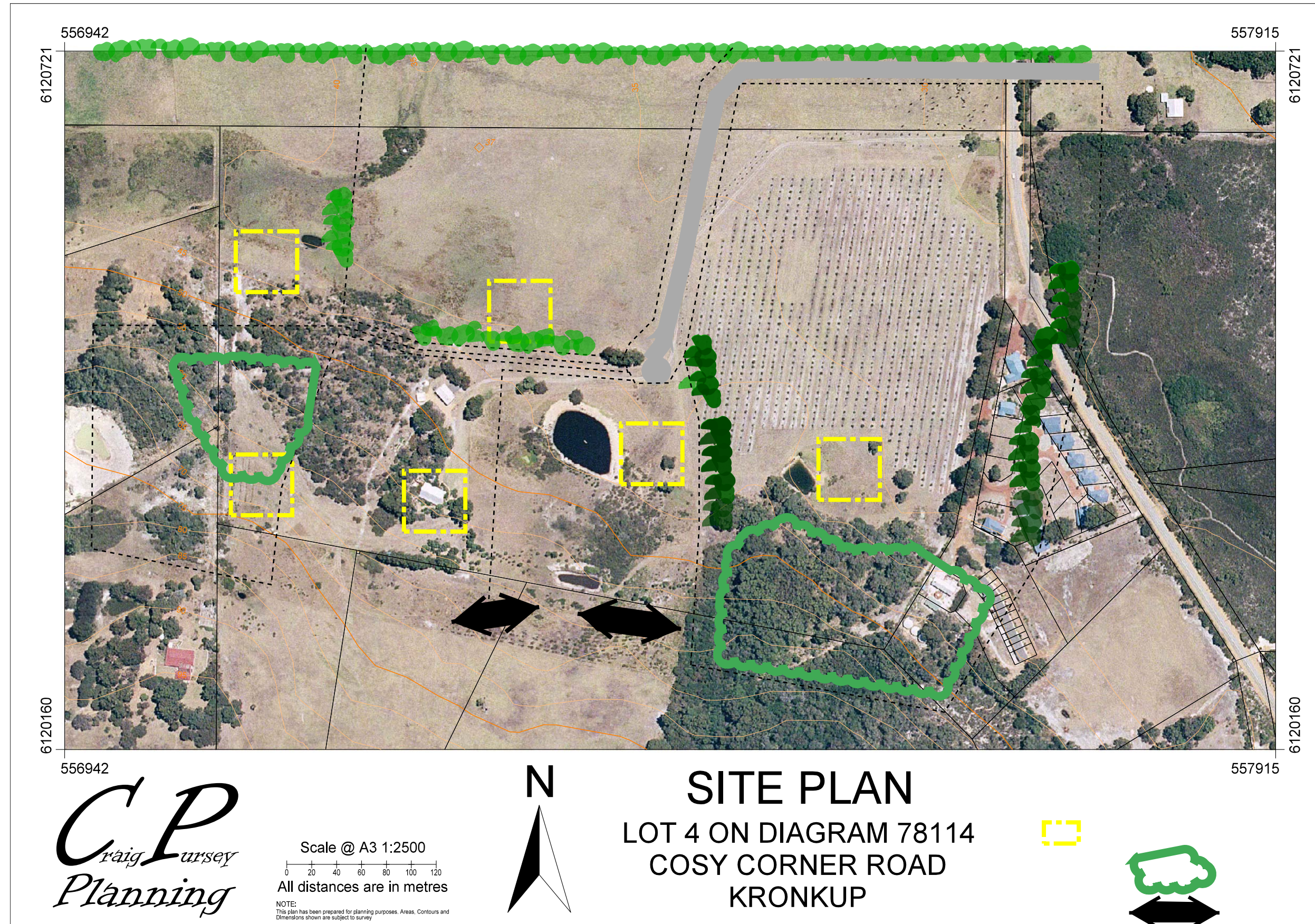
Department of Planning submission

Attachment 2

DAFWA original submission

Attachment 3

DAFWA email correspondence dated 7 January 2011





PREAMBLE

This CCSP forms an important component of the City of Albany's over all strategic direction, as outlined in 'Albany 2020 Charting Our Course'. It directly contributes to the City's Port of Call (key focus area) e.g. "*Managed healthy land & harbour environment*" by addressing the objective(s) to:

"Take an integrated and strategic approach to land use planning".

The main purpose of this document is to provide the City and staff with a consolidated document detailing the built proposal, impacts and planning requirements for the development of a neighbourhood centre and associated bulky goods retailing within the mixed business zone at the intersection of Chester Pass and Catalina Roads, Albany.

DOCUMENT CONTROL – for office use only

Officer Title: *E/Director Planning and Development Services*

Author (if different from above): *City of Albany*

Date & Reference of Council Adoption: *Original OCM 19/10/2004 DS Item 11.3.5*
Modified OCM 16/11/2004 DS Item 11.3.4
Revised OCM 15/03/2005 DS Item 11.3.3
Modified OCM 21/06/2005 DS Item 11.3.8
Revised OCM 15/02/2011 PDS Item 1.2

Copy Lodged with Library: *no*

File No: *STR049*

Contract File No.: *n/a*

Associated Strategic Expenditure Document: *n/a*

Status of Document: *Final*

Review Date: *n/a*

On this basis, the City's Town Planning Scheme includes a provision relating to the Additional Use site stating:

"Neighbourhood Centre is to have a maximum retail NLA of 5,000 m²"

3.1.2.2 Mixed Business

The EIA supporting the Mixed Business in Precinct 1 modelled the inclusion of a new major hardware of 4,000 m² and a furniture/electrical showroom of 2,500 m², totalling 6,500 m² of bulky goods floorspace. It was notionally expected these floorspaces may be taken up by BBC Hardware and Harvey Norman, respectively. The EIA concluded:

- *"If BBC Hardware and Harvey Norman opened at Farm Fresh in 2001 the impact would be 5.6% and 3.3% respectively. By 2006 these negative impacts have mostly disappeared. The level of impact is considered being within the normal bounds of competition."*
- *The major direct competitors to the proposed BBC and Harvey Norman at Farm Fresh are the Bunnings Hardware Warehouse and Hammers Furniture near the intersection of Chester Pass Road and Albany Highway. The level of impact is modelled at 20.9% in 2001 and 16.4% by 2006. This is assessed as being very significant competition."*
- *While the competition is significant, it is not unusual within the bounds of the head-to-head competitive practices of major chain retailers such as BBC, Bunnings, Harvey Norman, and the like. It is common practice for such stores to co-locate or be in close proximity to match the competition."*

This EIA was again reviewed by Alistair Tutte on behalf of Council. Tutte concluded:

"The modelled negative impact of the Catalina proposal of 20.9% in 2001 and 16.4% in 2006 for the Bunnings/Hammer Centre would normally be cause for some considerable concern. Impacts of this order would normally be considered as unacceptably high and possibly leading to significant decline in the level of service available to the community."

However, given the rather specialised retailing of Category 8 (hardware, homeware and furnishings, operators and the often stand-alone nature of such outlets, I accept the arguments put forward by Aurret that significant competition of this order is within the bounds of competitive practice by major retail chains."

Even if Bunnings and Hammer were to cease trading as a result of competition from the Catalina development, it is difficult to see how the community would be significantly disadvantaged, as an existing specialist retailer would merely be supplanted by a new retailer in a similar location. The argument that purely commercial competition should not be of a concern of planning ... I believe is valid in this instance."

In November 2010, an application to amend the CCPF was lodged with Council to increase the maximum floor space associated with bulky goods from 6,500m² NLA to 8,005m² NLA and remove the 1,800m² of floorspace identified for Warehouse Sales Outlet. The request was accompanied by a floorspace demand study titled 'Floorspace Demand Study for Bulky Goods (Albany 2010) and was prepared by Syme and Co (refer Appendix 2).

The analysis used in the Floorspace Demand Study for Bulky Goods (Albany 2010) concluded that Albany is short of the potential of bulky goods floorspace demand by 7,000m² NLA.

The Study also concluded that 50% of Albany's Bulky Goods are located outside of the central area and that Albany in comparison to Vasse and Greater Bunbury had a lower ratio of bulky goods to population. The allocation of additional floorspace at the Catalina Mixed Business zone is therefore in accordance with the existing location characteristics of Bulky Goods for Albany, other regional areas and the shortfall identified (7,000m² NLA).

The Study identified that whilst there is some choice available there is still a lack of well-located bulky goods floorspace in excess of 600m². The previous Harvey Norman site was taken up by another Other Retail operator (Auto One) which according to the Study suggests that larger well located Other Retail sites are generally taken up by the market and implies that there is pent up demand for well-located reasonably priced Other Retail floorspace.

The study also reinforced the principles of SPP 4.2 in that the current location of the Harvey Norman site and cluster of bulky goods retail near the Centro Albany Neighbourhood Centre is consistent with the WAPC principles.

3.1.2.3 Relationship to Structure Plan Modifications

Based on the conclusions and recommendations of the EIA and the Floorspace Study for Bulky Goods prepared by Syme and Co., the modified CCSP includes in the order of:

- 5,000 m² NLA of retail floorspace within the Neighbourhood Centre; and
- 8,005m² NLA of bulky goods/showroom floorspace.
- 500 m2 NLA of office

It should be noted that the development footprints for the bulky goods sites are generally larger, reflecting their (non-trading floorspace) warehousing needs. Such warehousing needs are reasonably significant, given that stock replenishment in a regional centre such as Albany occurs less frequently than it does in a metropolitan centre.

Due to the specific modelling of activities undertaken for the CCSP, changes to those activities included in the modelling will require additional modelling to be undertaken by the proponents in accordance with TPS 3 requirements. (The office use was not included in the modelling.)

4.0 PRECINCT PLANS

4.1 PRECINCT PLAN 1

4.1.1 STATUTORY REQUIREMENTS

City of Albany TPS 3 requires the preparation of Precinct Plans within the Mixed Business Zone to be adopted by Council. All development is required to comply with the Precinct Plan when adopted.

This Precinct Plan is for the area defined as Precinct 1 within **Figure 4** and has been prepared in accordance with the scheme provisions.

4.1.2 PROPOSED USES

Precinct 1 is primarily the retail core. TPS3 provisions specify the Neighbourhood Centre as 5,000 m² maximum shop NLA and 500 m² maximum office NLA.

The supermarket will comprise 3,500 sq.m of retail floor space, and the balance of 1,500 sq.m will be divided amongst specialty shops.

The precinct, therefore, is comprised of:

(i) **Neighbourhood Centre :**

5,000 sq.m NLA retail floorspace

500 sq.m NLA office floorspace

(ii) **Bulky Goods**

8,005 sq.m NLA bulky goods/showroom floorspace

~~(iii) **Warehouse/Warehouse Sales Outlet**~~

~~1,800 sq.m NLA warehouse/warehouse sales outlet floorspace~~

(iii) **Medical Centre**

1,200 sq.m

(iv) **Service Station**

(v) **Grouped Dwellings**

(vi) **Food Wholesaling**

(vii) **Garden Centre**

4.1.2.1 Relocation of Woolworths

The existing Woolworths supermarket is to be converted to a bulky goods outlet, and a new modern supermarket constructed on the north-eastern side of Woolworths.

The Neighbourhood Centre will be in a central position within the CCSP area, providing greater proximity to Precinct 2 and the Lifestyle Village, encouraging interaction between the Precincts.

The owners of Woolworths have agreed to enter into a legal agreement with Council to extinguish non-conforming use rights for the current Woolworths site, upon relocation of the retail development to the proposed new location. This will result in the closure of Woolworths and its conversion to a bulky goods outlet.

4.1.2.2 Medical Centre

A medical centre is proposed on the southern side of the Neighbourhood Centre. These land uses are compatible with the services offered within the Neighbourhood Centre development.

The location identified for the medical centre is based on the strongest cross-supporting land use links. In particular, it is necessary for the Medical Centre to be located in close proximity to the pharmacy, which will be located within the Neighbourhood Centre.

The medical centre is proposed to be a "low key" development and is cognisant of the type of uses usually located within mixed business areas.

4.1.2.3 Service Station

The corner of Road C and Chester Pass Road is identified for a proposed service station, providing a key service and maximising accessibility for both the existing and future worker and resident populations as well as general commuters into the City. No direct access/egress from the service station to Chester Pass Road is permitted.

4.1.2.4 Bulky Goods / Showrooms

The CCSP allows for a maximum of 8,005m² NLA of bulky goods / showrooms within Precinct 1.

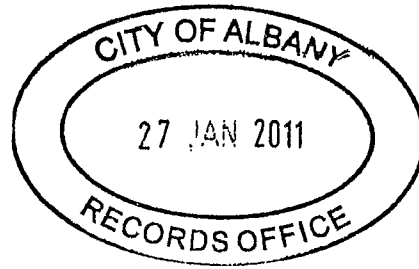
On the basis of the EIA modelling this has been notionally divided into the following bulky goods/showroom uses:

- Site 1 Furniture/Electrical
- Site 2 Hardware
- Site 3 Hardware

These uses and floorspace allocations are directly in accordance with the EIA prepared by the proponents for the Mixed Business Zone, in addition to the more up to date Albany Bulky Goods Demand Study (2010). It is likely the development footprints for the bulky goods sites will be generally larger, reflecting non-trading floorspace / warehousing needs.

The gross area of the bulky goods/showroom outlets will be in excess of the NLA due to the need for extensive storage areas. This is particularly important in a regional area as there are a reduced number of stock delivery to that in a city environment. There is therefore, the need for significantly greater 'back of shop' warehouse storage. This will not have any impact on the car parking ratios.

Albany Motorcycle Club Inc
PO Box 907
Albany 6331
25th Jan 2011



Dear Mr Barnett ,

Following Discussions at the meeting on January 25th at Council Offices with Albany Motorcycle Club, Albany City Kart Club, Great Southern Motoplex Committee, Councillors and Council Officials, one of the issues discussed was AMCC's ability to host our two rounds of the 2011 South West Interclub Series, while not currently having a track.

Therefore AMCC would like to apply to hold our two interclub events at Miniup Park, Roberts Rd under section 18 of the Environmental Protection (Noise) Act.

Albany Motorcycle Club is committed to make the move to the Motoplex site, but with delays on approvals from DEC, we will not be able to have a track built to standard in time for these events. Dates have not yet been booked for these two events but a meeting is to be held in early February in Manjimup for the clubs involved to book these dates.

Our Club cannot afford to lose these two events as we will likely never get them back, with so many clubs in the South West area wanting to be a part of the series, if we miss a year, we will lose the clubs biggest money maker. With approximately 150- 200 riders competing in this series many travel for up to four hours to ride here, also most stay in town and spend money on accommodation and food. If these events are lost it will not only impact the club but also the town. Also if we cannot hold these two events, our members cannot participate in the series at other tracks as you need to be a member of a club involved in the series.

We understand that the residents of Robinson have had this issue put before them before, and the Club had no intention of trying to get back out to our track this year. Unfortunately things have not moved as quickly as we expected with the motoplex site, which forces us to ask for approval to hold our two interclub events at Miniup Park for 2011.

We have no interest in asking for approval to hold any other events at Miniup only our two interclubs'. These events will be run as they have been in the past with the same conditions we put in place for 2010, in regards to parking, rubbish removal and on site noise testing of suspect bikes.

I thank you for your time and hope you can see your way clear to grant us approval to hold these two events, thus helping to keep our club alive.

Sincerely

A handwritten signature in black ink, appearing to read "Ricci Draper".

Mrs Ricci Draper

AMCC

Secretary

0408093654



City of Albany Records
Doc No: ICR1128965
File: PRO176
Date: 27 JAN 2011
Officer: EMHRB

Attach:
Box:
Vol:
Box+Vol:

CLIPPER: A UNIQUE EXPERIENCE

HOST PORT PROPOSAL



www.clipperroundtheworld.com

CLIPPER **ROUND THE WORLD** 09-10

RACED BY PEOPLE LIKE YOU

The Clipper Race

1 circumnavigation; 10 ocean racing yachts; 40,000 miles; 15 races; 13 countries; 1 winner

The Clipper Round the World Yacht Race is the only yacht race which has non-professional crews sailing a fleet of identical, internationally sponsored yachts around the globe. Accompanied by a professional skipper, many of the crew have little or no sailing experience until they start their training.

First run in 1996, the Clipper Round the World Yacht Race is the brainchild of renowned yachtsman, Sir Robin Knox-Johnston, the first man to sail solo non-stop around the world in 1968/9. He wanted everyone to be able to experience the sheer exhilaration of ocean racing which, until then, had been the preserve of professionals and the privileged. More than 2,000 people have now competed in the seven Clipper Races, the circumnavigators (approximately 400) becoming members of an elite group of sportsmen and women: more people have climbed Everest than have raced around the world in a yacht.



Its Grand Prix format, calling at international ports in 6 continents, gives the Clipper Round the World Yacht Race a truly global appeal, on and off the water, on an affordable scale for crew, sponsors and commercial partners. The overall race is divided into eight legs and 15 individual races (varies slightly from race to race). Points are accumulated according to each race position, and the yacht with the highest total at the finish wins the prestigious race trophy.



The unique concept of the Clipper Race is that yachts are named after cities, regions or countries each with their own Team Partners who are keen to promote themselves under the umbrella of a destination. This is a successful formula as the public and media find it much easier to engage with a yacht named *Spirit of Australia*, for example, allowing organisations and brands to reach a wide audience.

The Clipper Race embodies a unique blend of sporting, human and commercial values. The crew from all over world are central characters in the unfolding drama. All have their own captivating story and reasons behind their decision to leave their ordinary lives behind to compete in the challenge of a lifetime.

The crew's competitiveness afloat is juxtaposed by a special camaraderie ashore, rarely seen in other sporting events. This spirit and shared partnership ethos extends to the sponsors and commercial partners, ensuring the race provides exceptional, invaluable networking opportunities.



www.clipperroundtheworld.com

Hosting the Clipper Round the World Yacht Race

The arrival of ten ocean racing yachts and the Clipper entourage is a spectacle to behold – making a big impact visually and emotionally, creating massive consumer and corporate facing opportunities, as well as driving significant economic impact.



The opportunity for Albany to host the fleet in the Clipper 11-12 Round the World Yacht Race could create a significant return on investment if it is exploited in the right way. Not only does the race fleet create a lot of interest, but it can also become the nucleus of a festival of activities that has the power to pull in the crowds with significant visitor spend on top of crew and race expenditure into the local economy.

In the latter stages of the Clipper 09-10 Race, Cape Breton, Nova Scotia reported estimated benefits well in excess of CAD \$1 million and the Kinsale/Cork visit in Ireland was turned into a festival week that attracted crowds in excess of 100,000 which is also expected to show substantial visitor spend.

Elsewhere in Clipper 09-10 the race team, visiting sponsors, friends, family and fans made significant economic impacts in all the ports of call in hotels, restaurants, bars and shops, plus on hire cars, tours and public transport. Professional suppliers of event management, equipment hire and entertainment can also benefit from the stopovers.

The start of Clipper 09-10 from the River Humber on the east coast of the UK is a prime example of what can be achieved if all opportunities are explored. Through a combination of high profile promotion, good PR and a supporting and synchronised events programme, a major event was created which attracted over 150,000 people over the race start weekend.



An independent evaluation has revealed that events at the start of Clipper 09-10 in Hull generated GBR£9.3 million for the region's economy. Hull reported:

"Businesses were stretched to capacity across the weekend as 150,000 people flocked to the city centre: most businesses experienced busier periods of trade; most bed spaces were full; it was difficult to find a restaurant, café or bar with a spare seat and despite ordering extra stock many takeaways ran out of food!"



The social and economic analysis discovered:

- Average spend on accommodation was GBR £120 per person over the weekend
- Average spend per person per day on transport, food, drink, attractions and shopping was GBR £41.96
- 99.5% of those surveyed would return for similar events

"The weekend was spectacular and has shown this city the enormous capacity it has to host world-class festivals" Janet Reuben, Chief Executive of Visit Hull and East Yorkshire



Reaching a Global Audience of Hundreds of Millions

Media coverage about the race, port activations and key sponsor messaging has been even more extensive in Clipper 09-10. Just half way through the race an independent survey by IFM Sports Marketing Surveys* identified coverage by global media with a potential audience in excess of 368 million people.

To buy the equivalent advertising airtime and space would have cost in excess of GBR£6 million at undiscounted rate card values (UMV). The PR impact of editorial over advertising could double or even treble the value of this exposure in terms of its power to influence audiences around the world.

Recent updates from SMS indicate the cumulative audience has now exceeded 500 million and this is before the official TV series has started to air around the world. The media evaluation report for Clipper 09-10 will be finalised and distributed by the end of November. In the meantime, statistics from the official Clipper website and other online media channels are outlined below.

** IFM Sports Marketing Surveys is an independent agency with over 20 years experience of the specialist market place and offices on every continent. Clients include major international brands and events, including global sports for organisations like FIFA and Formula One Management.*

Official Race Website www.clipperroundtheworld.com

Between the Race Start (13 September 2009) and the Race Finish (17 July 2010), the official website achieved the following hits (numbers in brackets highlight the percentage change from the 07-08 Race):

- 2,173,397 visits (+82%)
- 8,473,529 page views (+51%)
- 395,801 absolute unique visitors (+87%)
- 1,832,144 page views to the Race Viewer (+91%)
- Visitors from 199 countries (+5%)
- 100,847 skippers playing Virtual Regatta (new)



Please note: the Clipper 09-10 website domain has recently switched over to phase one of the Clipper 11-12 website. Phase one is crew recruitment focused; phase two will go live at the end of April and

include all the teams, host ports and sponsor profiles; and phase three will launch just before the Race Start. To see the Clipper 09-10 website including all three phases of development please see: www.archiveclipper0910roundtheworld.com

Website Visitors by Country/Territory: The table below details the top ten countries/territories that visited the official Clipper 09-10 website. The top six all show a significant growth in visitor numbers from Clipper 07-08 (numbers in brackets). The only territory to report a decline in visitor numbers is South Africa, which is attributed to no South African yacht entry participating in Clipper 09-10 following entries in the three previous races.

1.	United Kingdom	1,361,440	(+76%)
2.	United States	126,007	(+43%)
3.	Australia	112,976	(+42%)
4.	Canada	105,712	(+109%)
5.	France	86,169	(+609%)
6.	Ireland	54,400	(+495%)
7.	Finland	38,365	New Entry
8.	Germany	28,308	New Entry
9.	Netherlands	27,829	New Entry
10.	South Africa	24,234	(-54%)

Social Media (up to 19 October 2010)

- 2,055 fans on Clipper Round the World Yacht Race Facebook page
- 47,953 page views on Clipper Round the World Yacht Race Facebook Page
- 976 members in the Clipper 11-12 Facebook group
- 583 followers on Twitter
- 3,662 upload views on Clipper YouTube Channel
- Over 28,000 views of videos related to Clipper 09-10



Communication Tools

The Clipper Ventures Communications Team has developed a range of key communication tools for the Clipper Race including, but not limited to:

- Dedicated in-house communications team
- Media-trained skipper and crew
- State-of-the-art onboard communications equipment
- World-renowned host broadcaster (North One Television)
- International TV distribution agency with proven track record (ALL3MEDIA)
- Newly developed website with compelling and regularly updated content www.clipperroundtheworld.com
- Virtual Regatta game on website
- World-class race imagery and online photo gallery (onEdition)

www.w-w-i.com/clipper_0910_race/gallery.php



- Online broadcast website where media can download broadcast quality features www.clipperbroadcast.com (password: broadcaster)
- High-quality internationally-distributed publications
- Podcasts featuring satellite telephone interviews during races
- Daily media update distributed internationally
- Media berths for international journalists to get a taste of the action available to sponsor's targeted media on a complimentary basis in return for guaranteed exposure

Official Clipper 09-10 Race TV Series

ALL3MEDIA Group was the official Broadcast Production and Distribution Partner for Clipper 09-10. The ALL3MEDIA Group are the UK's largest independent production company, comprising of over 16 different companies focusing on the production and distribution of all forms of content, from broadcast TV to digital and mobile. The TV production arm is North One Television, a Bafta award-winning sports TV production specialist, whose credits include Formula One and World Rally.

North One is in the final stages of editing a 6-part TV series documenting the Clipper 09-10 Race which is focused on the unique life-changing stories of the people who took part. Rather than having a leg-by-leg narrative of the race, each show is based around a central theme as follows:

- Show 1: Life-changing decisions
- Show 2: Teamwork and relationships
- Show 3: Fear and danger
- Show 4: Strength of character
- Show 5: Fully-fledged ocean racers
- Show 6: Changed lives

Throughout the race, a professional cameraman spent time at sea with each team, whilst another travelled in advance to all the host ports to film the yacht arrivals/departures and activities and events surrounding the stopover. In addition, a crew member on each boat was trained to use the onboard Sony cameras to record the journey and the central characters in their team.



It has recently been confirmed that The Discovery Channel will show the series in the UK, Europe, USA and Asia. This is the first of many deals with broadcasters globally and will add significantly to the value and reach, taking Clipper and its sponsors' message to more people than ever before.

Host Port Coverage: The general approach throughout the series is to feature the stopovers in keeping with the 'adventure of a lifetime' spirit of the event. Through the eyes of the crew, the programmes capture the sense of awe, excitement and discovery of the destinations on the race route. To maximise the exposure for our Host Port sponsors, the broadcast footage incorporates the following footage:

- City-specific content shot in conjunction with tourist authorities to capture a feeling of each host port
- On-the-water footage of the fleet arriving and departing
- Showcasing fleet against iconic city backdrops
- Ensuring that visits from high profile VIPs are incorporated
- Integrating featured crew as they explore/discover relevant locations, people and traditions within the host ports



Case Study

The regional development agency, Yorkshire Forward, sponsored the Hull & Humber yacht entry in the 07-08 and 09-10 Races to profile the British region of Yorkshire. Yorkshire Forward chose to work with the Clipper Race to achieve a five point plan strategic plan.

Improve the profile of Hull nationally and internationally

After fielding an entry in Clipper 07-08, Yorkshire Forward bid to host the Race Start and Finish of the Clipper 09-10 Race in order to showcase the assets of the region. The Hull and Humber ports complex is the largest in the UK, and the sponsors saw the event as an opportunity to align the region with the spirit of adventure and challenge that defines the Clipper Race, building awareness of the region through positive messaging around the world. Over Clipper 09-10, the Hull & Humber campaign achieved 2,358 articles across print, TV, online and radio and reached a cumulative audience of 244,837,481. This equates to a UMR in excess of GBR £3 million and an equivalent PR value in excess of GBR £9 million.

Increase the number of trading opportunities to the region

Yorkshire Forward concentrated on four main trading markets in the 09-10 Race: Cape Town, Qingdao, New York and Nova Scotia, focusing on the industries of seafood, renewable energies, port development and shipping. It participated in two MOUs (memorandum of understanding) which were signed during the race. One between Qingdao, Cape Breton Island and Hull & Humber - building on common interests in seafood and creating opportunities to benefit from a multi-billion dollar sourcing market. The second with the Qingdao Chamber of Commerce in a long-term commitment to develop business links together.



Increase pride and confidence in residents

The spectacle of the Race Start and Finish weekends created an incredible sense of pride and confidence in the people of Hull and surrounding area. As did their distinctive orange boat which generated a massive fan base, a huge volume of media coverage and community spirit. The dock was lined with visitors and residents alike to welcome Hull & Humber back home after her ten month circumnavigation – the sponsors have been overwhelmed by the positive feedback and pride in their entry and the home port events.



Increase the volume and value of tourism to the region

Welcome to Yorkshire, the region's tourist board focused on its key international markets around the race route including Singapore, Qingdao and New York. During the Clipper 09-10 stopover in New York, it launched a video advert focusing on the region's heritage which was played in nearly 10,000 yellow taxis in New York during the first two weeks in June. The advert was launched at a high profile reception the evening the Hull & Humber yacht arrived and was attended by NYC's top travel writers and journalists and key representatives from the travel industry. The campaign resulted in a dramatic increase of 118% in web traffic from the USA in June.



Inspire and motivate more young people to engage in learning and employment

Hull & Humber has significant social issues with one of the highest percentages of NEETs (16 to 24 year olds not in employment, education or training) in the UK. Being NEET is a major predictor of later unemployment, low income, teenage motherhood, depression and poor physical health. As such they established the ONE HULL Ambassador Scheme aimed to raise aspirations and encourage young people back into education or employment. Over 100 NEETs were encouraged to take part in a selection event to join a 6-week alternative learning programme of shore-based activities combined with an extreme sailing challenge. Following the completion of this course, 14 were then chosen to compete in one leg of the Clipper 09-10 Race onboard the Hull & Humber yacht entry. Since returning from Clipper, 13 have gone back into full-time education or training or found employment and the remaining ambassador is actively seeking employment. The ONE HULL Young Ambassadors Scheme is predicated to have saved in excess of GBR£1 million from the Hull City Council social care budget by building self-confidence, raising self-esteem and motivating young people.



Build regional capacity to organise and host major international events

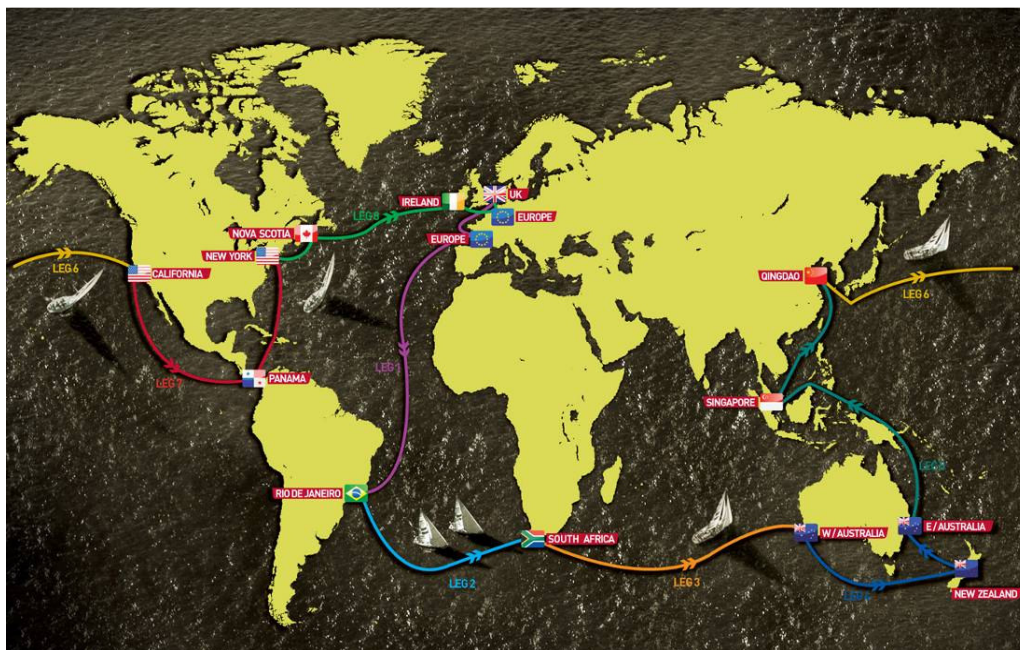


Hosting the Race Start and Finish, generated an overall footfall of 235,000 for the region and provided the sponsors with an opportunity to demonstrate their ability to organise world class events, while also enhancing the local and national identity of Hull and Humber. The organisers appreciated the need to coordinate and manage a diverse programme for all ages and backgrounds and manipulated their annual events schedule to coordinate an incredible programme during the Race Start and Finish weekends, including a pop music festival, air displays, a maritime festival, a jazz festival, a fireworks evening and a French fire installation display. All were extremely well received by the public and covered extensively in the media, including live features on

BBC, ITV and Sky in the UK.



The Clipper 11-12 Race Route...the world's longest yacht race



Leg 1: UK > Europe > Brazil	SOLD OUT
Leg 2: Brazil > South Africa	SOLD OUT
Leg 3: South Africa > Western Australia	SOLD OUT
Leg 4: Western Australia > New Zealand > East Coast Australia	SOLD OUT
Leg 5: East Coast Australia > Singapore > China	LIMITED AVAILABILITY
Leg 6: China > West Coast USA	LIMITED AVAILABILITY
Leg 7: West Coast USA > Panama > East Coast USA	SOLD OUT
Leg 8: East Coast USA > Nova Scotia > Ireland > UK	SOLD OUT

The Clipper 11-12 Race is scheduled to start in the UK in August 2011 and finish back in the UK in July 2012, shortly before the London 2012 Olympic Games. It is anticipated that the Clipper Fleet will be in Western Australia in mid November 2011. The exact schedule will not be confirmed until all the Host Ports are secured. Half of the legs are now completely sold out, including Legs 3 and 4 which incorporate the Western Australia stopover. We currently have 23 Australians signed up to take part in the Clipper 11-12 Race.

Outline Programme for a Clipper Stopover

The duration of a stopover varies from port to port but is generally around nine days. The outline programme below gives an overview of the key events and activities and when we suggest they take place during the event:

- Day 1 & 2: Yacht arrivals*
- Day 3: Final yacht arrivals (reserve day)*. Welcome & Prize Giving Reception.
- Day 4: Crew tourism experiences
- Day 5: Sponsor sails and networking events. Open day for the local community with boat tours.
- Day 6: Sponsor sails and networking events. Open day for the local community with boat tours.



- Day 7: Sponsor sails and networking events. Open day for the local community with boat tours.
- Day 8: Final preparations for the race re-start
- Day 9: Race Re-start. The yachts generally leave the berthing area mid morning for a parade of sail along the Host Port's waterfront with the race start at 14:00. VIP and sponsor reception for nominated guests to watch the race re-start (this can be shore-based or on a spectator vessel). Where possible, we try to schedule the race re-start on a Saturday or Sunday to ensure maximum public engagement.



The Clipper Race Team will start to arrive in the Host Port a week in advance of the first yacht arrivals for the final preparations. Our international sponsors are encouraged to focus their activation plans on the middle of the stopover and stay on to watch the fleet depart. We recommend our Host Ports concentrate their public engagement on the final few days of the stopover, culminating in the visual spectacle of the ten yachts leaving the city.

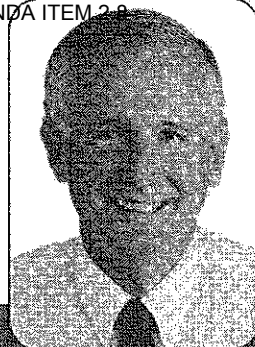
*It is impossible to predict how spread out the fleet will be following the race from South Africa but we would anticipate there to be a maximum of 3 days between the 1st and 10th yacht arriving. Shortly after arrival, the crews perform a deep clean of their yachts and re-provision the dry products for the next race. The Clipper Maintenance Team work on the fleet throughout the stopover.



Associated Rights and Benefits

In return for providing the facilities outlined in the Schedule 1 – Host Port Facilities document on a complimentary basis, Albany will be granted the following associated rights and benefits:

- Global IP, image and association rights to the Clipper 11-12 Round the World Yacht Race brand
- Right to use the Clipper Race and Host Port Sponsor logos
- Right to develop a composite mark (using the Clipper and Albany marks) subject to prior approval by Clipper
- Right to run a high profile press conference linked to a formal signing ceremony to announce the sponsorship to stakeholders
- Right to distribute in conjunction with Clipper a Global news release on the announcement
- Right to use the following IP associations:
 - Official Sponsor of the Clipper 11-12 Round the World Yacht Race
 - Official Host Port of the Clipper 11-12 Round the World Yacht Race
- Right to a dedicated content area and official links on the official Clipper website (www.clipperroundtheworld.com)
- Right to create a dedicated Albany Clipper web destination
- Right to develop a community, educational and cultural programme
- Global archive rights to the Clipper image library
- Right to a royalty-free, non-exclusive license to use documentary or promotional images, footage, video and audio from recordings made by Clipper or its appointed Broadcaster, production company, photographer or other service provider taken in Albany for the purpose of Albany's commercial needs
- Joint marketing effort to recruit additional Western Australian crew to participate in the Clipper 11-12 Race
- Right for Albany's logo, trademarks, symbols, emblems, titles or associated phrases (as agreed with Clipper) to appear on all official marketing material
- Right for Albany's logos, trade marks, symbols, emblems, titles or associated phrases to appear on twenty percent (20%) of port branding space in its own Host Port
- Right to use the Clipper logo on souvenirs or premiums, including clothing (with the exception of technical sailing clothing), which are designed, produced by Albany and sold in the region to promote the stopover
- Right to sell concessions to interested traders within the Event Village and Venue during the stopover, subject to approval from Clipper
- Right to 4 sailing days on a Clipper yacht during the WA stopover for a maximum of 12 guests per day
- Right to 4 static hospitality opportunities onboard a Clipper yacht during the WA stopover for 25 guests per event
- Right to invitations for the prize giving receptions at other Host Ports of choice including the Official Race Start and Finish
- Opportunities for the Mayor of Albany or such other government official as Albany may nominate, to officiate at functions relating to the Clipper 11-12 Race around the world



Wendy Tate
Eventscorp
Level 9, 2 Mill Street
PERTH WA 6000

Dear Wendy

RE: RES Application for Albany to host 2011 Clipper Round the World Yacht Race

I write in support of the application by the City of Albany for funding under the Regional Events Scheme to enable Albany to be the Western Australian Host Port for the 2011 Clipper Round the World Yacht Race.

Albany recently hosted the World Mirrors titles and the event was an outstanding success for all concerned. Building on the momentum from that event, the City of Albany is bidding for the right to host this year's Clipper Round the World Yacht Race.

Major redevelopment of the Albany harbour foreshore has given Albany a brand new look for its waterfront and a major event such as the Clipper Race would give the City an opportunity to showcase this exciting development to national and international audiences.

If Albany is given the opportunity to host this event, the impact on our local tourism and hospitality industries would be a tremendous boost to not only Albany but to tourism across the southern part of WA.

With the City of Albany, State Government agencies and departments, the Princess Royal Sailing Club, the Albany Chamber of Commerce and Industry and other partners all right behind this bid, the bid has very broad support and I am confident that if the event is held in Albany it will be well-run, properly resourced and give the State Government a very good return on a fairly modest investment.

Yours sincerely



Peter Watson MLA
MEMBER FOR ALBANY

18 February 2011



**GREAT SOUTHERN
DEVELOPMENT COMMISSION**

Our Ref: U1:0010
Enquiries: Linsey McFarlane

18 February 2011

Faileen James
Chief Executive Officer
City of Albany
PO Box 484
ALBANY WA 6331

Attention: Jon Berry

Dear Ms James

IN-PRINCIPLE SUPPORT FOR 2011 CLIPPER ROUND THE WORLD YACHT RACE

The Great Southern Development Commission (GSDC) is pleased to provide in-principle support for the City of Albany's funding application to Eventscorp for the 2011 Clipper Round the World Yacht Race.

The City of Albany has been approached by Clipper Ventures to consider becoming the Western Australian host port for the 2011 Clipper Round the World Yacht Race. The GSDC has worked with the City of Albany and a local working group to determine Albany's capability to undertake this role. The group assessed that Albany has the required infrastructure, skills, knowledge and attractions to make it a highly desirable host port, and will prepare a proposal to Clipper Ventures.

An event such as the Clipper Race has the potential to generate economic and social benefits to Great Southern communities, including through international media coverage. As a crew changeover port, the Western Australia stopover is expected to attract approximately 600 international visitors and a significant number of local, state and national visitors for the duration of the event.

It is understood that the City of Albany will be submitting an application under the Great Southern Regional Grant Scheme (RGS) which closes on 10 March 2011. It is important to note that submission of an application to the RGS does not guarantee funding, and this letter of support should not be seen as an indication of commitment to funding under the Scheme.



Building partnerships for regional prosperity

Albany Pyrmont House, 110 Serpentine Road, PO Box 280, Albany WA 6331, Phone: (08) 9842 4888 Fax: (08) 9842 4828 Email: gsdc@gsdc.wa.gov.au
Katanning 10 Dore Street, PO Box 729, Katanning WA 6317 Phone: (08) 9821 3211 Fax: (08) 9821 3336 Email: katanning@gsdc.wa.gov.au
Web site: www.gsd.wa.gov.au

The GSDC wishes the City of Albany success in its funding application to Eventscorp for the 2011 Clipper Round the World Yacht Race. If the GSDC can be of further assistance, please contact Linsey McFarlane, Development Officer on (08) 9842 4888.

Yours faithfully



For **BRUCE MANNING**
CHIEF EXECUTIVE OFFICER



Government of Western Australia
Department of Transport

Events Corp
Events Development Manager
Level 9, 2 Mill Street
PERTH WA 6000

Att : Wendy Tate

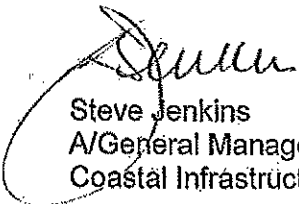
Dear Wendy

I refer to the proposed grant application from the City of Albany in support of the bid for Albany to be the West Australian host port for the Clipper Around the World Yacht Race.

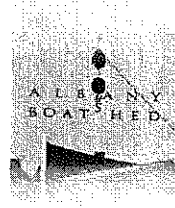
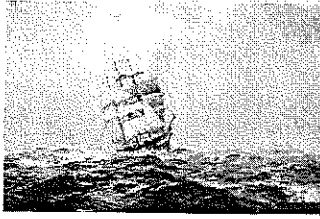
Please be advised that the Department of Transport supports the City of Albany in their bid to be the host port for this major yachting event which would have significant economic benefits for the City of Albany.

This support will also be offered to other West Australian regional centres in their bid to host individual legs of the 2001 Clipper Around the World Race.

Kind regards



Steve Jenkins
A/General Manager
Coastal Infrastructure



Albany Maritime Foundation

Princess Royal Drive
Albany
Western Australia
PO Box 5378, Albany,
Western Australia. 6332
Phone +61 (08) 9841 1597
Fax +61 (08) 9841 1835 boatshed@omninet.net.au

21/02/2011

Events Corp
Regional Events Scheme
Level 9, 2 Mill St
Perth, WA 6001

RE CLIPPER ROUND THE WORLD YACHT RACE.

The Albany Maritime Foundation (AMF) strongly supports the City of Albany's bid to become the host port for the Clipper Round the World Yacht Race.

Securing an event of this magnitude would enable the promotion of our rich maritime heritage to a far broader audience.

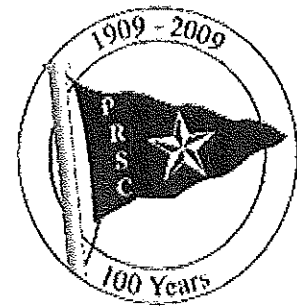
The AMF works actively with the City, Port and other community organisations to promote our present and past maritime heritage. This has been demonstrated through our highly successful Festival of the Sea which has attracted attendance figures over 5000 persons.

Our facility is located on the waterfront of the new Albany Marina and as such is ideally located to provide logistical support to the event. The building has over 6000m² of workshop and office space which can be made available to the event organisers for the duration

If the Albany bid is successful we look forward to working with the City, and other organisations to ensure an outstanding event.

Regards,

Lawrence Cuthbert
Vice Chairman
Albany Maritime Foundation



17 February 2011

Eventscorp
Regional Events Scheme
Level 9, 2 Mill Street
PERTH WA 6000

RE: CLIPPER ROUND THE WORLD YACHT RACE HOST PORT PROPOSAL.

The Princess Royal Sailing Club supports the City of Albany's bid to become a Host Port in this year's Clipper Round the World Yacht Race.

The Princess Royal Sailing Club recognises the significance and opportunity for Albany to be a stopover port in this version of the race as the organisers of the race have decided to include New Zealand and the East Coast of Australia for the first time as part of the next race before continuing on to Asia then across the North Pacific to the Canadian West coast.

Fremantle and Geraldton have been the Western Australian Host Port in previous races but this time around Albany is in the best position geographically to be the Western Australian Host Port as the route from Cape Town to New Zealand will pass by Albany. Previously Albany has never had the capacity to even think about hosting an event such as this due to the lack of marine-based facilities to host such an event.

This was illustrated most significantly when in 2005, 2 of the yachts competing in the Formula 1 version of Ocean Racing, the Volvo Ocean Race, had to stop in Albany to effect repairs. One boat, Movistar, had to anchor in King George Sound and the other boat, Pirates of the Caribbean, tied up at the unprotected Town Jetty and had to cant their keel to ensure the yacht was not resting on its keel. As a result the yacht was moored with a list of about 20 degrees.

Now with the construction of the Albany Waterfront Marina the opportunity exists for Albany to bid for events such as this with support from the State's Major Event Agency and other organisations, including the Albany Business Community, who will benefit from the influx of an estimated 600 visitors for a period of up to 2 weeks.

The demographic of this group of visitors will be fairly high and as such are likely to spend a significant amount of money during their stay, not just in Albany but the region as well. The economic benefit to the Tourism Industry in the region at a normally quiet time of the year will be very significant.

These benefits to the Albany and surrounding region's tourism industry was demonstrated recently by the Princess Royal Sailing Club's hosting of the 14th International Mirror Class World Championship, which attracted visitors from the UK, Ireland, South Africa, the Philippines and Eastern States for up to 3 weeks in late December 2010/early January 2011.

PRINCESS ROYAL SAILING CLUB INC.
PO Box 345, ALBANY WA 6331

Telephone: 98444033 Fax: (08) 98444399 Email: office@prsc.com.au

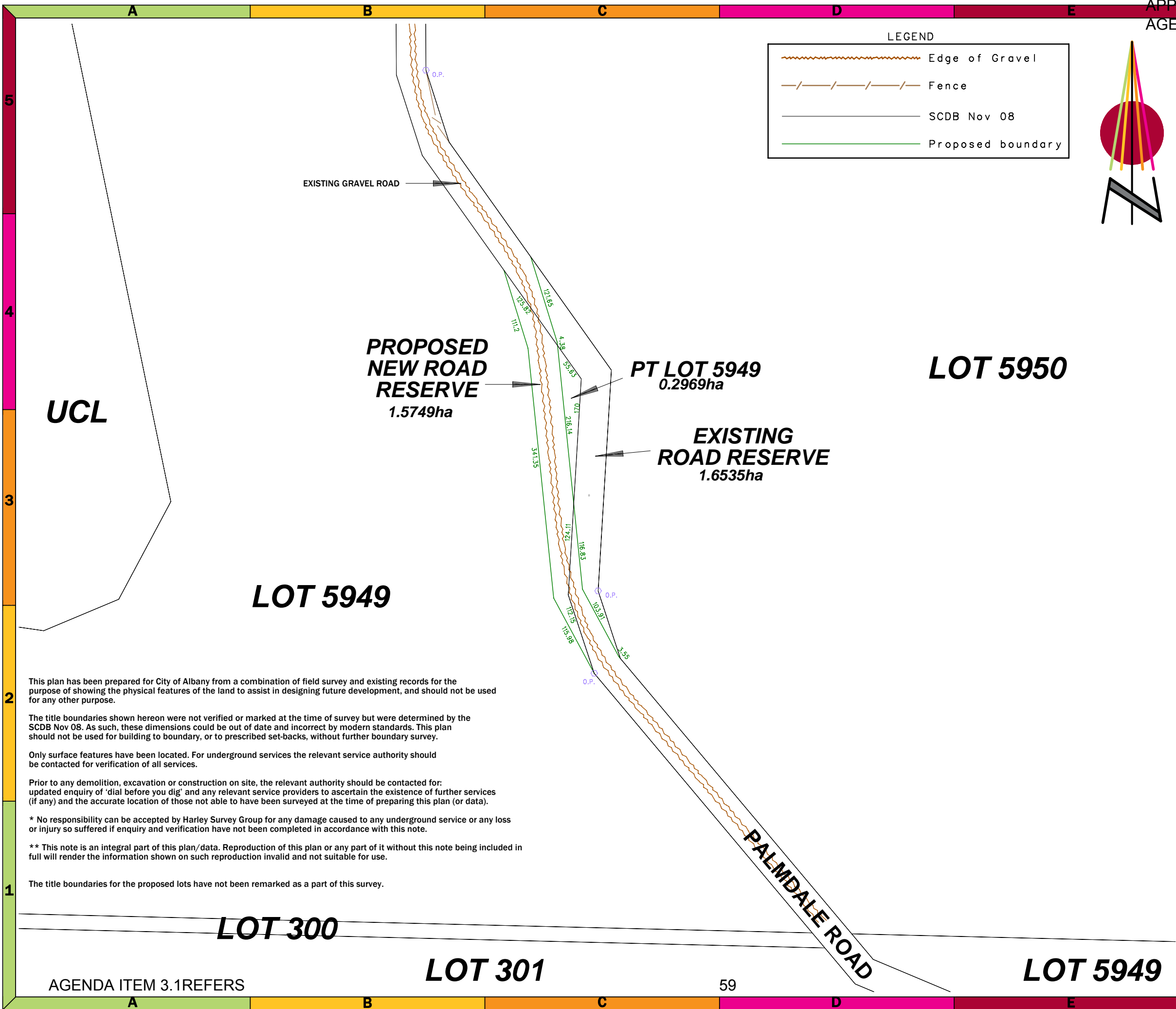
In considering the application, please recognise there exists the opportunity for Albany to be the Host Port for the next 2, 3 or more versions of the Clipper Round the World Yacht Race and therefore fit in with Eventscorp's aim to develop ongoing events.

The Amazing Albany experience for Clipper visitors will be extraordinary and I therefore urge the Eventscorp Board to support this event by granting funds to the City of Albany for this event.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Paul Terry', written in a cursive style.

Paul Terry
COMMODORE



APPENDICES
AGENDA ITEM 3.1 REFERS 1 PAGE

A	Original drawing	8-01-09
rev	details	date

note: this drawing is the property of harley survey group
pty ltd it may not be copled or altered without the
consent of the owner

Harley Survey Group Pty Ltd
116 Serpentine Road. ALBANY WA 6330
T: 08 9841 7333 F: 08 9841 3643
E: hsgalb@harleygroup.com.au

survey A.J.E. 8-01-09	cad file 14512-01A.LCD
drawn A.J.E. 8-01-09	checked A.C. 9-01-09
horiz datum APPROX MGA	level datum APPROX AHD

scale at A3 all distances are in metres
1 : 5000 0 50 100 150 200

PLAN 1

client
CITY OF ALBANY

description
**PROPOSED REALIGNMENT
PALMDALE ROAD
PALMDALE**

drawing no
14512-01A

PYRMONT HOUSE
ALBANY
AGENDA ITEM 3.1 REFERS



CITY OF ALBANY
STREETSCAPE ADVISORY COMMITTEE

MINUTES OF MEETING HELD ON

8 FEBRUARY 2011 @ 7.30am IN MARGARET COATES BOARDROOM

R.D.MEE.2/AM 1116964

1.0 Meeting commenced at 7:30am

2.0 ATTENDANCES

Councillor Wellington - CHAIR
Mayor Milton Evans
Councillor Don Duffy
Sally Malone
Kevin Ketterer
Belinda Ohle

Apologies

Councillor Joy Matla
Liza Stewart

3.0 DECLARATION OF INTEREST

Councillor Wellington –
Impartiality declaration for being a shop owner in Lockyer Avenue

Sally Malone –
General declaration of professional involvement in the landscaping industry

4.0 APPROVAL OF PREVIOUS MINUTES

5.1 Add:

- “WAs first settlement 1826”

5.0 ARISING MATTERS FROM PREVIOUS MINUTES

5.1 Streetscape Entry Statements

Quotation discussed. Lower quotation from Grant Willox on smaller signs (1200 x 4000) accepted. Councillor Wellington suggested a mock up on full scale sign to be erected for approval by councillors.

ACTION: KK to arrange full scale mock up

5.2 Wakes Wall

SM gave general feedback on the meeting with Mr Wakes. Suggestions from John Mitchell were discussed and the committee supports the concept of the garden area in front of the wall at \$20 000; pedestrian routes and poles for banners to be provided; garden to be maintained by CoA.

ACTION:

KK to present committee with garden design proposal at the next SSC Meeting

KK to discuss this alternate proposal with Mr Wakes

5.3 Foundation Park – Drainage Issue

Public consultation with interested parties has been concluded explaining the works to be done at the Foundation Park. Work on the detention has recommenced.

ACTION: None

6.0 NEW MATTERS FOR DISCUSSION

6.1 Cockburn & Lockyer Intersection improvement

Design was discussed and accepted including restriction of right turning movements to businesses opposite Cockburn. Road design to clearly indicate garden bed areas and adjoining paved area. Revised cost estimates to be finalised to ensure funding for all works is available.

ACTION: KK to implement

6.2 Underground Power Proposal

Community survey discussed. Committee approved, will be presented to Council for approval through budget processes. Application to Western Power to proceed.

ACTION: KK to include in budget processes

6.3 Pothole Complaint

Mayor Evans raised a complaint to the committee. Complainants detail to be forwarded to KK.

7.0 DATE OF NEXT MEETING

15 March 2011 at 7.30am in Margaret Coates Boardroom

8.0 Meeting closed and 8.25am



CITY OF ALBANY
SENIORS ADVISORY COMMITTEE
CR.MEE.2 (AM1143305)

MINUTES

for the meeting to be held at 10.00am on Thursday, 17th February 2011
in the Civic Rooms

DECLARATION OF OPENING AT 10.00am

1. ATTENDANCES:

Cr Don Dufty	COA Councillor
Cr Chris Holden	COA Councillor
Celia Barnesby	Senior Citizen Centre (Meals on Wheels)
Colleen Tombleson	Lions Community Care Centre
David Mattinson	Association of Independent Retirees
Esme' Justins	Albany Breaksea Ladies Probus Club
Michael Calton	National Seniors Australia
Middy Dumper	Seniors Community Representative
Patsy Ranger	Over 50's Recreation Association
Ruth Watson	Seniors Community Representative
Rachel Oswald	COA Community Development Officer - Seniors

2. APOLOGIES:

Kim Buttfield	WA Country Health Service (Injury Prevention)
---------------	---

3. CONFIRMATION OF MINUTES OF PREVIOUS MEETING

Recommendation:

THAT the minutes of the previous meeting held on the 20th January 2011 are CONFIRMED to be a true and accurate record of proceedings.

Moved: Esme Justins

Seconded: Patsy Ranger

Carried: _____ 10/0 _____

4. DISCLOSURE OF INTEREST:

NIL

5. ITEMS FOR DISCUSSION

5.1 BUSINESS ARISING FROM PREVIOUS MINUTES:

5.1.1 Playground for Seniors

At the last committee meeting Suzie Leavesley from the Great Southern GP Network presented a proposal to establish a playground for seniors. Rachel Oswald met with Robbie Monck and identified Eyre's Park as a suitable location. Suzie Leavesley will

submit a formal proposal to Council in the next few months. The Committee will be given the opportunity to make comments on proposal.

5.1.2 City of Albany's Policy on Alfresco Dining

The Environmental Health team will investigate Venice Pizza Bar and Restaurant and Sails Cafe to ensure they are complying with the City Albany's policy on alfresco dining.

Action:

Rachel Oswald to follow up with Environmental Health Team.

5.2 SENIORS ADVISORY COMMITTEE ACTION SHEET (ATTACHMENT 1)

5.2.1 Smoke Alarm Project

Kim Buttfield is currently working on the draft flyer and the final version will soon be completed. A meeting is being held on the 24th February for interested parties. Albany Community Care will be taking bookings and Apex will be doing checks. Kim Buttfield is waiting to hear back from FESA and Protector Fire Services on costs for purchase of batteries and alarms.

Cr Dufty, Esma, Michael and Ruth have agreed to take part in the pilot project.

5.2.2 ACROD Bays

Service Request to begin works on ACROD Bays was submitted on the 25th of November 2010. Actions status is pending.

Action:

Rachel Oswald will follow up progress of the service request with relevant officers.

Esme received a response from the Manager of Australia Post (Stanford Road), Australia Post need to receive permission from the owner of the building as it is privately owned. The Manger expressed concerns about the proposed location near Stanford Road due to the heavy traffic along this road. A new location was recommended on the front right hand side of the building.

Action:

Rachel Oswald to write a follow up letter on behalf of SAC to Australia Post (Stanford Road).

In February 2010 a letter was sent on behalf of the Committee to the Library Manager regarding parking at the Library for patrons with a disability. To date there has been no written response to the letter. Committee members enquired about the proposed additional ACROD Bay at the Library and requested it be followed up.

Action:

Rachel Oswald to liaise with Library Manager to discuss adding an additional ACROD Bay to the Library Parking Lot.

5.2.3 North Road

Correspondence from the Minister for Transport was tabled. The letter outlines Mains Road policy on installing zebra crossings (see attachment 2).

5.2.4 Flashing Lights Indicating School Zones and Pedestrian Lights on Albany Highway:

The Committee recommended that the City of Albany contact the Transport Minister and Main Roads requesting warning lights to be installed at key school crossings in Albany.

Action:

Rachel Oswald to write a letter on behalf of SAC to City of Albany requesting the City approach Main Roads and the Minister of Transport to request that warning lights be installed at key school crossings in Albany.

5.3 CORRESPONDENCE IN:

Letter from National Seniors Australia – Albany Branch to Minister for Seniors and Volunteering Hon. Robyn McSweeney (attachment 2) – 30/8/10

Letter from Hon. Robyn McSweeney to the Minister for Transport Hon. Simon O'Brien (attachment 2) – 6/9/2010

Letter from Minister for Transport Hon. Simon O'Brien to Hon. Robyn McSweeney (attachment 2) -15/10/2010

5.4 CORRESPONDENCE OUT:

NIL

6. NEW AGENDA ITEMS

6.1 Review of Disability Access and Inclusion Plan

- Request to see a definition of Disability be included in the Strategy and for the definition to include mental health.
- Ensure that information provided by the City is disseminated through a variety of mediums. Send information directly to relevant service providers and carers.
- Investigate accessibility to the Women's Rest House, need a ramp to entrance. Building is owned by the City of Albany and leased to Seniors Citizens Advice Bureau.
- Investigate evacuation plans for multiple story buildings with lifts.

6.2 Tariff and Concession Framework Review – Community Consultation Forums

Western Australian has seen a 50% increase in the electricity prices since 2009. The Office of Energy and WACOSS have partnered to conduct a review of the tariff and concession framework. A community forum will take place in Albany sometime in March (please see attachment 3).

Action: Rachel Oswald will provide a date for community forum once it has been confirmed.

6.3 Know Your Neighbour Day

The City has applied for a grant from Dept of Communities for Know Your Neighbour Day. The proposed project has two components Neighbour of the Year Award (1st - 27th March) and Neighbourhood Events (26th and 27th March). The project aims to encourage people in the community to look out for their neighbours particularly those that are elderly and or vulnerable.

7. DATE OF NEXT MEETING

Thursday 17th March 2011 at 10.00am – Civics Room

8. CLOSURE OF MEETING

11:00am

Correct as at 23rd February 2011

ITEM #	CLASSIFICATION & PRIORITY RANK	DESCRIPTION	INITIAL ITEM DATE	COMMENT	PERSONNEL RESPONSIBLE	STATUS
2	Project Priority 1	Smoke Alarm Project	21/02/2008	Project to inform Seniors of the need to change smoke alarm batteries annually. Funding application was successful, a steering committee is being formed to direct this project. Albany Community Care have volunteered to coordinate the project and APEX volunteers will check smoke alarms and install new battery operated smoke alarms. Project will run in 2011 from March to May and then September to November.	Project completed; regular updates to be given to committee by SAC representative on steering committee.	Ongoing
4	Project Priority 1	ACROD Bay determinations	17/04/2008	A sub-committee reporting to Peter Brown to consult on the number and location of ACROD bays, including Library Parking Bays. Report presented to SAC at May 2010 meeting. Follow up letter to be written to Australia Post Office on Sanford road to request that they relocate their ACROD bay to a more suitable and ACROD friendly location. Service Request for works on ACROD Bays to begin was lodged on the 25/11/10, status is still pending. Have been advised that works will be complete by the end of March. Approach Manager of Library to discuss additional ACROD Bays.	Kim Buttfield to lead project. Middy and Esme to assist LT8032174 Completed.	Ongoing

APPENDICES
AGENDA ITEM 4.1.6 REFERS 56 PAGES

6	Project Priority 6	Housing for life Communication links regarding retirement Village	15/05/2008	Project to seek sponsorship / funding for display boards that promote the 'Housing for Life' in different local community facilities such as the Senior Citizen Centre, bowling clubs etc. The boards are costed at approx \$7,500.	Committee	Onhold review for inclusion in 2011/12 budget or seperate funding to be sought.
8	Project Priority 3	Albany Seniors Expo	15/01/2009	2009 Event has occurred. Evaluation and funding acquittals are complete. Commence internal documentation for 2012 Expo in March 2011	CDO-Seniors	Onhold until March 2011
12	Project Priority 8	Senior Service Directory	19/03/2009	Requires revision and reprint Budgeted into 2010/11 financial budget subject to council budget approval.	CDO-Seniors	After June 2010.
14	Project Priority 5	Safe Crossing points across North road	18/06/2009	Kevin Ketterer presented to the SAC the North Rd Precinct traffic plans at 20 May 2010 meeting. Final Report on survey findings to be completed and given to Committee at July 2010 meeting, with a recommendation for council to consider findings in relation to North Road Precinct redesign. Have approval from Public Helath Manager to release the North Road Report. Recommendations made by SAC need to be included separately from the report.	CDO-Seniors Kevin Ketterer (COA) Sub-Committee	Ongoing

APPENDICES
AGENDA ITEM 4.1.6 REFERS 56 PAGES

21	Project Priority 9	Flashing lights indicating when school zones are 40km / hour	19/11/2009	David Mattinson has submitted a copy of the reply letter received from the State Police regarding this item. Kim Buttfield looking into pilot project in Perth and exploring costs. Send a letter to City of Albany on behalf of SAC requesting that the City approach Main Roads and The Minister for Transport requesting that warning lights be installed at key school crossings in Albany.	David Mattinson	Onhold
23	Issue	Keeping and Welfare of Cat Local Law	17/06/2010	Keeping and Welfare of Cats Local Law Issue raised regarding the follow up on the implemented "Keeping and Welfare of Cats Local Law", incidents have been discussed with committee members regarding a lack of follow up and enforcement of the Local Law. Graeme Bride Executive Director of Development Services provided response to enquiry (attachment 6). Issue to be raised at time of public comment submission of the review of Cat Local Law which is to be held December 2009	Committee to encourage public to submit comments when review public comment period commences. Committee to give feedback on review.	On Hold until December 2010.

APPENDICES
AGENDA ITEM 4.1.6 REFERS 56 PAGES



Enquiries: Janelle Brown on 9323 4465
Our Ref: D10#209433
Your Ref:



Doc No: City of Albany Records
File: ICR1023640
Date: RD.PRG.2
Officer: 27 OCT 2010
EDWS3:MCA1:PEAM

Attach:
Box:
Vol:
Box+Vol:

22 OCT 2010

Mr Paul Richards
Chief Executive Officer
City of Albany
PO Box 484
ALBANY WA 6331

Dear Mr Richards

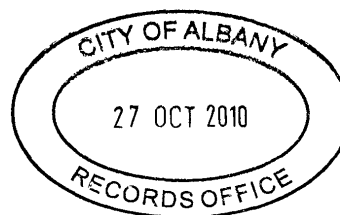
Please find enclosed a copy of correspondence received by Main Roads Western Australia from Hon Robyn McSweeney, the Member for South West Region, requesting the installation of a zebra crossing to enhance pedestrian safety in the vicinity of the North Road Shopping Precinct.

As this is an area under the care and control of Council I have forwarded the correspondence to you for action as appropriate. A copy of the reply from the Minister for Transport is also provided for your information.

Yours sincerely

Steve Potter
ACTING MANAGER GOVERNMENT AND EXTERNAL RELATIONS

Enc



Don Aitken Centre, Waterloo Crescent, East Perth or PO Box 6202 EAST PERTH Western Australia 6892
Telephone: (08) 9323 4111 Facsimile: (08) 9323 4953 TTY: (08) 9428 2230
Email: dac@mainroads.wa.gov.au Website: www.mainroads.wa.gov.au
10-241861



Minister for Transport; Disability Services

Hon. Simon O'Brien MLC

Our Ref : 29-15294

15 OCT 2010

Hon R McSweeney, MLC
Member for South West Region
12c The Link Shopping Centre
Cnr St Emilie Way and Aberdeen Street
ALBANY WA 6330

Dear Ms McSweeney

Thank you for your letter of 6 September 2010 following an approach from the Albany Branch of National Seniors Australia, seeking the installation of a zebra crossing to enhance pedestrian safety in the vicinity of the North Road Shopping Precinct in Albany.

As you may be aware, North Road is a local road under the care and control of the City of Albany and as such, Council is responsible for maintaining safety on this road. While Main Roads is responsible for traffic signals, line marking and traffic signs on local roads, it is up to the relevant Council to initially investigate the need for such devices on the roads under its care and management. You are, nevertheless, assured that Main Roads is always available to provide technical assistance to Local Governments, if requested.

Notwithstanding the above, for a number of years it has not been Main Roads' policy to install new zebra crosswalks on higher speed or multi-lane roads such as North Road. Existing zebra crossings on these types of roads have been progressively replaced with pedestrian median islands, or where there is sufficient pedestrian demand, with signalised facilities. This action is based on studies conducted both in Australia and overseas which showed a clear relationship between zebra crossings and incidents involving pedestrians and motorists on these types of roads. The environment where zebra crossings are best suited and operate safely are lower speed local roads where pedestrian activity is high and motorists expect to encounter pedestrians.

Basically, the problem with zebra crossings is that many pedestrians start to cross the road without ensuring motorists have seen them or vehicles have in fact stopped. Often, pedestrians hesitate at these crossings causing confusion and uncertainty amongst drivers. In addition, in locations where there are few pedestrians motorists can become complacent about stopping to allow pedestrians to cross the road, further compromising the safety of those the crossing aims to protect.

13th Floor, Dumas House, 2 Havelock Street, West Perth Western Australia 6005
Telephone: +61 8 9213 6400 Facsimile: +61 8 9213 6401 Email: Minister.Obrien@dpc.wa.gov.au

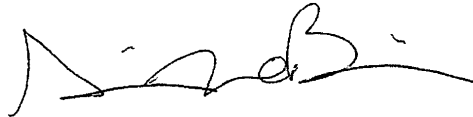
-2-

Before and after studies at numerous locations where median islands have been constructed, have confirmed that replacing zebra crossings on higher speed or multi-lane roads with pedestrian islands significantly reduces risks for pedestrians.

Nevertheless, I have asked Main Roads to forward a copy of your letter to the City of Albany for its consideration. I have also asked Main Roads' Regional Manager Great Southern Region, Mr Andrew Duffield, to advise the City of Albany that he and his staff are on hand to assist Council in this matter, as necessary. The members of the Albany Branch of National Seniors Australia are also welcome to contact Mr Duffield on 9892 0555 or alternatively, andrew.duffield@mainroads.wa.gov.au, should they wish to discuss this matter further.

Thank you for taking the time to write to me regarding these matters. I trust the information provided has clarified the situation for you and will assist you in advising your constituents.

Yours sincerely

A handwritten signature in black ink, appearing to read 'S. O'Brien', with a long horizontal flourish extending to the right.

Hon Simon O'Brien, MLC
MINISTER FOR TRANSPORT



Hon. Robyn McSweeney JP MLC

Member for South-West Region
Legislative Council

RECEIVED

09 SEP 2010

MINISTERS OFFICE

12c "The Link Shopping Centre"

Cnr St. Emilie Way & Aberdeen Street, Albany WA 6330

P: 08 9841 2250 F: 08 9841 1847

E: robyn.mcsweeney@mp.wa.gov.au

6 September 2010

Hon Simon O'Brien MLC
Minister for Transport; Disability Services
13th Floor Dumas House
2 Havelock Street
WEST PERTH WA 6005

Dear Minister

Re: Road Safety for Seniors in Albany

I have been approached by the National Seniors' Australia, Albany Branch, regarding concerns they have with a proposed roundabout system for the North Road Shopping Precinct area in Albany. This is an issue that has been raised from time to time.

The National Seniors have requested my assistance with regard to the installation of a crosswalk over busy North Road. To support their request, a Road Safety Survey for Seniors report was undertaken by Great Southern Population Health, a copy of which is enclosed.

I would appreciate any comments you can make regarding this issue, please.

Yours sincerely

Robyn McSweeney

Hon Robyn McSweeney JP MLC

Member for South West Region
Minister for Child Protection; Community Services;
Seniors and Volunteering; Women's Interests.

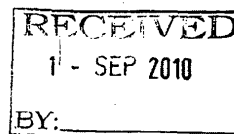
per J.S.



NATIONAL SENIORS AUSTRALIA – ALBANY BRANCH

P O Box 1808
ALBANY 6331

30 August 2010



Hon Robyn McSweeney MLC
Minister for Seniors and Volunteering
Unit 12c
The Link Shopping Centre
Cnr St Emilie Way & Aberdeen Street
ALBANY 6330

Dear Robyn,

RE: ROAD SAFETY SURVEY FOR SENIORS – NORTH ROAD SHOPPING PRECINCT, ALBANY

Enclosed is a copy of a Report on the above-mentioned subject, prepared by Kim Buttfield – Injury Prevention Co-ordinator and Louise Lillicrap – Research & Evaluation Co-ordinator Great Southern Population Health, WACHS Great Southern.

There is an increasing aged population in this area (see the penultimate paragraph on page 8 of the Report), which is set to rise in the near future with ground work under way for 60+ Units for Amaroo Village and another development planned in Lion Street between North Road and Pioneer Road.

As you are no doubt aware, there are grave concerns firstly for pedestrians and secondly, for motorists using this section of North Road and we write to request your support for an appropriate zebra pedestrian crossing in close proximity to the North Road Shopping Centre to enable safe access for people who reside in the area opposite (effectively between North Road and Albany Highway).

We know round-a-bouts are on the Agenda but we still feel that a highly visible crosswalk is essential.

Yours sincerely

A handwritten signature in cursive script, appearing to read "Patricia Sibbald".

(Mrs) Patricia Sibbald
Secretary
Albany Branch
National Seniors Australia

Road Safety Survey for Seniors

North Road Shopping Precinct, Albany

July 2010

Report Prepared by:

Kim Butfield – Injury Prevention Coordinator

& Louise Lillicrap – Research & Evaluation Coordinator

Great Southern Population Health, WACHS Great Southern

Acknowledgements:

The authors would like to acknowledge the assistance from:

- City of Albany Seniors Advisory Committee - in particular Esme Justins, Ruth Watson, David Mattinson and Michael Calton,
- National Seniors Association – Albany,
- Beth Newton – A/Research and Evaluation Coordinator, Great Southern Population Health,
- Dermot Buckley – CALD/Aboriginal Health Coordinator, Great Southern Population Health,
- Kendra Green, Great Southern RoadWise Officer and
- Grenville Brown – Manager, North Road Shopping Centre

The authors would also like to acknowledge the local businesses, community groups and services within the North Road shopping precinct that offered to distribute the surveys.

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EXECUTIVE SUMMARY

Successful ageing is supporting older people to stay engaged in their communities and providing access to major facilities. Transport options, including walking, cycling and public transport are crucial to older people being able to stay engaged in their community and with each other.

The North Road shopping precinct has seen a significant increase in commercial, accommodation, recreational and health services targeting seniors in the past ten years. At the same time North Road has become one of the main arterial routes for traffic in Albany. The increase in traffic and the complexity of the traffic movement in the area has created a growing road safety concern for the senior community.

The North Road Safety Survey was undertaken by Great Southern Population Health on behalf of the City of Albany Seniors Advisory Committee. The main aim of this survey was to assess the travel and transport habits of seniors using the North Road shopping area and identify any safety issues and possible solutions.

The survey was administered on 3 and 10 June, 2010 by members of the City of Albany Seniors Advisory Committee at the North Road Shopping Centre and surrounding area. Five hundred and thirty five survey forms were distributed with 321 returned, which gave a final response rate of 60%.

The proportion of people aged 60 years and older living in North Road area (30%) is almost double that of the State (17%). The number of people aged 60 years and over living in the North Road area is 811. This is one fifth (20%) of the total population of Albany Central (ie former Albany Town) aged 60 years and older.

The vast majority of survey respondents (92%) use the North Road shopping area on a daily or weekly basis. Walking was clearly the most common form of transport after a car. Nearly one in six respondents (16%) indicated that walking was their most common form of transport and 34% indicated it was their second most common form of transport. Almost three quarters of the survey respondents (73%) reported that they cross North Road at least once a week with 8% crossing it at least 11 times per week.

The majority of respondents (71%) indicated that they did not feel they could safely cross North Road as a pedestrian. The vast majority of these respondents indicated they would like to be able to cross North Road safely (93%).

Additionally 80% of respondents indicated they would like to see changes to the pedestrian crossings on North Road. Some form of marked crossing was suggested by 70% of those wanting to see changes to the North Road pedestrian crossings.

Currently there are three unmarked pedestrian crossing within the shopping precinct area on North Road. These crossings primarily consist of access ramps between the road and footpaths and road islands. Most respondents were unaware of these three crossings. Half the respondents were not sure about how many crossing there were and only 14% were aware of all three.

The survey results strongly suggests that seniors in the area do not feel safe to cross North Road and would like to see some additional pedestrian crossings in place.

In light of the findings of this study the following recommendations are made:

1. Pedestrian traffic crossing

The City of Albany and supporting agencies investigate and support the installation of either pedestrian operated signals (POS) or PUFFIN (Pedestrian User-Friendly Intelligent) Crossings for the North Road Shopping precinct. The crossing point would need to be adapted to meet the needs of the seniors population, allowing for increased crossing time and reduced mobility.

2. Shopping centre entry/exit points

The City of Albany, in consultation with the North Road Shopping Centre owner, review the entry and exit points to the shopping centre and service station, to accommodate a pedestrian crossing.

3. Speed reduction

The City of Albany and supporting agencies investigate the reduction of the speed through the North Road Shopping precinct.

4. Education

The City of Albany Seniors Advisory Committee to request the Great Southern Road Safety Coordinating Committee include pedestrian safety in future Seniors Road Safety Talks for 2011.

5. Enforcement

The City of Albany and Albany RoadWise committee explore opportunities to work with Great Southern Police on a targeted enforcement campaign in the North Road shopping precinct, for a period pre and post the installation of any additional pedestrian crossings.

1. BACKGROUND

A leading US research based policy and advocacy group for seniors (AARP¹ Policy Institute) defines successful ageing as the ability to maintain three key behaviours:

1. low risk of disease and disability
2. high mental and physical function and
3. active engagement with life.¹

Critical to successful ageing is supporting older people to stay engaged in their communities, providing access to major facilities such as shops, doctors and recreational areas and encouraging a safe road environment for the more vulnerable road users.

One of the major barriers aged people face in staying engaged in their local communities is the lack of mobility.

Research shows one in five Americans aged 65 years and over do not drive. Additionally, from 75 years of age, nearly 40% will be using other forms of transport with public transport and/or community transport being a crucial source of mobility.¹

US research also indicates that drivers aged 70 to 74 have a driving life expectancy of approximately 11 years. Because of differences in life expectancy women will require more years of support for transportation than men after age 70.³ Australian research from Austroads shows that only 50% of women 70 or over were licensed.¹⁰

Older road users (including pedestrians), as a group, do not currently represent a major road safety problem, compared with other age groups such as youth. However, they are involved in significantly more serious injury and casualty crashes per head of population, predominantly due to their increased frailty.

Pedestrians aged 60 years and older accounted for 40% of all pedestrian fatalities from May 2009 to April 2010, even though they made up 19% of the population.¹³


The European Transport Safety Council (ETSC) states 'that on average, pedestrian and cyclist crash risks are higher for children, young people and the elderly road users, with the risk of death in traffic for pedestrians aged over 65 being four times higher than of all younger age groups. Additionally there is an increase in pedestrian risk associated with being elderly, a child or affected by alcohol.'¹²

These figures will likely increase in the coming years as the population ages and the Baby Boomer generation heads into their senior years.

The need to consider older road users and vulnerable road users has been addressed at a state level through the Office of Road Safety 'Towards Zero Strategy'. There is a whole of government commitment to providing environments that are forgiving of human error and designed to reduce serious injury for the most vulnerable road users.

Toward Zero recommends 'vulnerable road users will benefit from improved roads and roadsides through improved pedestrian separation, traffic calming in high

¹ The American Association of Retired Persons.



pedestrian density in regional centres. In addition dedicated bike lanes and shared paths for pedestrians and cyclists will encourage alternatives to short-trip motor vehicle journeys.' ¹¹

The World Health Organisations 'Age Friendly Communities' identifies transport as one of the key factors influencing active ageing. Being able to move around a city determines social and civic participation and access to community and health services.

WHO Age-Friendly communities recommends:

- roads have ... regularly spaced pedestrian crossings ensuring that it is safe for pedestrians to cross the road, and
- pedestrian crossing lights allow sufficient time for older people to cross the road and have visual and audio signals. ²

Transport options, including walking, cycling and public transport are key to older people being able to stay engaged in their community and with each other.

2. INTRODUCTION

A request was made to Great Southern Public Health by the City of Albany Seniors Advisory Committee to provide expertise to assist with the development of a survey for the senior's community using the North Road shopping precinct. The survey aimed to identify the travel and transport habits of seniors in the area. In particular the committee was keen to identify the current travel habits and any road safety barriers to crossing North Road.

The issue of road and pedestrian safety around the North Road shopping precinct had been raised through both the City of Albany Seniors Advisory Committee and the Albany RoadWise committee for over 8 years. The issue was again tabled by the National Seniors Albany Association in early 2010.

In an attempt to resolve the ongoing road safety concerns, the City of Albany Works and Services Manager presented plans for new road improvements on North Road, including two proposed roundabouts, to the Seniors Advisory Committee in June 2010. The committee were also advised that from ongoing discussions between the City and Main Roads, there were insufficient 'traffic warrants' (number of cars and pedestrians using the area) to justify a formal pedestrian crossing.

The committee acknowledged these potential road improvements *may* reduce the speed of traffic along North Road, but felt they may not resolve the issue of safe crossing. In fact it may make it more difficult to cross the road, with even less breaks in car movement.

As far as the City of Albany Seniors Advisory committee were aware there had been no previous study of travel usage patterns in the area or investigation into any changes in the demographics and population mix in the precinct.

The North Road shopping precinct has seen a significant increase in commercial, accommodation, recreational and health services targeting seniors. In the past ten years there has also been a significant increase in the number of seniors 'lifestyle' villages and accommodation targeting older adults being built in the area. Examples include the RAAFA Amity Village (106 villas), Yakamia Gardens (54 units), Pioneer Health Centre (with 12 GP's), Albany Community Pharmacy, Seniors (60+) Exercise classes at Bodycare Club (over 650 members over 60), Stay On Your Feet Seniors walking groups and Bodyworks Physiotherapy.

This report contains the results of the survey undertaken by the City of Albany Seniors Advisory Committee.

3. AIMS

The main aim of this report is to:

- Provide key stakeholders and decision makers with robust information from the senior's community, to assist with future infrastructure planning decision to improve the road safety in the North Road shopping precinct.

The report specifically aims to:

- Identify the **demographic mix** (particularly age) of residents within one km of the North Road Shopping precinct,
- Identify the **travel and transport habits of seniors** around the North Road shopping precinct,
- Identify any **problems** seniors (and other users) had with crossing North Road,
- Suggest some **road safety solutions** for consideration.

4. METHOD

Information for this study was primarily collected via a survey of users of the North Road shopping precinct and from the Australian Bureau of Statistics (ABS).

Demographical information was obtained from the ABS to provide a profile of the people living near the North Road shopping precinct.

A survey was developed by Great Southern Public Health with assistance from the City of Albany Seniors Advisory committee and National Seniors Albany. The survey contained 13 short questions about the travel and transport habits of users of the North Road shopping precinct. The survey contained completion instructions and was trialed for use with some members of the committee prior to distribution. A copy of this form can be viewed in Appendix A (page 36).

Prior to distribution the Albany public were notified of the survey through several media outlets in the week commencing 1st June 2010. The media was generated by the National Seniors Albany and City of Albany Seniors Advisory committee and consisted of the following.

- Story and photo - Albany Advertiser
- Story and photo – Great Southern Weekender
- TV story – GWN news Friday 4 June
- Albany Community Radio – interview with June Humphries

The media encouraged seniors to visit the display stand at North Road shopping centre, and complete a survey form. See Appendix B (page 38) for copies of the newspaper articles.

The survey was distributed through:

1. Two manned displays at North Road Shopping centre on Thursday 3 June and Thursday 10 June from 9.00 – 12.00. People completed the survey on site, or were encouraged to take a survey and reply paid envelope and return in the mail by Wednesday 16 June.
2. Albany National Seniors general meeting on Tuesday 1 June, 2010.
3. Surveys were delivered to commercial, accommodation, recreational and health services in the North Road and Centennial park area (total 425 surveys). All businesses and community groups were keen to support and provide feedback on the road safety issue. Table 1 (page 11) indicates the points of distribution.

Table 1: Numbers of surveys distributed by businesses within the North Road shopping precinct

Distribution Point	Age Focus	No Distributed
North Road Shopping Precinct - shoppers	All Ages Seniors	120
Aged Care Residents/Village Royston Park, Lions Street, Polly Mews	Seniors	100
Bodycare	Living Longer Classes	30
RAAFA Village	Seniors	100
Yakamia Gardens Retirement Villages	Seniors	50
SOYF Walk Group	Seniors	10
Albany Community Pharmacy	All Ages	25
Rainbow Coast Family Centre	Families/Parents	20
Lottery House	All Ages	20
National Seniors Association	Seniors	25
Pioneer Health	All Ages	25
Arthritis Foundation	All Ages/Seniors	5
ABC Learning Centre	Families/Parents	5
Total		535

In all 321 surveys were returned which gave a final response rate of 60.0%. However 12 survey forms were excluded from the analysis as they were returned well after the survey closing date.

5. LIMITATIONS

No research is without limitations and this study is no exception. There were several limitations to this study that need to be discussed along with their impacts on the final results.

Response rate

There is little available research to assess the merit of response rates, however the University of Texas has published material on survey collection methods and acceptable response rates.¹⁶

The North Road Safety Survey was conducted using two survey collection methods. Nearly 80% of the surveys (415 forms) were made available for collection from North Road business and contained a reply paid envelope for respondents to return them by mail. The rest of the surveys (120 forms) were administered face-to-face with shoppers being approached at the North Road Shopping Centre to complete and hand them in on the spot. Some of these participants took the survey home to complete along with a reply paid envelope.

Acceptable response rates for mail and face-to face-surveys are 50 to 60%, and 80 to 85% respectively.¹⁶ Given that the majority of the survey forms were administered by mail, the final response rate of 60% can therefore be considered acceptable. This means that the final results will be an accurate representation of the people who took survey forms from businesses within the North Road shopping precinct or were approached to complete the survey at the North Road Shopping Centre.

Gender bias

Nearly three quarters of the survey respondents were female and only a quarter were male. This apparent bias towards females could be for a number of reasons. First of all the data collectors administering the surveys at the North Road Shopping Centre observed that females in partnered couples more often completed the survey forms.

Also the survey was aimed at, and mostly completed by, seniors. Females in this age group have a higher life expectancy than males. Albany Central (former Albany Town) 2006 Census data shows that 57.9% of residents aged 60 years and over were female and 42.1% were male.

Finally there may have been more females using the businesses in the North Road shopping precinct compared to males.

Concept ambiguity

Some of the concepts the survey sought to measure were not clearly defined in the questionnaire.

Question three asked about car ownership but there was no question about license ownership. Therefore the percentage of people who owned car, but did not drive it, as they did not have a licence or self regulated their driving, could not be assessed. It is common for seniors to self-regulate their driving, with a reluctance to sell their car as indicates a final loss of independence.

The section of North Road that is within the North Road shopping precinct area was not clearly defined on the map. However it was assumed that respondents knew that this area extended in a 1km radius from the North Road Shopping Centre, with a focus along North Road itself.

Convenience sample

Survey data collected using a random approach yields the most reliable results. In this study however, the data was collected using a convenience approach, as this required less resources. The data was collected in a convenient way by leaving survey forms at 12 business in the North Road shopping precinct and relying on customers to pick them up and return them in a reply paid envelope. Additionally approximately 20% of the survey forms were distributed by survey volunteers at the North Road Shopping Centre.

Even though shoppers using the North Road shopping precinct were not selected at random, the fact that a high 321 survey forms were returned with a good response rate of 60%, means that the result will be a good representation of the people using this shopping area and provide a good insight into their travel and transport habits.

Overall the results collected from the survey are sufficiently robust to be able to gain a good insight into the travel and transport habits of users of the North Road shopping precinct, particularly seniors (aged 60 years and over). Every care has been taken to present and discuss the results with these limitations in mind so that no unreasonable claims are made.

6. RESULTS

6.1 Demographics

The North Road area (See Map 1) has an older population compared to the rest of Albany and the State (Table 2). The proportion of people aged 60 years and older living in North Road (29.5%) is almost double that of the State (16.6%). The proportion of people aged 60 years and older living in the rest of Albany Central (ie the former Albany Town) and Albany Balance area (ie former Albany Shire) is 24.4% and 17.2% respectively.

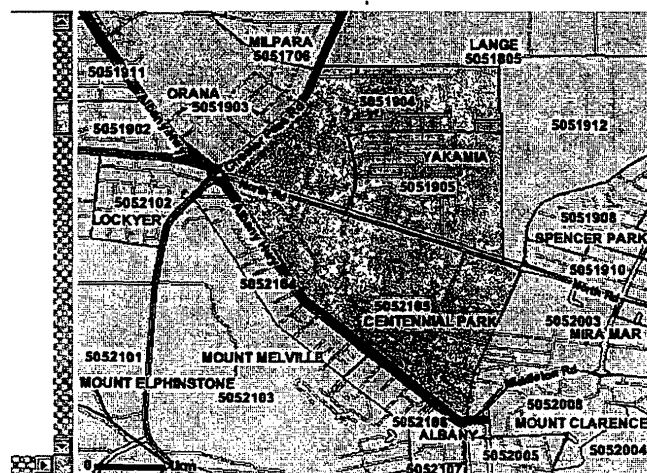
The number of people aged 60 years and over living in the North Road area is 811. This is one fifth (20.1%) of the total population of Albany Central (ie former Albany Town) aged 60 years and older.

Table 2: Age group distribution for Albany areas and WA for 2006

Area	People and %	Age Group				Total
		0-19	20-39	40-59	60+	
North Rd (see Map 1)	people	727	569	642	811	2,749
	%	26.4	20.7	23.4	29.5	100.0
Rest of Albany Central	people	3,497	3,060	3,449	3,221	13,227
	%	26.4	23.1	26.1	24.4	100.0
Albany Balance	people	4675	3302	4941	2679	15,597
	%	30.0	21.2	31.7	17.2	100.0
Total City of Albany	people	8,899	6,931	9,032	6,711	31,573
	%	28.2	22.0	28.6	21.3	100.0
WA	people	536,429	545,330	551,274	326,054	1,959,087
	%	27.4	27.8	28.1	16.6	100.0

Source: Cdata online 2006 Census accessed 020610

Map 1: Map of North Road areas (shaded) for Table 2.



Map Source: ABS Online Cdata 2006.

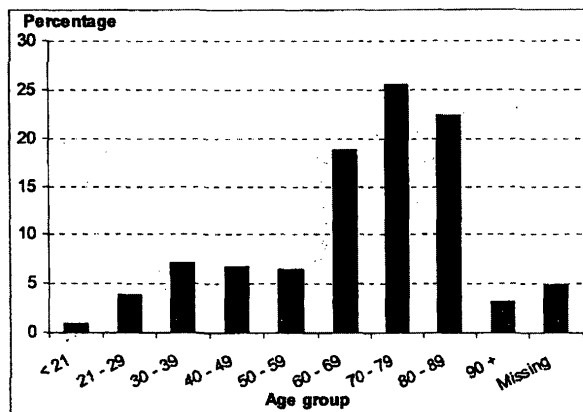
Commonwealth of Australia & PSMA Australia2007

6.2 Survey results

About the survey respondents

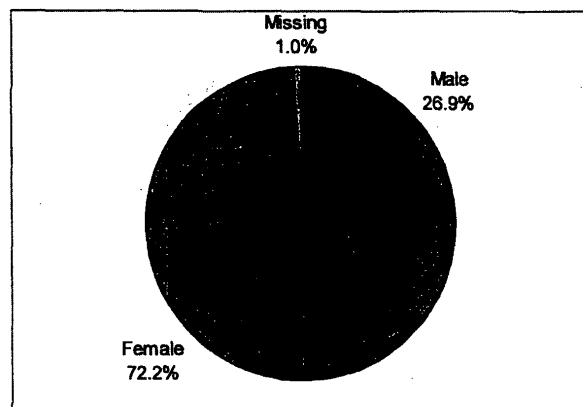
More than two thirds of all survey respondents (69.6%, 216 respondents) were aged 60 years and over [Chart 1]. More than a quarter (25.6%, 79 respondents) were aged between 70 and 79 years.

Chart 1: Age group distribution of survey respondents



Just over a quarter of those who completed the survey were male (26.9%, 83 respondents) and just under three quarters (72.2%, 223 respondents) were female [Chart 2].

Chart 2: Gender distribution of survey respondents



Most survey respondents (85.2%, 255 respondents) indicated that they owned a car. A minority (15.9%, 49 respondents) indicated that they did not own a car.

Chart 3 shows that the proportion of respondents who owned a car varied by age group. Car ownership was highest in the middle age groups and lowest in the older age groups.

All the 50 – 59 year olds owned a car (100.0%, 20 respondents) and this was followed by the 40-99 year olds (95.0%, 19 respondents) and 30-39 year olds (95.0%, 19 respondents). Car ownership rates in the older age groups declined with age. A particularly sharp decline occurred between the 80 – 89 year olds (69.1%, 47 respondents) and the 90 + year olds (22.2%, 2 respondents). Though it seems reasonable to assume car ownership rates would be very low in the 90+ age group the rate in this study needs to be treated with some caution as there were only 9 respondents in this age group.

Chart 3: Car ownership of survey respondents by age group

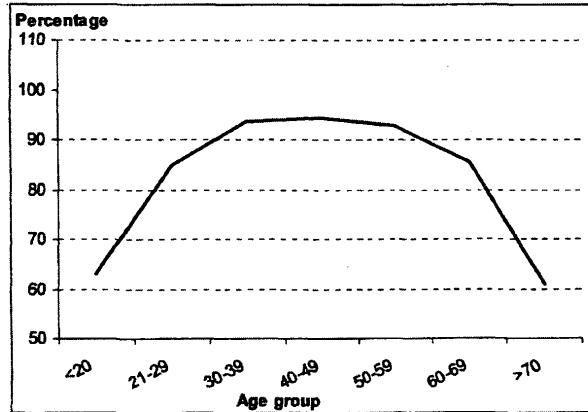


*Note: Caution only 3 survey respondents for <21 age group

The percentage of all Australians who had a license as at June 2003 is displayed in Chart 4 (page 17). License ownership was highest in the middle age groups and lowest in the youngest and older age groups. This trend is reflective of the car ownership rates of the North Road Safety Survey respondents.

The rate of license ownership among Australians was highest for 40 – 49 year olds (94.5%) followed by 30-39 year olds (93.6%) and 50-59 year olds (92.8%). Less than two thirds of Australian aged 70 years and older (61.0%), and aged less than 20 years but within license age (63.0%), owned a license.

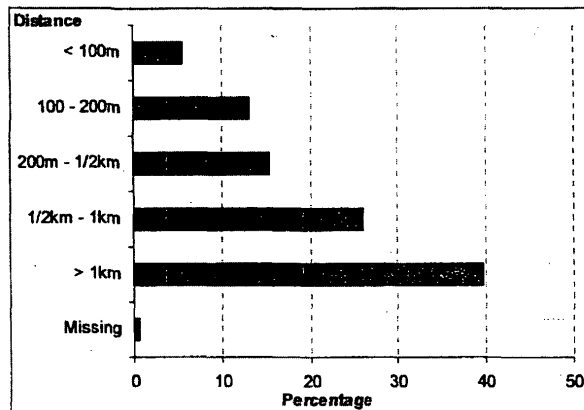
Chart 4: Percentage of Australians in 2003 who had a license by age group.



Source: AustRoads, RoadFacts 2005

Most survey respondents (59.6%, 184 respondents) lived within 1 km of the North Road shopping area and 39.8% (123 respondents) live more than 1km away [Chart 5].

Chart 5: Distance survey respondents live from North Road shopping area



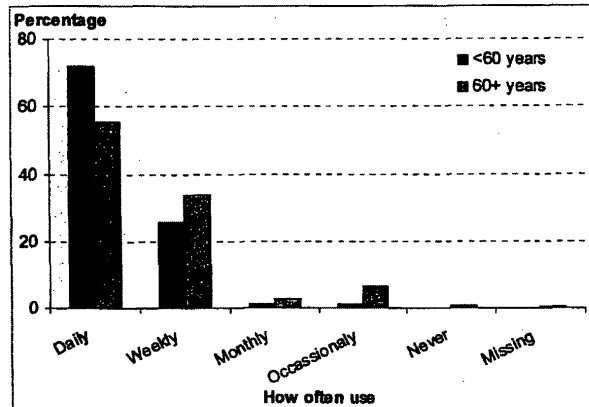
Shopping and travel/transport habits of the respondents

More than half the survey respondents (60.6%, 186 respondents) use the North Road shopping area on a daily basis [Chart 6, page 18].

Younger respondents used North Road shopping area more often than seniors (aged 60 years and over). A higher proportion of younger respondents, aged 60 years or less (71.8%, 56 respondents), used the North Road shopping area on a daily basis compared to seniors (55.6%, 119 respondents). Conversely, a higher proportion of seniors (33.6%, 72 respondents) indicated they used the shopping centre on a weekly basis compared to those aged 60 years or less (25.6%, 20 respondents).

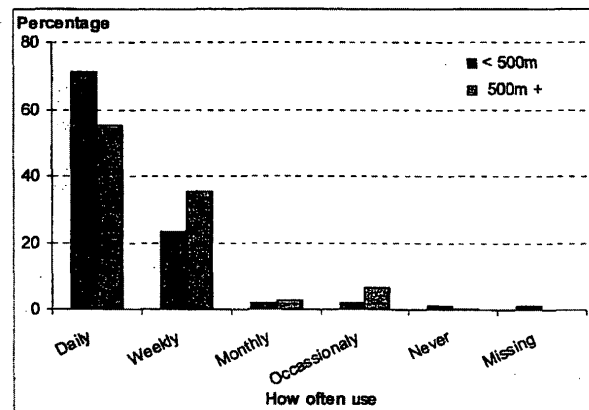
Overall those who completed the survey use the North Road shopping area on a very regular basis. The vast majority of respondents (91.5%, 281 respondents) use the North Road shopping area on a daily or weekly basis [Chart 6].

Chart 6: Use of North Road shopping area by age group



As would be expected a higher proportion of respondents who live closer to the North Road shopping area use it on a more regular basis than those who live further away [Chart 7]. A higher proportion of respondents who lived less than 500m from the North Road shopping area (71.2%, 74 respondents) use it on a daily basis compared to those who lived more than 500m away (55.2%, 111 respondents). A lower proportion of those who live near the shopping area use it on a weekly basis (23.1%, 24 respondents) compared to those who live more than 500m away (35.3%, 71 respondents).

Chart 7: Use of North Road shopping area by residential proximity



The vast majority of respondents (90.3%, 279 respondents) use a car as their main form of travel in the North Road area [Chart 8, page 19]. Almost all of these respondents (94.6%, 264 respondents) indicated that the car was their main form of travel in this area. Other forms of transport used by the survey respondents

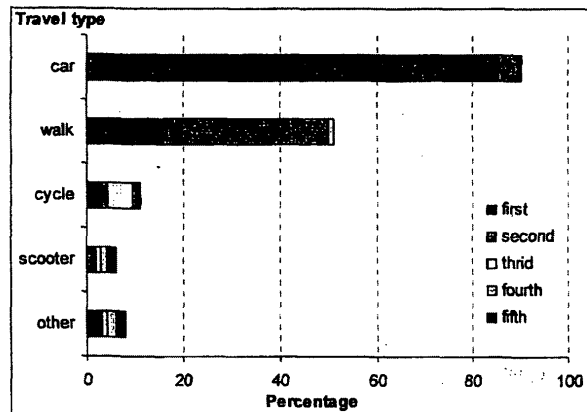
included walking (50.8%, 157 respondents), cycling (11.0%, 34 respondents), scooter/electric wheelchair/gopher (6.1%, 19 respondents) and other (7.8%, 24 respondents).

Walking was clearly the most common form of transport after car. Nearly one in six respondents (15.9%, 49 respondents) indicated that walking was their most common form of transport and 34.0% (105 respondents) indicated it was their second most common form of transport.

The rates of walking within the North Road shopping area were compared between those who lived less than 500m away from this district to those who lived more than 500m away from this district. Not surprisingly it was found that walking was a more commonly used form of travel within the North Road shopping area by those located nearer to this area (73.1% of these respondents travels by walking) compared to those who lived further away (39.4% of these respondents travelled by walking).

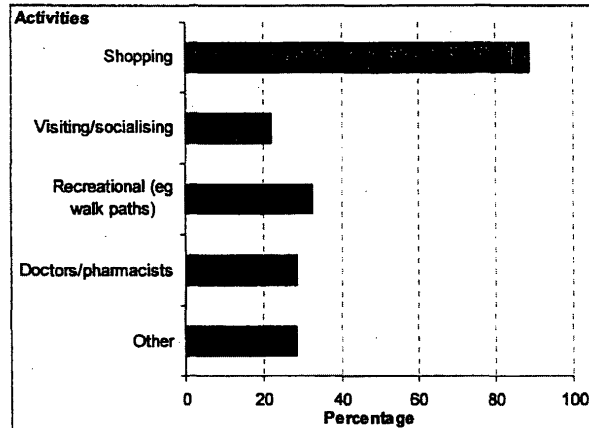
Further analysis revealed that walking was just as common among those aged 60 years and older (50.9% of these respondents travelled by walking) compared to those aged less than 60 years (48.7% of these survey respondents travelled by walking).

Chart 8: Type and frequency of travel used in the North Road area



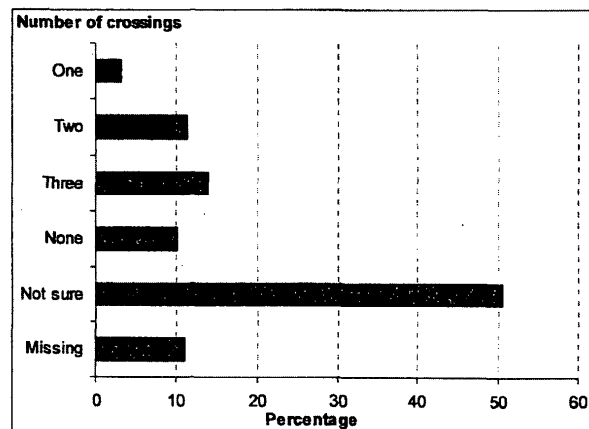
The main activity of the respondents who use the North Road shopping area is shopping (88.9%, 272 respondents) [Chart 9, page 20]. This is followed by recreational (32.4%, 99 respondents), doctor/pharmacist (28.4%, 87 respondents), other (28.4%, 87 respondents) and visiting/socialising (21.9%, 67 respondents).

Chart 9: Main activities in the North Road area



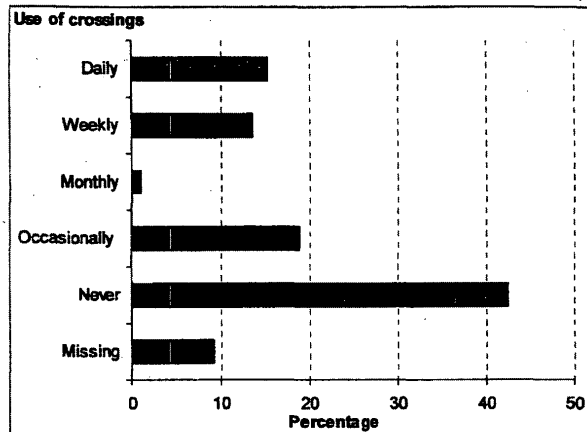
Respondents were asked to indicate how many pedestrian crossings they were aware of on North Road. More than half the respondents (50.5%, 156 respondents) were not sure of the number of crossings on North Road [Chart 10]. Nearly one in six (13.9%, 43 respondents) were aware of three pedestrian crossings, 11.3% (35 respondents) indicated they were aware of two, 10.0% (31 respondents) were aware of none, and 3.2% (10 respondents) said one crossing. There are actually three pedestrian crossing points on North Road in the North Road shopping precinct.

Chart 10: How many pedestrian crossings aware of on North Road



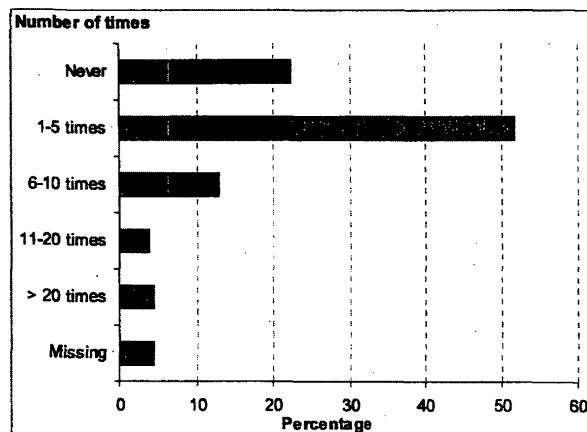
The largest proportion of the respondents (42.4%, 131 respondents) indicated they never use the pedestrian crossings on North Road [Chart 11, page 21]. Less than one in six (15.2%, 47 respondents) use them daily, 13.6% (42 respondents) used them weekly and 18.8% (58 respondents) use the pedestrian crossings occasionally.

Chart 11: How often use pedestrian crossings on North Road



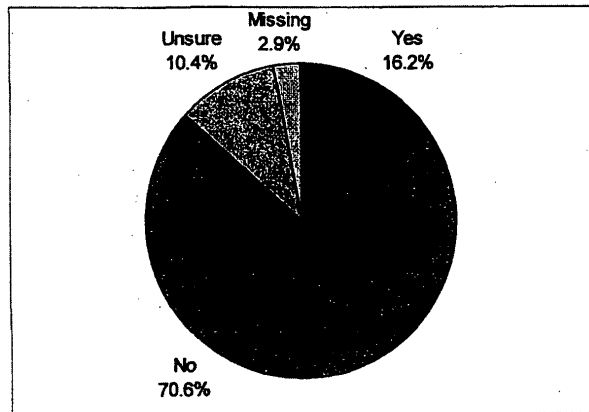
More than half the survey respondents (54.1%, 160 respondents) indicated that they cross North Road between 1 to 5 times each week [Chart 12]. Following this 13.5% (40 respondents) cross North Road between 6 and 10 times. Just under a quarter of the respondents (23.3%, 69 respondents) indicated that they never cross North Road.

Chart 12: How many times do you cross North Road each week?



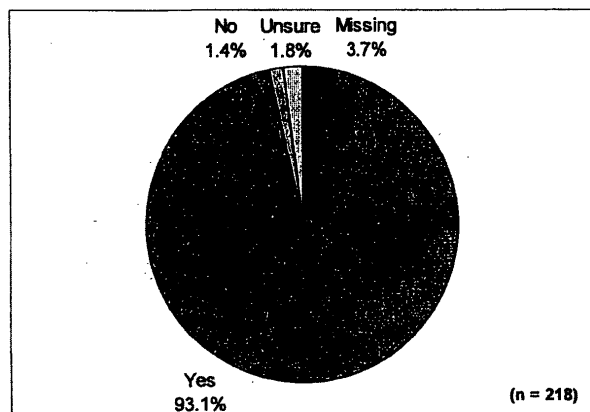
The majority of respondents (70.6%, 218 respondents) felt that they cannot cross North Road safely as a pedestrian [Chart 13, page 22]. Only one in six (16.2%, 50 respondents) felt they could cross North Road safely and 10.4% (32 respondents) were unsure.

Chart 13: Do you feel you can safety cross North Road as a pedestrian?



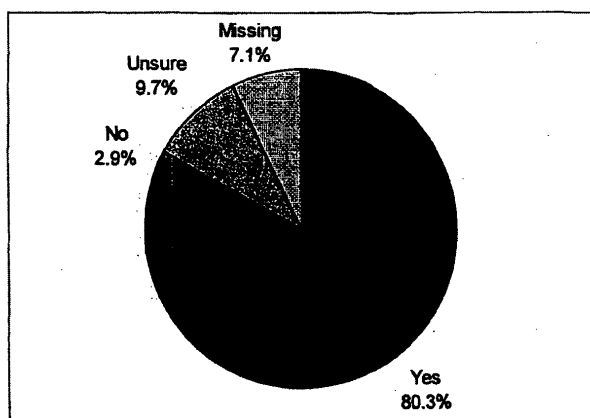
Of the 218 respondents who indicated that they felt they could not safely cross North Road (see Chart 13), the vast majority (93.1%, 203 respondents) indicated they would like to be able to cross North Road safety [Chart 14].

Chart 14: If No: Would you like to be able to safely cross North Road as a pedestrian?



Four in five respondents (80.3%, 248 respondents) indicated that they would like to see changes to the pedestrian crossings on North Road [Chart 15, page 23]. Only 2.9% (3 respondents) indicated that they would not like to see any changes to the pedestrian crossings on North Road.

Chart 15: Would you like to see changes to pedestrian crossings on North Road?



The respondents who indicated that they would like to see changes to the pedestrian crossings on North Road (see Chart 15) were asked to describe (unprompted) the types of changes they would like to see. The written suggestions by respondents were grouped together based on the type of change they described and are presented graphically in Chart 16 (page 24).

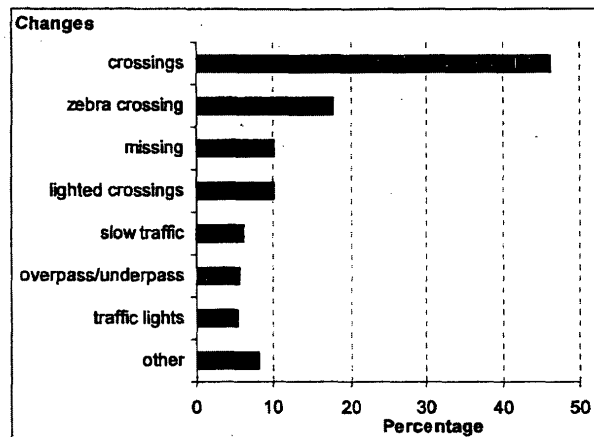
Of the 248 respondents (80.3%) who wanted to see changes to the pedestrian crossings on North Road, just under half (46.4%, 115 respondents) indicated they wanted crossings, 17.7% (44 respondents) wanted zebra crossings, and 10.1% (25 respondents) wanted lighted crossings. Other suggestions included slow traffic (6.0%, 15 respondents), overpass/underpass (5.6%, 14 respondents), and traffic lights (5.2%, 13 respondents). There were also a range of other suggestions (8.1%, 20 respondents). Overall most of these respondents (70.2%) wanted to see some form of formal pedestrian crossing on North Road.

There may appear to be some inconsistency between these results and those about the level of awareness of the number of crossing on North Road (page 19, Chart 10). Currently there are three pedestrian crossings points in the North Road shopping precinct and, according to the results in Chart 10 (page 19), most respondents were aware of at least one or were unsure about the number of crossings in this area.

The current crossings are unmarked crossing points which primarily consist of access ramps between the road and footpaths and islands. These crossing points are not as readily visible as a clearly marked zebra crossing or lighted crossing and there is no requirement for traffic to slow or stop.

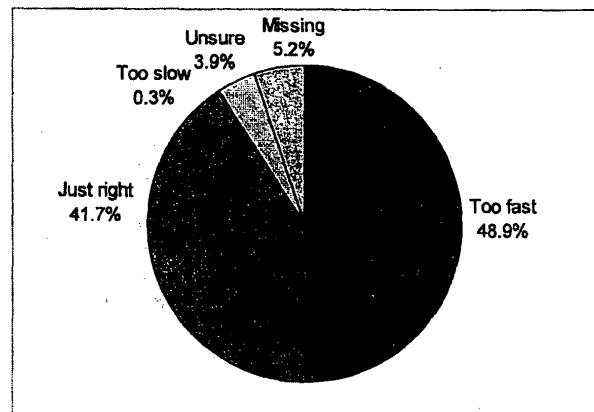
Feedback from survey respondents (on the survey forms and verbally) indicated two main trains of thought that can shed some light on the inconsistency in the results. The first was that some respondents were aware of the unmarked crossing points but don't feel safe using them as they are not recognised by traffic. The second was that survey respondents are unaware of the unmarked crossings but would like something more recognisable to traffic so that they can feel safe crossing the road.

Chart 16: What changes would you like to see on North Road?



Almost half the survey respondents (48.9%, 151 respondents) think that the traffic speed on North Road is too fast [Chart 17]. Closely following this, 41.7% (129 respondents) think that the traffic speed is just right. Only one respondent (0.3%) felt that the traffic was too slow.

Chart 17: How do you view the traffic speed on North Road?



Respondents were also asked if they had any additional comments they would like to make. As expected, these active users of the area, were keen to provide some feedback, suggestions and solutions with some common themes emerging. These grouped comments are presented below.
(For uncollated comments see Appendix C.)

Traffic management and Shopping Zone Entry/Exits:

With entry and exit points to the shopping centre and roads entering close to the existing crossing points respondents were concerned with the amount of information they must process to be able to cross the road. In some cases it was as a pedestrian, in others as a car user needing to be aware of pedestrians.

'The Lion street access which is very close to the shopping centre access – makes lane changing quite a concentrated manoeuvre at busy times – this makes elderly or slower pedestrians very uneasy!' 60-69 F

'Much safer and directed traffic access in and out of the shopping car park i.e one way in and another way out. So that pedestrians have less multi-directional vehicles to cope with.' 60-69 F

'Position of crossings near North Road shopping centre entails being aware, not only of through traffic, but vehicles entering/exiting Lion Street, shopping centre, Lotteries House, Beaufort Road. Right turn from Lion into North road hazardous when driving. At break in median strip can conflict with vehicles turning right from North Road into Lion. If take U turn option at Beaufort – median strip vegetation obscures view. Can conflict with vehicles turning left Beaufort to North Road.' 60-69 F

Safety:

Concerns were raised by respondents on their safety in getting across the road, or of other pedestrians. This was not only indicated by seniors, but also by parents with prams and children.

'With all the elderly people and school children on North Road – we often see near misses. Also with a lot of traffic coming out of the North road Shopping centre on to the main Road there are accidents waiting to happen' 60-69 F

'I walk with a toddler in a pram and it's so unsafe to cross North Road.' 40-49 F

'I would like my kids to go from school to the skate park but feel it is not safe for them to cross North Road.' 30-39 F

'It is not only for the elderly – mothers with children, school children going to the pool for swimming lessons.' (Yakamia Primary) 30-39 F

For many seniors their safety concerns at crossing North road have severely impacted their quality of life and independence. It has restricted the most basic of activities.

'Like walking twice a day, but don't cross North Road very often because the traffic seems to fast. I can still walk quite well for my age, but use a walker for safety. Gave up driving two years ago on moving to Albany, because of age.' 90+ F

'I am aged 70 walk slowly and just find it hard with such a busy road. I came to be near the shops and then find it impossible to cross the road at times.' 70-79 F

'As there are many seniors living in the area I feel a cross walk is a must. I constantly worry about my mothers safety (who is 87). However, I am aware she needs her independence.'

'Cannot walk across the busy road to get to the green area because of speeding vehicles. Need to use a taxi to leave the area or when I get a lift. Have difficulty with colour of some cars which are driving at top speed and also quickly change lanes before I can dash over the road. Am legally blind. I walk my dog to the top of Kampong road area. Can't take dog to the shopping centre.'

School zones:

The area immediately around the school zone (intersection of North Road and Beaufort Road) was a safety concern for pedestrians and car drivers. Congestion at drop off and pick up times seemed to compound the road safety issues.

'Think it's a great idea. Lots of children have to cross road from bus stop and in rush hour hard enough to get across in a car, let alone walking. Very much needed.'

'Not worth the risk factor (to cross). The road is safer to use when the lollipop attendants are present. Haven't been able to safely cross for years. Many people are finding the area very dangerous.'

Solutions:

Many of the respondents had suggestions which could improve the safety of crossing North Road and encourage greater access. The main solutions related to designated pedestrian crossings and/or slowing the speed of the traffic.

'Crossing North Road (I walk the dog) in the early morning is difficult. You have to wait your turn. But I find the drivers very courteous and slow down mostly. But a crosswalk somewhere near would be very helpful.' 80 -89 F

'I have just turned 90 and unfortunately have to use a walker, so my movements are not as brisk as they were and nearly every resident here (Yakamia Gardens) has some immobility. Therefore a crosswalk over North Road to the park as well as the bus stop would be wonderful.' 90+ F

'Because of all the elderly people in the area there should be at least two proper crosswalks in North Road.'

7. SUMMARY

The North Road Safety Survey was undertaken by Great Southern Population Health on behalf of the City of Albany Seniors Advisory Committee. The main aim of this survey was to assess the travel and transport habits for seniors using the North Road shopping area and identify any safety issues and possible solutions.

The survey was administered on 3 and 10 June, 2010 by members of the City of Albany Seniors Advisory Committee at the North Road Shopping Centre and surrounds. Five hundred and thirty five survey forms were distributed to residents using the North Road shopping precinct, with a request to return them in the mail by 16 June, 2010. Of the 535 survey forms distributed 321 were returned which gave a final response rate of 60%.

The results of the survey are considered a robust representation of the travel and transport habits of people, in particularly seniors, who access the North Road shopping area. Though the survey was collected via a convenience sample the results can be considered robust due to the number returned and the good response rate.

Respondent demographics

The survey was mainly aimed at seniors aged 60 years and over. However it was also offered to people younger than this. The final sample consisted of nearly 70% seniors and a quarter aged less than 60. Females were over represented and made up nearly three quarters of the final sample (72%). This may be for several reasons. First of all the data collectors administering the surveys in the North Road Shopping Centre observed that the females in partnered couples more often completed the survey forms. Also the survey was aimed at seniors and there are a higher proportion of female seniors compared to males due to a higher female life expectancy. Finally there may have been more females accessing the businesses in the North Road shopping precinct.

Almost two thirds of the respondents (66%) lived more than 500m away from the shopping area. One third of the respondents lived within 500m.

Shopper demographic characteristics

The results showed that people living closer to the shopping centre used it more often than people who lived further away. Seventy one percent of respondents who lived within 500m of the shopping centre used it on a daily basis compared to 55% who lived more than 500m away. Also those who were younger used it on a more regular basis than those who were older. Seventy two percent of those aged less than 60 years used the shopping centre on a daily basis compared to 56% of those aged 60 years and over. This could be because younger people are more mobile than older people but also because a higher proportion of younger people own a car and have a license compared to older people.

Travel type

The vast majority of respondents travel around the North Road shopping area by car (90%), with 95% of these using it as their main form of transport. Half of the respondents travel by walking as a main or secondary form of transport around this district.

Activities

The most common activity by far undertaken by the respondents was shopping (89%). Other activities included recreational (32%), doctor/pharmacist (28%) and visiting/socialising (22%). However this result may be biased as most survey forms were administered through businesses at the North Road shopping precinct.

Awareness and use of pedestrian crossings on North Road

Currently there are three unmarked pedestrian crossing within the shopping precinct area on North Road. These crossings primarily consist of access ramps between the road and footpaths and road islands. Most respondents were unaware of these three crossings. Half the respondents were not sure about how many crossing there were and only 14% were aware of all three.

Nearly three quarters of the survey respondents (73%) reported crossing North Road on a regular basis. However many of these crossings don't appear to be via the existing pedestrian crossing points. Half the respondents (52%) crossed North Road between 1 and 5 times each week, 13% cross it between 6 to 10 times each week and 8% cross it more than 11 times each week. However more than two in five respondents (42%) indicated they never use the crossings in the North Road shopping precinct and only 29% used them on a daily or weekly basis.

Pedestrian crossing and traffic

The majority of respondents (71%) indicated that they did not feel they could safely cross North Road as a pedestrian. The vast majority of these respondents indicated they would like to be able to cross North Road safely (93%).

Additionally 80% of respondents indicated they would like to see changes to the pedestrian crossings on North Road. Some form of marked crossing was suggested by 70% of those wanting to see changes to the North Road pedestrian crossings.

Almost half the respondents (49%) thought that the traffic on North Road was too fast and 42% thought that the speed was just right.

Other comments

Most of the general feedback was suggesting some alternative form of pedestrian crossing, which would give the pedestrians greater security and safety to cross the road. This feedback included comments from younger users of the North Road precinct, including parents with prams and parents with school aged children.

Many respondents requested a review of the current traffic management around the shopping centre precinct, as there were too many entry and exit points creating conflict between pedestrians and other road users.

8. DISCUSSION

Road Safety Issues Facing Seniors

In general, older drivers decide for themselves when to quit driving, a decision that often stems from the onset and progression of medical conditions which affect visual, physical, cognitive and consequently driving skills. Alternative forms of transport such as walking, cycling, use of gophers/scooters and public transport become more important.

The road environment, itself, may also contribute to the level of risk elderly pedestrian's face when using the road system. Roads and pedestrian facilities are built according to standards often based on young adult performance.

According to a presentation by Jenny Oxley at the Road Safety Research, Policing and Education Conference, in Perth in 2004, "older pedestrians appear to experience problems in situations that demand efficient cognitive processing, fast responses and quick actions at intersections, on multi-laned roads, fast moving traffic, at crossing facilities that do not allow enough time for slower walkers, and on congested, poorly maintained and uneven footpaths and road."⁶

Dominant attitudes by drivers, failure to acknowledge the rights of pedestrians and fast speed of drivers in areas of high pedestrian activity greatly increase the potential for crashes, and more importantly the injury consequence once a collision occurs, particularly for these vulnerable road users. Highway designs will need to accommodate the needs of older adults more in the years ahead.

Safety Issues for Seniors Using the North Road Shopping Precinct.

North Road has become one of the main arterial routes for traffic in Albany. The increase in traffic and the complexity of the traffic movement in the area has created a growing road safety concern for the seniors community.

The growth in aged care and life-style villages along North Road, along with numerous businesses and community facilities supporting older people has seen a considerable increase in the number of seniors using the area. The move of the pharmacy from the North Road shopping precinct to the new Pioneer Health Centre has also seen an increase in the number of older pedestrians travelling between the two centres. This has added safety concerns to an already busy road. These safety issues will intensify as the population continues to grow and age.

The survey strongly suggests that seniors in the area do not feel safe to cross North Road and would like to see some additional pedestrian crossings in place.

Overview of Evidence Based Road Safety Solutions

1. Pedestrian traffic crossing

The use of signalised pedestrian crossings for older people is clearly desirable in areas often frequented by older people. However, with restricted walking abilities, it is ambitious to expect older people to go much out of their way to use these, if it

imposes much of a distant penalty. Moreover, traffic light cycles need to reflect older people's crossing speed.

Austroads recommends that based on NSW data pelican crossings and standard pedestrian operated signals (POS) significantly reduce pedestrian crashes. There is conflicting evidence on the safety benefits of zebra crossings.⁸

Longer and less confusing walk and clearance phases are required for slow walking older pedestrians. The walking speed values (approx 1.2 m/s) used for design and operation standards are clearly too fast for many slow-walking phases, especially in areas where there is a high concentration of older walkers.

A PUFFIN (Pedestrian User-Friendly Intelligent) Crossing consists of normal traffic signals with additional features such as when the pedestrian presses the button a device confirms that a person is waiting to cross. If the person moves away the device will cancel the demand so vehicles do not stop unnecessarily. The device also detects whether the pedestrian is still on the road, and can extend the green signal if required.

Puffin crossings deliver improved crossing opportunities to pedestrians, particularly the elderly or disabled, without unacceptable delays to traffic. In some circumstances a Puffin crossing may reduce delays to traffic.⁵

A Study was conducted in Victoria on a Puffin crossing, where the pedestrian green signal was changed from a fixed period of 8 seconds to a minimum of 4 seconds and a maximum of 10 seconds. A 40% reduction in vehicle delays was evident and there was no increase in red light running, with an increase in pedestrian compliance with the adjusted signals.⁸

2. Speed reduction

Research indicates that small gains in speed reduction can lead to very substantial reductions in road trauma. The benefits of speed reduction can be related, not only to pedestrian safety, but there are general benefits to other road users including cyclists, motorcyclists and vehicle occupants.⁸

A study in Melbourne of a reduction in speed on a busy section of road in the CBD found that 'travel times increased marginally, however, the large expected reductions in the crash risk of pedestrians as a result of reductions in overall vehicle speeds are considerable, while the impact on motorists travel times is relatively small.'⁸

It may be worth reviewing the speed through the area, particularly in light of the two schools, older population and increased pedestrian movements now recognised in the area.

3. Education

A VicRoads initiative, Walk-With-Care, was introduced in the early 1990's. This program aimed at reducing the dangers to older pedestrians through a combination of educational and engineering countermeasures. Though no formal full evaluation of the initiative was undertaken, a review by Monash University Accident Research

Centre suggested brief information sessions, followed by an interactive session and flexible format could be successful.⁷

In 2010 the Great Southern Road Safety Coordinating Committee having been conducting Seniors Road Safety Talks to senior-community based groups throughout the region. A total of 18 presentations to over 400 seniors will have been delivered throughout the region by the end of 2010. The Committee could consider some targeted talks to seniors groups in the Albany area, on pedestrian safety and crossing roads by key road safety members and presenters for 2011.

4. Enforcement

Studies into the effectiveness of enforcement campaigns targeted at pedestrians and drivers have had mixed results in the literature. Compliance has often increased immediately following some of the campaigns but decreased or slipped back at a later date. The major challenge is 'to find an effective way of using scarce policing resources to meet legitimate community needs.'⁸

It is recommended that discussions be held with Great Southern Police and Albany RoadWise Committee to conduct a targeted enforcement campaign in the North Road shopping precinct, for a period pre and post the installation of any additional pedestrian crossings. This may help to evaluate the effectiveness of any new additional crossings.

9. RECOMMENDATIONS

In light of the findings of this study the following recommendations are made:

1. Pedestrian traffic crossing

The City of Albany and supporting agencies investigate and support the installation of either pedestrian operated signals (POS) or PUFFIN (Pedestrian User-Friendly Intelligent) Crossings for the North Road Shopping precinct.

The crossing point would need to be adapted to meet the needs of the seniors population, allowing for increased crossing time and reduced mobility.

2. Shopping Centre Entry/Exit Points

The City of Albany, in consultation with the North Road Shopping Centre owner, review the entry and exit points to the shopping centre and service station, to accommodate a pedestrian crossing.

3. Speed reduction

The City of Albany and supporting agencies investigate the reduction of the speed through the North Road Shopping precinct.

4. Education


The City of Albany Seniors Advisory Committee to request the Great Southern Road Safety Coordinating Committee include pedestrian safety in future Seniors Road Safety Talks for 2011.

5. Enforcement

The City of Albany and Albany RoadWise committee explore opportunities to work with Great Southern Police on a targeted enforcement campaign in the North Road shopping precinct, for a period pre and post the installation of any additional pedestrian crossings.

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APPENDICES

Appendix A – Survey form

North Road – Road Safety Survey 2010

The City of Albany Seniors Advisory Committee is interested in travel and transport habits of seniors around the North Road shopping precinct and Centennial Park area.

In an effort to get more information about the specific transport and road safety issues for seniors please take 5 minutes to provide your feedback and comments. See the attached map for the area around North Road we are investigating.

Please return the survey in the reply paid envelope or drop into Great Southern Population Health, 125 Grey Street (opposite Senior Citizens Centre) by Wednesday 16 June, 2010.

This information will be collated and presented in late June to the City of Albany Seniors Advisory Committee and the Albany RoadWise committee. It is hoped this information will assist the City of Albany with future planning for safer roads and road users.

All information is treated with confidentiality and no information will be stored which identifies you in any way.

For further information: Kim Butfield (Injury Prevention Coordinator) 9842 7504 or City of Albany Seniors Advisory Members - Michael Calton 9844 7569 or Ruth Watson 9842 2604.

North Road – Road Safety – 13 easy questions

1. How often do you use the North Road area? (see map over)

Daily	<input type="checkbox"/>	1
Weekly	<input type="checkbox"/>	2
Monthly	<input type="checkbox"/>	3
Occasionally	<input type="checkbox"/>	4
Never	<input type="checkbox"/>	5
Unsure	<input type="checkbox"/>	6

2. How far do you live from the North Road Shopping Area?

Within 100 m	<input type="checkbox"/>	1
Between 100 – 200 m	<input type="checkbox"/>	2
Between 200m and ½km	<input type="checkbox"/>	3
½ km to 1 km	<input type="checkbox"/>	4
Over 1 km	<input type="checkbox"/>	5

3. If you answered Never in Q1, why don't you use the area?

4. If you use the North Road area, please rank the type of travel you use? (from 1 being most common to 5 being least used) Please leave blank if you don't use at all

Car travel (driver or passenger)	<input type="checkbox"/>	1
Walk	<input type="checkbox"/>	2
Cycle	<input type="checkbox"/>	3
Scooter/Electric Wheelchair/Gopher	<input type="checkbox"/>	4
Other	<input type="checkbox"/>	5

5. What are your main activities in the North Road area? (you can tick more than one box)

Shopping	<input type="checkbox"/>	1
Visiting/Socialising	<input type="checkbox"/>	2
Recreational (eg walk paths)	<input type="checkbox"/>	3
Doctors/Pharmacist	<input type="checkbox"/>	4
Other	<input type="checkbox"/>	5

6. How many pedestrian crossings are you aware of on North Road?

- One ☐ 1
Two ☐ 2
Three ☐ 3
None ☐ 4
Not sure ☐ 5

7. How often do you use the pedestrian crossings on North Road?

- Daily ☐ 1
Weekly ☐ 2
Monthly ☐ 3
Occasionally ☐ 4
Never ☐ 5

8. How many times do you cross North Road each week?

- Never ☐ 1
1-5 times ☐ 2
6-10 times ☐ 3
11-20 times ☐ 4
More than 20 times ☐ 5

9. Do you feel that you can safely cross North Road as a pedestrian?

- Yes ☐ 1
No ☐ 2
Unsure ☐ 3

10. If you answered No to 9 would you like to be able to safely cross North Road as a pedestrian?

- Yes ☐ 1
No ☐ 2
Unsure ☐ 3

11. Would you like to see any changes to the pedestrian crossings on North Road?

- Yes ☐ 1
No ☐ 2
Unsure ☐ 3

12. If you answered Yes to 11 what changes would you like to see?

13. Do you think the traffic speed on North Road is:

- Too fast ☐ 1
Just right ☐ 2
Too slow ☐ 3
Unsure ☐ 4

Tell Us About Yourself

1 Age

- Under 21 ☐ 1
21-29 ☐ 2
30-39 ☐ 3
40-49 ☐ 4
50-59 ☐ 5
60-69 ☐ 6
70-79 ☐ 7
80-89 ☐ 8

2 Sex

- Male ☐ 1
Female ☐ 2

3 Do you own a car?

- Yes ☐ 1
No ☐ 2

Please add any other comments you would like to make

Appendix B – Newspaper articles



Weekender 9 June 2010

CONCERN: Emma Justice and Michael Colton say crossing North Road is dangerous.

Seniors launch a push for North Rd crossing

THE City of Albany's Seniors Advisory Committee is to push for pedestrian crossings on North Road.

The committee is concerned for everyone waiting to cross the road which is slowly getting busier.

Albany National Seniors spokesperson Michael Colton said North Road was a busy area for both seniors and young people, with a major shopping centre, doctors' surgery, walkways and gym.

"In the past few years there has been a big increase in the number of independent villages and seniors accommodation in the area," he said.

"In addition to seniors, we know that many parents with younger children also use the area, as well as a school."

"We are keen to see extra signage, lights to getting from one side of North Road to the other."

Seniors Advisory Committee members are hoping information passed from a local safety survey they are completing will make the City and State planning for safer roads and road users.

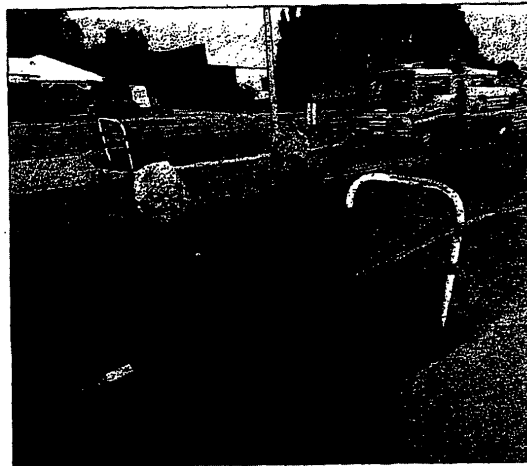
"Consultation speaker Emma Justice said the introduction of roundabouts on North Road will only exacerbate the problem."

"Traffic will slow down initially, but it will become a continuous flow, making it harder to cross the road," she said.

"Without the numbers to show the City what people think, nothing will happen."

She stated that 13 per cent of the population surrounding the North Road Shopping Centre was over 60 years of age.

She said a pedestrian crossing was the only answer to protecting pedestrians.



Emma Justice and Michael Colton are concerned about the safety of seniors when crossing busy North Road.

Seniors want action over busy road

PEDESTRIAN WEARIE

SENIOR citizens concerned for their safety when crossing North Road have taken action into their own hands, surveying residents in the hope of being able to sway City planners to creating safer crossings.

Representatives have gathered at North Road Shopping Centre on Thursdays to collect detailed information, which will be collated and presented to the City of Albany later this month.

Survey questions address frequency of use of the area, what participants use the area for

and what kind of travel is used.

Participants were also asked if they would like to see improvements made to pedestrian crossings on North Road.

Albany National Seniors spokesperson Michael Colton said North Road was a busy area for seniors, with a major shopping centre, doctor's surgery, walkways and gym.

Mr Colton said there was serious safety issues with crossing the busy road.

He said they were hoping for a proper pedestrian crossing as a minimum.

"In the past few years there has been a big increase in the

number of retirement villages and seniors accommodation in the area, all of which is adding to the mix of travel," Mr Colton said.

"In addition to seniors, we know that many parents with younger children also use the area, as well as a school."

"We are keen to see some improvements in getting from one side of North Road to the other."

The City of Albany Seniors Advisory Committee will again visit the shopping centre this Thursday morning to collect survey results.

photos:emmajustice.com.au

Albany Advertiser 8 June 2010

Appendix C – Survey written comments

North Road Road Safety Survey - Additional written responses

School Zone

School buses need to use another route as they block (literally) the flow of traffic when attempting to cross onto the north section of road.

Most drivers are very good – it is the congestion at school times that it is at its worst. 70 – 79 F

Traffic flow around school times very congested. Very busy from main roundabout.

Think it's a great idea. Lots of children have to cross road from bus stop and in rush hour hard enough to get across in a car, let alone walking. Very much needed.

It's dangerous for kids before and after school and case as well. Many accidents almost happening daily at school intersections.

As a cyclist any new crossing should cross north road in a straight line – not a dog-leg, as in the Beaufort Road school crossing. 60-69 M

Traffic Management and Shopping Centre Area

Increase in use not accommodated with planning

Reduce exits to shopping centre

More one way traffic flow

Lion St to North Rd, Barnesy to North Rd, Shopping centre outlets, garage outlets, rough carpark, lotteries house and Rainbow Coast neighbourhood centre all to be left hand turns ONLY

Make North Road pedestrian friendly, through traffic to use either Albany Highway or Chesterpass Road. Shops/sporting facilities/surgeries given more pedestrian only access with 'light vehicle' usage. 50-59 F

The Lion street access which is very close to the shopping centre access – makes lane changing quite a concentrated manoeuvre at busy times – this makes elderly or slower pedestrians very uneasy! 60-69 F

Entrance by pedestrians to North Road shopping area very dangerous. Not enough care by motorists 80-89

The current in and out are too close together. I'd like to see OUT into Barnesby Drive and better directional one-way cars through the shopping centre car park. Better car parking bay arrangements so that walking in and out of the shops is also not so hazardous.

The newspaper reported that traffic lights were to be put in at Lion St/North Road. If this happens then there will be significantly more opportunity for slower pedestrians to cross safely. However, for car users I think the in and out access to the shops is not safe.

Much safer and directed traffic access in and out of the shopping car park. ie one way in and another way out. So that pedestrians have less multi-directional vehicles to cope with 60-69 F

It is helpful to have the school crossing island at front of the reformed church but dangerous near the shopping centre where cars enter and leave.

A better way to cross North Road in a vehicle from North Road shopping centre.

The two T junctions and the entry and exit from shopping mall are totally without safeguards for walking seniors and children and those using gophers.

Changed Doctor/Pharmacist because of crossing. The term pedestrian crossing is confusing. Not all disabled people are in wheel chairs (*Legally blind*).

Very dangerous with the vehicles changing lanes etc. Many accidents near the shopping centre.

Position of crossings near North Road shopping centre entails being aware, not only of through traffic, but vehicles entering/exiting Lion Street, shopping centre, Lotteries House, Beaufort Road. Right turn from Lion into North road hazardous when driving. At break in median strip can conflict with vehicles turning right from North Road into Lion. If take U turn option at Beaufort – median strip vegetation obscures view. Can conflict with vehicles turning left Beaufort to North Road. 60-69 F

Safety

I see many less busy roads restricted to 50 km/hr and cannot understand why North Road is 60 km/hr when there are so many elderly people and school children using the road

As there are many seniors living in the area I feel a cross walk is a must. I constantly worry about my mothers safety (who is 87). However, I am aware she needs her independence.

I hope action is taken to improve safety for everyone

It is dangerous (to cross) at most times.

I only use North Road as a driver, not a pedestrian. Would not feel safe crossing. Needs to be a marked pedestrian crossing, plus slowing of speed near shopping centre.

My only crossing of North Road is at the roundabout of Ulster Road and feel it can be intimidating at the best of times as a pedestrian 50-59 M

Yakamia Gardens – more gophers – elderly people will be out. There is no safe crossing! Only school times.

I would like my kids to go from school to the skate park but feel it is not safe for them to cross North Road 30-39 F

I walk with a toddler in a pram and its so unsafe to cross North Road. 40-49 F

With all the elderly people and school children on North Road – we often see near misses. Also with a lot of traffic coming out of the North road Shopping centre on to the main Road there are accidents waiting to happen 60-69 F

I agree that something needs to be done to make it safer for seniors particularly to cross this busy road. 70-79 F

I am aged 70 walk slowly and just find it hard with such a busy road. I came to be near the shops and then find it impossible to cross the road at times. 70-79 F

I cannot walk fast enough to feel safe crossing North road because of my arthritis 60-69 F

Not worth the risk factor (to cross). The road is safer to use when the lollipop attendants are present. Haven't been able to safely cross for years. Many people are finding the area very dangerous.

I have been in this area for over thirty years and am now cannot use the Recreational centre unless taken by vehicle (*Legally blind*) 60-69 F

Speeding

Most of the traffic runs over speed and ignores any crossing. I live in Amity Village and have been for 6 years. There is a sign post, just after you turn into North Road, from the Roundabout. It advises that elderly people are in the vicinity. I am yet to see them ease back, they nearly always speed up past the village gates.

Reduce speed limit to 40km, 100 m prior to shops and 100m past garage.

If crossing was visible maybe 40 km zone before crossing

I would cross North Road more but too difficult – restricted by traffic speed.

Cannot walk across the busy road to get to the green area because of speeding vehicles. Need to use a taxi to leave the area or when I get a lift. Have difficulty with colour of some cars which are driving at top speed and also quickly change lanes before I can dash over the road. Am legally blind. I walk my dog to the top of Kampong road area. Can't take dog to the shopping centre.

Solutions:

Roundabouts

I would like to see a roundabout on the junction of North Road and Barnesby drive to make it safer to turn right into North Road.

We need a roundabout on Lions St/North Road so cars can safely cross from one side to the other. A Zebra crossing outside lotteries house is needed for seniors.

North road is way too busy at 8.30 – 8.45, 12-1 and 3 – 3.30 and 4-5pm. About time a couple of roundabouts were put in to slow the traffic; or a crossover/bridge for the safety of elderly and children!!

Cross Walks

Crossing North Road (I walk the dog) in the early morning is difficult. You have to wait your turn. But I find the drivers very courteous and slow down mostly. But a crosswalk somewhere near would be very helpful. 80 -89 F

Like walking twice a day, but don't cross North Road very often because the traffic seems to fast. I can still walk quite well for my age, but use a walker for safety. Gave up driving two years ago on moving to Albany, because of age. 90+ F

A proper crosswalk where cars have to stop. There is no way you can cross safely unless you are quick on your feet.

The existing red and white striped posts are not enough warning and are not considered to be proper crossings.

I think a normal pedestrian crossing (marking on the road) would be too dangerous because of the volume of cars

I have just turned 90 and unfortunately have to use a walker, so my movements are not as brisk as they were and nearly every resident here (Yakamia Gardens) has some immobility. Therefore a crosswalk over North Road to the park as well as the bus stop would be wonderful 90+ F

A cross road marking. I walk to Pioneer Medical centre to chemist from Glenn Craig age care on Beaufort Road 90+ F

How do you define pedestrian crossing? Those 'so called' on North Road give no priority to pedestrians.

Older Population

It is about time crosswalks were on North Road as there is so many older people in the area 60-69 F

Lot of seniors cross the busy North Road

Perhaps need to consider the age of the population in the area

With increasing population of city, traffic volume is growing with associated additional breaches of traffic laws and driver impatience!

I'm not a resident of Albany so am not sure of the town plan, but would like to think seniors can walk around safely.

There are a lot of older people in our area. Please help us to find it easier

Because of all the elderly people in the area there should be at least two proper crosswalks in North Road.

It is not only for the elderly – mothers with children, school children going to the pool for swimming lessons (Yakamia Primary) 30-39 F

Consultation

Please advice results in the paper

Please listen to these people

Thank you for this survey on North Road

I was disappointed the tv cameras viewed North road with very few cars. They should have viewed it when school times, morning and evening. 70-79 F

Tariff and Concession Framework Review

Community Consultation Forums

As you may be aware, Western Australians have seen a 50% increase in their electricity prices since 2009. This increase has been driven by the Government's intention for prices to reflect the actual cost of supplying electricity to WA households. Residential electricity prices still remain below the actual cost of supply and further increases may be required to reach cost-reflectivity.

Recognizing that electricity is an essential service and that price increases may push some households into financial hardship, the Office of Energy and WACOSS have partnered to conduct a review of the tariff and concession framework (TCF).

The TCF Review will investigate ways to ensure that electricity used for essential services remains affordable for all Western Australians. Essential uses of energy include space and water heating, lighting, cooking and refrigeration. Specific tariff structures to be examined include Inclining Block Tariffs (IBTs), where the price of electricity increases as consumption increases. Currently in WA, water is priced under an IBT structure.

Public consultation is an important part of the review. In the coming months the TCF Review will be conducting a number of regional forums with consumer representatives and members of the general public. The purpose of these forums is to share information and generate ideas which will have a direct influence on specific agendas in the TCF Review.

WACOSS and the Office of Energy invite you to share your views, knowledge and experiences of the recent increases in electricity tariffs and to contribute to the Government's review of tariff and concession framework. As this review will affect all Western Australians, we aim to represent the views and opinions of all members of the WA community, particularly those who may be vulnerable under a new tariff structure.

Your involvement will help the project in providing advice to the government with the following objectives:

- improve the affordability of electricity for essential uses;
- improve the targeting of existing State Government concessions for energy consumers;
- encourage the efficient use of energy in WA households;
- reduce the use of electricity for non-essential uses during periods of peak demand; and
- reduce the impact of future price increases on vulnerable electricity consumers

Over the following weeks WACOSS will contact you by phone and email to discuss your involvement in consultation forums. We also encourage you to pass on this project information onto any individuals or groups who may wish to be involved in this consultation process. Further information about the project can be accessed on the following websites:

Office of Energy website:

http://www.energy.wa.gov.au/2/3624/64/tariff_and_concession_framework_review.pm

WACOSS website:

http://www.wacoss.org.au/policy_and_advocacy/essential_services/tariff_and_concessions_framework.aspx

If you have any feedback, questions or comments please send an email to
tariffreview@energy.wa.gov.au

**FINANCE STRATEGY AND ADVISORY COMMITTEE
MINUTES****File Ref: FM.MEE.1/AM1117339**

for the meeting held at 4.00pm on Tuesday, 24th February 2011
in the Margaret Coates Boardroom

Terms of Reference: To oversee the preparation of the 5 Year Business Plan and Long Term Financial Sustainability Plan.

1.0 ATTENDANCES:**Mayor**

M Evans, JP (Member)

Councillors:

Cr M Leavesley

(Chair)

Cr D Wellington

(Member)

Cr R Hammond

(Member)

Cr D Bostock

(Member)

Cr D Dufty

(Observer)

Cr C Holden

(Observer)

Staff:

F James

Chief Executive Officer

P Wignall

Manager Finance

2.0 APOLOGIES**Apologies/Leave of Absence:**

Cr J Matla

(Member)

P Madigan

Executive Director CCS

3.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETING**ITEM 3.0 – COMMITTEE RECOMMENDATION****MOVED CR LEAVESLEY****SECONDED CR HAMMOND**

The minutes of the FSAC Committee meeting held on 1ST February 2011, as previously distributed, be confirmed as a true and accurate record of proceedings (attached).
Councillor Bostock abstained from voting as he was not present at the meeting.

CARRIED 3-0**4.0 DISCLOSURE OF INTEREST**

Nil

5.0 ITEMS FOR DISCUSSION**5.1 Five Year Plan**

- The Chair reviewed the Five Year Plan process to date and stated that he had spoken to the ED Works and Services regarding potential cuts in contractor costs.
Action: The CEO will follow up with ED works and Services to determine if modelling is available.
- The CEO gave an overview her position in relation to the Five Year Plan. All first draft budgets, including the Five Year Plan, will be delivered to Council as balanced budgets with risks associated with such delivery to be clearly defined.
- The CEO will seek approval from the Minister to delay the finalisation of the Five Year Plan until it can be based upon a revision to the Strategic Plan.
Action: Any issue relating to required completion of the Five Year Plan to assist in grant applications for roads funding will be addressed by the CEO.
- Councillor Hammond expressed concerns regarding:
 - a. The increase in contracts and materials costs over the Plan period.
 - b. The time period over which Cull Road sales will be finalised.
 - c. ALAC running costs
- Councillor Bostock requested:
 - a. That cost savings and efficiencies be escalated to first on the list in page 3 of the draft Five Year Plan.
 - b. That the next draft of the Five Year Plan be presented with no rates increase and cost savings necessary to balance each year of the Plan. The CEO agreed to present this as a draft.
- Mayor Evans entered the room at 4.21pm.
- In response to a question from Councillor Holder, Manager Finance advised that the GRV Revaluation will be known in May and modelling commenced thereafter.
- Councillor Wellington expressed support for the CEO's approach to finalising a Five Year Plan.
- Councillor Dufty similarly supported the new approach. He further detailed the timing of completion of the Uniting Church community centre as it related to the Cull Rd development.
- In response to a comment by the Chair, the CEO advised that she is examining the process around grant applications.
- Councillor Bostock suggested combining the Finance Strategy and Advisory Committee (FSAC) and the Audit Committee. The CEO stated the importance of keeping two separate committees as the FSAC was strategic in nature whereas the Audit Committee had a compliance and legislative focus.
- Based on the proposed delay in completion of the Five Year Plan, the Chair noted that the draft recommendation to adopt the Five Year Plan at the March OCM is null and void.

6.0 OTHER BUSINESS

Councillor Bostock raised a point of order. Being a committee it is not necessary for the Chair to call for a vote on items unless they involve a Council recommendation.

Action: The CEO will clarify this point.

7.0 ITEMS TO BE DISCUSSED AT NEXT MEETING

Five Year Plan

8.0 DATE OF NEXT MEETING: To be advised. The CEO will ascertain the timing of completion of the Five Year Plan from the Executive and inform the Chair accordingly.

9.0 CLOSURE OF MEETING: The Chair declared the meeting closed at 4.40pm.