

### **ATTACHMENTS**

### **Ordinary Meeting of Council**

Tuesday 23 April 2019

6.00pm

City of Albany Council Chambers

#### ORDINARY COUNCIL MEETING ATTACHMENTS – 23/04/2019

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#### **CITY OF ALBANY**

#### **MONTHLY FINANCIAL REPORT**

(Containing the Statement of Financial Activity)
FOR THE PERIOD ENDED 28 FEBRUARY 2019

### LOCAL GOVERNMENT ACT 1995 LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

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#### **Compliation Report**

Statement of Financial Activity by Nature or Type

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# CITY OF ALBANY COMPILATION REPORT FOR THE PERIOD ENDED 28 FEBRUARY 2019

#### **Report Purpose**

This report is prepared to meet the requirements of Local Government (Financial Management) Regulations 1996, Regulation 34.

#### Overview

No matters of significance are noted.

#### Statement of Financial Activity by reporting nature or type

Shows a surplus for the period ended 28 February 2019 of \$18,691,299.

Note: The Statements and accompanying notes are prepared based on all transactions recorded at the time of preparation and may vary.

**Preparation** 

Prepared by: S. Van Nierop

Financial Accountant

Reviewed by: D. Olde

Manager Finance

Date prepared: 18-Mar-2019

# CITY OF ALBANY STATEMENT OF FINANCIAR THE TEMPTY TEM CCS 139 REFERS BY NATURE OR TYPE FOR THE PERIOD ENDED 28 FEBRUARY 2019

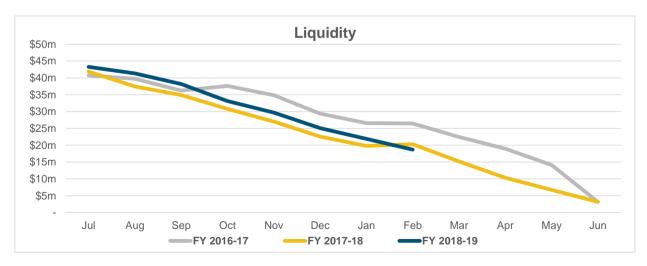
	Ref Note	Original Annual Budget	Revised Annual Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)	Var. % (b)-(a)/(a)	Var
Operating Revenues		\$	\$	\$	\$	\$	%	
Rate Revenue		36,852,574	37,016,574	36,719,123	36,655,960	(63,163)	(0%)	
Grants & Subsidies		3,563,024	3,978,350	2,903,160	2,507,038	(396,122)	, ,	
Contributions, Donations & Reimbursements		565,422	800,894	681,254	739,415	58,161	9%	
•		23,215	23,215	15,472				
Profit on Asset Disposal			17,828,198		2,217	(13,255)		
Fees and Charges		17,687,974		14,076,365	14,381,847	305,482		
Interest Earnings		1,159,285	1,184,285	973,911	1,010,679	36,768		
Other Revenue	-	314,860	220,860	184,800	261,445	76,645	41%	-
Operating Expenses		60,166,354	61,052,376	55,554,085	55,558,600			
Employee Costs		(26,979,860)	(27,097,463)	(17,778,676)	(17,231,794)	546,881	3%	_
Materials and Contracts		(18,388,877)	(19,277,378)	(11,929,144)	(11,427,355)	501,789		
Utilities Charges		(1,893,062)	(2,023,062)	(1,218,765)	(1,167,801)	50,964		
Depreciation (Non-Current Assets)		(17,343,216)	(15,757,994)	(10,497,443)	(10,421,709)	75,734		
Interest Expenses			(751,576)		• • •	12,343		
•		(751,576)		(380,647)	(368,304)			
Insurance Expenses		(684,149)	(684,149)	(620,116)	(673,993)	(53,877)	, ,	
Loss on Asset Disposal		(450,392)	(450,392)	(134,121)	(119,861)	14,260		
Other Expenditure		(2,477,609)	(2,477,609)	(1,694,165)	(1,610,419)	83,746		
Less: Allocated to Infrastructure	-	676,129	676,129	403,962	927,253	523,291	(130%)	- ▼
Contributions for the Development of Assets		(68,292,612)	(67,843,494)	(43,849,114)	(42,093,982)			
Grants & Subsidies		14,586,366	15,415,940	7,323,269	3,778,417	(3,544,852)	(48%)	
Contributions, Donations & Reimbursements		520,000	711,449	172,557	411,264	238,707	(138%)	
Contributions, Donations a Normburgomente	-	15,106,366	16,127,389	7,495,826	4,189,681	200,.0.	(10070)	
Net Ou serties Besuit								-
Net Operating Result		6,980,108	9,336,271	19,200,797	17,654,299			
Funding Balance Adjustment								
Add Back Depreciation		17,343,216	15,757,994	10,497,443	10,421,709	(75,734)	(1%)	
Adjust (Profit)/Loss on Asset Disposal		427,177	427,177	118,649	117,644	(1,005)	(1%)	
Adjust (Profit)/Loss on Value of Investments		0	0	0	(26,654)	(26,654)	-	
Movement From Current to Non-Current		0	0	0	0	0		
Add back Carrying Value of Investment Land	_	0	0	0	0	0		_
Funds Demanded From Operations	•	24,750,501	25,521,442	29,816,889	28,166,998			•
Capital Revenues								
Proceeds from Disposal of Assets	_	903,650	903,650	447,599	249,532	(198,067)	(44%)	▼
		903,650	903,650	447,599	249,532			
Acquisition of Fixed Assets								
Land and Buildings	5	(7,536,125)	(9,160,475)	(3,823,626)	(2,383,096)	1,440,530	38%	. 🔻
Plant and Equipment	5	(3,244,935)	(2,853,189)	(1,093,174)	(739,287)	353,887		
Furniture and Equipment	5	(707,900)	(757,900)	(523,674)	(292,158)	231,516	44%	. 🔻
Infrastructure Assets - Roads	5	(6,007,199)	(5,753,525)	(4,040,648)	(2,860,046)	1,180,602	29%	. 🔻
Infrastructure Assets - Other	5	(18,796,188)	(18,677,727)	(8,725,543)	(4,709,641)	4,015,902	46%	. 🔻
		(36,292,347)	(37,202,816)	(18,206,665)	(10,984,229)			
Financing/Borrowing								
Debt Redemption		(2,230,544)	(2,230,544)	(1,233,047)	(1,234,717)	(1,670)	(0%)	
Loan Drawn Down		4,300,000	4,300,000	0	0	0		
Profit on Sale of Investments		0	0	0	0	0		
Self-Supporting Loan Principal		12,504	12,504	8,336	6,203	(2,133)	26%	
Self Supporting Loan Issued	-	0	0	0	0	0		-
		2,081,960	2,081,960	(1,224,711)	(1,228,514)			
Demand for Resources	•	(8,556,236)	(8,695,764)	10,833,112	16,203,787			•
Restricted Funding Movements			<b>a</b> .= :		A 145 5			
Opening Funding Surplus(Deficit)		2,921,457	2,484,574	2,484,574	2,487,512	2,938		
Restricted Cash Utilised - Loan		0	0	0	0	0		
Transfer to Reserves		(12,859,671)	(12,859,671)	0	0	0		
Transfer from Reserves	-	18,494,450 <b>8,556,236</b>	19,070,861 <b>8,695,764</b>	<b>2,484,574</b>	2,487,512	0		-
		· · ·	, ,					-
Closing Funding Surplus/(Deficit)	=	0	3 o	13,317,686	18,691,299			=

### NOTE 1 EXPLANATION OF MATERIAL VARIANCES TO YTD BUDGET IN EXCESS OF \$100,000

	Var. \$	Var. %	Var.	Timing/ Permanent	Explanation of Variance
Operating Pevenues	\$	%			
Operating Revenues Rate Revenue	(63,163)	0%			No material variance.
Grants & Subsidies	(396,122)	(14%)	•	Timing	Variable nature of receiving grant funding producing variance to monthly phased budget. \$250k variance relates to Lower Grant Southern Alliance (State Grants)
Contributions, Donations & Reimbursements	58,161	9%			No material variance.
Profit on Asset Disposal	(13,255)	(86%)			No material variance.
Fees and Charges	305,482	2%	•	Timing	Primarily a result of greater than anticipated refuse fees and revenue from the National ANZAC Centre
Interest Earnings	36,768	4%			No material variance.
Other Revenue	76,645	41%			No material variance.
Operating Expenses					
Employee Costs	546,881	3%	•	Timing	No one significant variance in any one team. Generally timing delays in hiring replacement staff after resignations, once advertising, interviews and placement is concluded.
Materials and Contracts	501,789	4%	•	Timing	A number of smaller variances under \$10 000 in many areas across the City. No one single significant variance.
Utilities Charges	50,964	4%			No material variance.
Depreciation (Non-Current Assets)	75,734	1%			No material variance.
Interest Expenses	12,343	3%			No material variance.
Insurance Expenses	(53,877)	(9%)			No material variance.
Loss on Asset Disposal	14,260	11%			No material variance.
Other Expenditure	83,746	5%			No material variance.
Less: Allocated to Infrastructure	523,291	(130%)	▼	Timing	Costs intially captured as operating costs
					allocated to capital work projects.
Contributions for the Development of Assets					
Grants & Subsidies	(3,544,852)	(48%)	_	Timing	Timing of payment of grants.
Contributions, Donations & Reimbursements	238,707	(138%)		Permanent	Unbudgeted Parks & Reserves Capital Grants, and Future Years Works Contributions
Funding Balance Adjustment					
Add Back Depreciation	(75,734)	(1%)			No material variance.
Adjust (Profit)/Loss on Asset Disposal	(1,005)	(1%)			No material variance.
Adjust (Profit)/Loss on Value of Investments	(26,654)	-			No material variance.
Movement From Current to Non-Current	0				No material variance.
Add back Carrying Value of Investment Land	0				No material variance.
Capital Revenues					
Proceeds from Disposal of Assets	(198,067)	(44%)	▼	Timing	Timing of asset purchase program
Acquisition of Fixed Assets Land and Buildings	1,440,530	38%	_	Timing	Primarily timing of budget to actuals: Large
Land and Buildings	1,440,550	36%	*	rining	variances to YTD budget include Junior AFL node, Renewal of fitout at the Library, and Town Hall roof replacement
Plant and Equipment	353,887	32%	•	Timing	Primarily timing of Major Plant Purchases, and
					Wellstead Emergency Services Shed
Furniture and Equipment	231,516	44%	▼	Timing	Wellstead Emergency Services Shed Primarily timing of IT related equipment
			<b>V</b>		Wellstead Emergency Services Shed
Furniture and Equipment Infrastructure Assets - Roads Infrastructure Assets - Other	231,516 1,180,602	44% 29%	<b>V</b>	Timing Timing	Wellstead Emergency Services Shed Primarily timing of IT related equipment Timing of completion of numerous road jobs No single job. Timing of payments for Middleton Beach Coastal Enhancement Project, different elements of CPSP, Alison Hartman gardens (budgeted, contracts not yet awarded), various
Furniture and Equipment Infrastructure Assets - Roads	231,516 1,180,602 4,015,902	44% 29% 46%	▼ ▼	Timing Timing	Wellstead Emergency Services Shed Primarily timing of IT related equipment Timing of completion of numerous road jobs No single job. Timing of payments for Middleton Beach Coastal Enhancement Project, different elements of CPSP, Alison Hartman gardens (budgeted, contracts not yet awarded), various
Furniture and Equipment Infrastructure Assets - Roads Infrastructure Assets - Other  Financing/Borrowing	231,516 1,180,602	44% 29%	▼ ▼	Timing Timing	Wellstead Emergency Services Shed Primarily timing of IT related equipment Timing of completion of numerous road jobs No single job. Timing of payments for Middleton Beach Coastal Enhancement Project, different elements of CPSP, Alison Hartman gardens (budgeted, contracts not yet awarded), various jobs on reserves and sporting grounds.
Furniture and Equipment Infrastructure Assets - Roads Infrastructure Assets - Other  Financing/Borrowing Debt Redemption	231,516 1,180,602 4,015,902 (1,670)	44% 29% 46%	▼ ▼	Timing Timing	Wellstead Emergency Services Shed Primarily timing of IT related equipment Timing of completion of numerous road jobs No single job. Timing of payments for Middleton Beach Coastal Enhancement Project, different elements of CPSP, Alison Hartman gardens (budgeted, contracts not yet awarded), various jobs on reserves and sporting grounds.  No material variance.
Furniture and Equipment Infrastructure Assets - Roads Infrastructure Assets - Other  Financing/Borrowing Debt Redemption Loan Drawn Down Profit on Sale of Investments	231,516 1,180,602 4,015,902 (1,670) 0	44% 29% 46%	▼ ▼	Timing Timing	Wellstead Emergency Services Shed Primarily timing of IT related equipment Timing of completion of numerous road jobs No single job. Timing of payments for Middleton Beach Coastal Enhancement Project, different elements of CPSP, Alison Hartman gardens (budgeted, contracts not yet awarded), various jobs on reserves and sporting grounds.  No material variance. No material variance.
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Furniture and Equipment Infrastructure Assets - Roads Infrastructure Assets - Other  Financing/Borrowing Debt Redemption Loan Drawn Down Profit on Sale of Investments Self-Supporting Loan Principal Self Supporting Loan Issued  Restricted Funding Movements	231,516 1,180,602 4,015,902 (1,670) 0 (2,133) 0	44% 29% 46% (0%)	▼ ▼	Timing Timing	Wellstead Emergency Services Shed Primarily timing of IT related equipment Timing of completion of numerous road jobs No single job. Timing of payments for Middleton Beach Coastal Enhancement Project, different elements of CPSP, Alison Hartman gardens (budgeted, contracts not yet awarded), various jobs on reserves and sporting grounds.  No material variance.
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Furniture and Equipment Infrastructure Assets - Roads Infrastructure Assets - Other  Financing/Borrowing Debt Redemption Loan Drawn Down Profit on Sale of Investments Self-Supporting Loan Principal Self Supporting Loan Issued  Restricted Funding Movements Opening Funding Surplus(Deficit)	231,516 1,180,602 4,015,902 (1,670) 0 (2,133) 0	44% 29% 46% (0%)	▼ ▼	Timing Timing	Wellstead Emergency Services Shed Primarily timing of IT related equipment Timing of completion of numerous road jobs No single job. Timing of payments for Middleton Beach Coastal Enhancement Project, different elements of CPSP, Alison Hartman gardens (budgeted, contracts not yet awarded), various jobs on reserves and sporting grounds.  No material variance.

### NOTE 2 NET CURRENT FUNDING POSITION

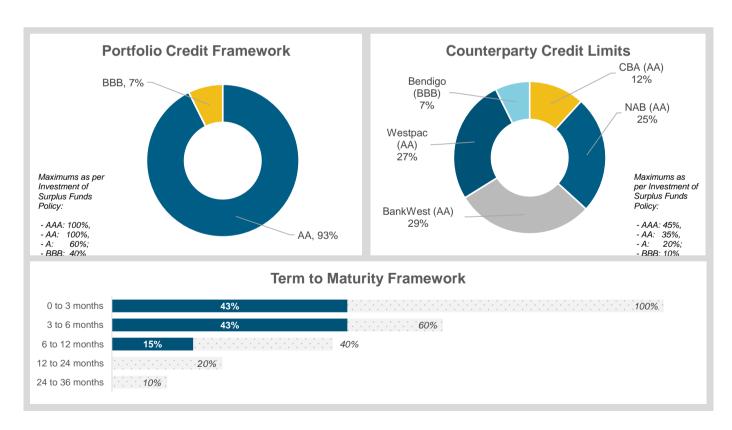
	Ref Note	FOR THE PERIOD ENDED 28 FEBRUARY 2019	FOR THE PERIOD ENDED 31 JANUARY 2019	FOR THE PERIOD ENDED 28 FEBRUARY 2018
		\$	\$	\$
Current Assets				
Cash Unrestricted		17,112,255	19,173,746	17,209,077
Cash Restricted		26,436,364	26,408,615	26,264,479
Receivable - Rates and Rubbish	4	5,926,228	7,233,294	5,487,137
Receivables - Other		1,248,951	1,054,757	4,891,271
Investments - LG Unit Trust Shares		227,722	227,722	205,605
Accrued Income		273,200	265,251	331,758
Prepaid Expenses		53,000	50,848	23,004
Investment Land		158,000	158,000	158,000
Community Group Loan		6,300	6,300	12,120
Stock on Hand		1,265,378	1,246,989	770,738
		52,707,399	55,825,522	55,353,188
Less: Current Liabilities				
Payables		(2,347,898)	(2,414,034)	(3,289,191)
Borrowings		(1,005,249)	(1,005,249)	(1,007,590)
Accrued Expenses		(4,855)	(7,977)	(4,275)
Income in advance		(28,492)	(37,643)	(6,328)
Provisions		(5,063,713)	(4,982,363)	(4,514,577)
Retentions		(131,033)	(56,728)	(43,584)
	'	(8,581,240)	(8,503,994)	(8,865,544)
Add Back: Borrowings		1,005,249	1,005,249	1,007,590
(Less): Cash Backed Reserves		(26,048,086)	(26,048,086)	(25,992,610)
(Less): Loans Receivable		(6,300)	(6,300)	-
(Less): Unutilised - Loan		-	-	(841,758)
(Less): Investment land		(158,000)	(158,000)	(158,000)
(Less): Investments - LG Unit Trust Shares		(227,722)	(227,722)	(205,605)
	,	(25,434,860)	(25,434,860)	(26,190,383)
Net Current Funding Position		18,691,299	21,886,668	20,297,260

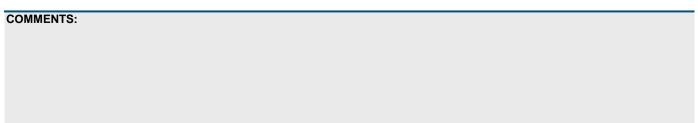


# COMMENTS: 5

### NOTE 3 CASH INVESTMENTS

Investment Type	Institution	S&P Rating	Interest Rate	Deposit Date	Maturity	Investment Term Category	Amount Invested (\$)	Expected Interest (\$)
General Municipal	NAB	AA	2.67%	11-Dec-18	11-Mar-19	0 to 3 months	3,000,000	19,751
General Municipal	Westpac	AA	2.72%	04-Sep-18	04-Apr-19	6 to 12 months	3,000,000	47,395
General Municipal	Bankwest	AA	2.60%	04-Feb-19	05-May-19	0 to 3 months	3,000,000	19,233
Conoral mamorpal				0110010	55 may 15		9,000,000	86,379
Restricted	Bankwest	AA	2.67%	01-Nov-18	01-Mar-19	3 to 6 months	2,000,000	17,556
Restricted	CBA	AA	2.54%	04-Sep-18	04-Mar-19	3 to 6 months	2,000,000	25,191
Restricted	Bankwest	AA	2.71%	05-Sep-18	05-Mar-19	3 to 6 months	2,000,000	26,877
Restricted	Westpac	AA	2.77%	17-Dec-18	18-Mar-19	0 to 3 months	3,000,000	20,946
Restricted	NAB	AA	2.70%	09-Jan-19	09-Apr-19	0 to 3 months	3,000,000	19,973
Restricted	CBA	AA	2.52%	12-Sep-18	12-Apr-19	6 to 12 months	2,000,000	29,273
Restricted	Bendigo	BBB	2.60%	17-Oct-18	17-Apr-19	3 to 6 months	2,500,000	32,411
Restricted	NAB	AA	2.70%	29-Jan-19	29-Apr-19	0 to 3 months	2,500,000	16,644
Restricted	Westpac	AA	2.70%	12-Nov-18	12-May-19	3 to 6 months	3,000,000	40,167
Restricted	Bankwest	AA	2.65%	05-Feb-19	05-Jun-19	3 to 6 months	3,000,000	26,137
							25,000,000	255,175
							34,000,000	341,554





### NOTE 4 RECEIVABLES

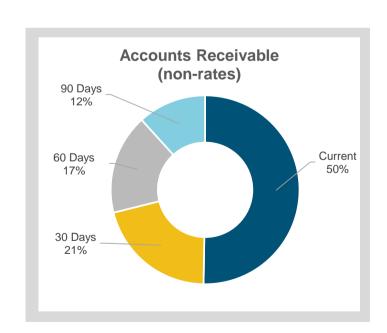
Rates & Refuse % Collected	\$
Opening Arrears Previous Years	976,234
Rates Levied this year	36,655,960
Refuse Levied	6,266,037
ESL Levied	3,378,844
Other Charges Levied	418,171
Amount Levied	47,695,246
(Less): Collections (Prior Years)	(583,814)
(Less): Collections (Current Year)	(41,185,204)
Amount Collected	(41,769,018)
Total Rates & Charges Collectable	5,926,228
% Collected	87.57%



#### COMMENTS:

Accounts Receivable (non-rates)	\$	%
Current	480,945	50%
30 Days	199,446	21%
60 Days	164,184	17%
90 Days	112,251	12%
	956,826	100%

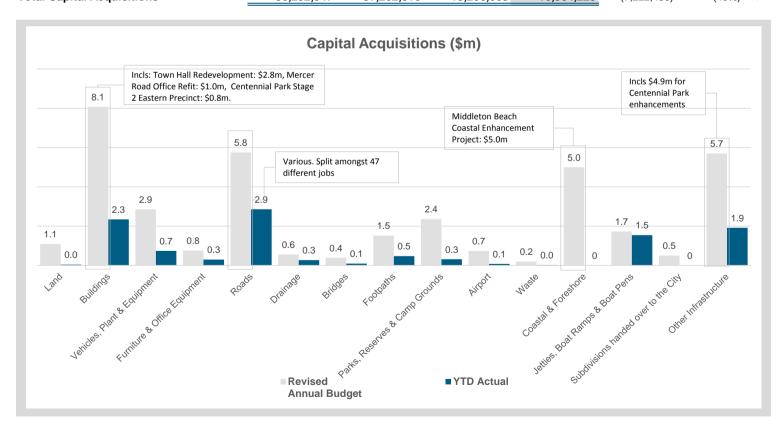
Amounts shown above include GST (where applicable)



#### COMMENTS:

### NOTE 5 CAPITAL ACQUISITIONS

Capital Acquisitions	Original Annual Budget	Revised Annual Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)	Var. % (b)-(a)/(a)	Var.
	\$	\$	\$	\$	\$	%	
Property Plant & Equipment							
Land	25,000	1,089,000	38,000	38,000	0	-	
Buildings	7,511,125	8,071,475	3,785,626	2,345,096	(1,440,530)	(38%)	$\blacksquare$
Vehicles, Plant & Equipment	3,244,935	2,853,189	1,093,174	739,287	(353,887)	(32%)	$\blacksquare$
Furniture & Office Equipment	707,900	757,900	523,674	292,158	(231,516)	(44%)	▼
Infrastructure							
Roads	6,007,199	5,753,525	4,040,648	2,860,046	(1,180,602)	(29%)	$\blacksquare$
Drainage	555,000	555,000	281,998	272,014	(9,984)	(4%)	
Bridges	135,000	393,000	67,500	90,000	22,500	33%	
Footpaths	963,161	1,515,326	913,822	470,368	(443,454)	(49%)	$\blacksquare$
Parks, Reserves & Camp Grounds	8,656,936	2,355,480	1,452,712	313,553	(1,139,159)	(78%)	$\blacksquare$
Airport	735,510	735,510	296,965	81,040	(215,925)	(73%)	▼
Waste	176,000	196,000	145,840	23,708	(122,132)	(84%)	$\blacksquare$
Coastal & Foreshore	5,000,000	5,000,000	0	Ó	Ó	, ,	
Jetties, Boat Ramps & Boat Pens	1,774,945	1,728,477	1,728,477	1,544,184	(184,293)	(11%)	$\blacksquare$
Subdivisions handed over to the City	500,000		0	. ,	Ó	, ,	
Other Infrastructure	299,636	•	3,838,229	1,914,773	(1,923,456)	(50%)	•
Total Capital Acquisitions	36,292,347	37,202,816	18,206,665	10,984,229	(7,222,436)	(40%)	•



**COMMENTS:** 

#### **CREDIT CARD TRANSACTIONS**

ATE PAYEE DESCRIPTION			MOUNT	
			_	
26/01/2019 Regional Express		Flights - PLWA Seminar - S Majidi	\$	280.62
28/01/2019 AIBS		Staff Training - NCC 2019 Workshop - D Koster	\$	450.00
29/01/2019 Hybla		Meals - Shire of Broome Executives - Mayor Wellington, D/Mayor Stocks, A Sharpe	\$	299.10
30/01/2019 Regional Express		Flights - WA Museum Visit - P Smith	\$	570.97
1/02/2019 Regional Express		Flights - Materials Recovery Facility - J Passmore and M Swarbrick	\$	838.80
4/02/2019 Regional Express		Flights - RCAWA Meeting - Mayor and CEO Attendance	\$	388.70
5/02/2019 Mailchimp		A Sharpe - Monthly Subscription Charges - Media	\$	208.93
5/02/2019 Jetstar		Flights - Presenter at 2019 LG Summit - Councillor R Stephens	\$	224.06
5/02/2019 Wufoo.com		Subscription Charges - Website for Burns Permits	\$	1,235.51
6/02/2019 Crown Promenade		Accommodation - Financial Budgeting Workshop - S Van Nierop	\$	234.99
7/02/2019 Crown Promenade		Accommodation - Financial Budgeting Workshop - D Harrison	\$	234.99
7/02/2019 Regional Express		Flights - Financial Budgeting Workshop - S Van Nierop/D Harrison	\$	928.32
11/02/2019 Swiftype.com		Monthly Website Fee - Albany Visitors Centre - H Fell	\$	352.99
11/02/2019 Regional Express		Flights - Records Training - M McRae	\$	416.95
11/02/2019 Regional Express		Flights - WALGA Tax Training - E McGill	\$	533.87
18/02/2019 Regional Express		Flights - Local Government Chief Officers Group Conference - A Sharpe	\$	582.21
19/02/2019 Kioware		Subscription Charges - Browser Security - Visitors Centre	\$	211.52
20/02/2019 SAI Global		Australian Standards Update - Bushfire Prone Areas	\$	306.44
20/02/2019 Regional Express		Flights - WA IPN Meeting - S Grimmer	\$	510.25
20/02/2019 Institute of Public Wor	ks Engineering Australasia	Practice Note Updates - Assets	\$	517.50
21/02/2019 Procad Training		Staff Training - AutoCad 3D - R Flick	\$	1,520.00
25/02/2019 Soundgear Australia		Material Supply - VAC Loudhailer for Evacuations	\$	211.00
25/02/2019 Event Brite		Registration Charges - ACCI Women's Leadership Forum - S Lefroy	\$	259.00
		SUNDRY < \$ 200.00	\$	2,132.92
		TOTAL	\$	13,449.64

#### TRUST PAYMENTS

DATE NAME	DESCRIPTION	AMOUNT
28/02/2019 TRACY SLEEMAN 14/03/2019 LANDCORP	Refund of Candidates Deposit Return of Defects Bond	\$ 80.00 \$ 29,269.25
	TOTAL	\$ 29,349.25
PAYROLL TRANSACTIONS		
DATE	DESCRIPTION	AMOUNT
28/02/2019	COA Salaries	\$ 671,155.48
01/03/2019	COA Salaries	\$ 4,636.78
01/03/2019	COA Superannuation	\$ 123,625.09
07/03/2019	COA Salaries	\$ 2,093.64
08/03/2019	COA Salaries	\$ 16,448.53
14/03/2019	COA Salaries	\$ 684,225.11
15/03/2019	COA Salaries	\$ 224.77
15/03/2019	COA Superannuation	\$ 121,425.02
	TOTAL	\$ 1,623,834.42

#### **CHEQUE TRANSACTIONS**

CHEQUE	DATE NAME DESCRIPTION		AMOUNT
32251	21/02/2019 M METTAM	Planning Application Refund	\$ 480.00
32252	21/02/2019 K GIBBS	Crossover Subsidy	\$ 185.05
32253	21/02/2019 M BURNIE	Crossover Subsidy	\$ 211.55
32254	21/02/2019 B WALLAM	Crossover Subsidy	\$ 155.60
32255	21/02/2019 PETTY CASH	WALGA Container Deposit Scheme Pop-Up - Middleton Beach Festival	\$ 137.30
32256	21/02/2019 WA COUNTRY BUILDERS	Development Application Refund	\$ 886.11
32257	21/02/2019 WA COUNTRY HEALTH SERVICE	NAIDOC Funding - Film Services	\$ 1,650.00
32258	21/02/2019 PETTY CASH	Petty Cash Reimbursement	\$ 451.85
32259	21/02/2019 PETTY CASH	Petty Cash Reimbursement	\$ 39.05
32260	21/02/2019 WATER CORPORATION	Water Charges	\$ 2,073.86
32269	28/02/2019 L PILKINGTON	Refund of Candidates Deposit for 2017 Local Government Elections	\$ 80.00
32261	28/02/2019 K HEARN	Crossover Subsidy	\$ 123.21
32262	28/02/2019 N HALLETT	Crossover Subsidy	\$ 173.27
32263	28/02/2019 DEPARTMENT OF TRANSPORT	Vehicle Registration	\$ 223.20
32264	28/02/2019 DEPARTMENT OF TRANSPORT	Jetty Renewal - Emu Point Boat Harbour	\$ 40.70
32265	28/02/2019 PETTY CASH	Petty Cash Reimbursement	\$ 457.85
32266	28/02/2019 PIVOTEL SATELLITE PTY LIMITED	Satellite Phone Charges	\$ 248.00
32267	28/02/2019 TELSTRA CORPORATION LIMITED	Telephone Charges	\$ 32,544.81
32268	28/02/2019 WATER CORPORATION	Water Charges	\$ 3,014.68
32270	07/03/2019 K ELLIOTT	Crossover Subsidy	\$ 120.27
32271	07/03/2019 TELSTRA CORPORATION LIMITED	Telephone Charges	\$ 439.92
32272	14/03/2019 G BERGER	Crossover Subsidy	\$ 120.27
32273	14/03/2019 WESTERN AUSTRALIA POLICE	Road Closure Notification	\$ 161.80
32274	14/03/2019 DEPARTMENT OF TRANSPORT	Vehicle Registration	\$ 18.70
32275	14/03/2019 PETTY CASH	Petty Cash Reimbursement	\$ 198.40
32276	14/03/2019 PIVOTEL SATELLITE PTY LIMITED	Satellite Phone Charges	\$ 240.00
32277	14/03/2019 WATER CORPORATION	Water Charges	\$ 16,716.87
			\$ 61,192.32

EFT	DATE NAME			DESCRIPTION	AMOUNT	
	/ /				•	00.40
EFT132096		9 A1 ROADLINES PTY LTD		Material Supply - Dip Stick	\$	89.46
EFT132097		9 ACE ACCOMMODATION ALBANY		Accommodation - Field of Lights	\$	309.00
EFT132098		9 ACORN TREES AND STUMPS		Fire Access Track Maintenance	\$	1,320.00
EFT132099		9 AD CONTRACTORS PTY LTD		Material Supply and Hire - C16012/C16015/C17015	\$	862.12
EFT132100		9 ADVERTISER PRINT		Printing Services - Graffiti Brochures	\$	1,605.00
EFT132101		9 WELLSTEAD RURAL SERVICES		Fuel Supply - Cape Riche	\$	47.20
EFT132102		9 ALBANY V-BELT AND RUBBER		Vehicle Parts Supply - Filters	\$	346.89
EFT132103		9 ALBANY SWEEP CLEAN		Sweeping Services - C15014	\$	1,492.00
EFT132104		9 ALBANY CHAMBER OF COMMERCE AND INDUSTRY		Sponsorship - ACCI 2019 Women's Leadership Forum	\$	3,000.00
EFT132105		9 ALBANY PANEL BEATERS AND SPRAY PAINTERS		Repairs and Maintenance - Windscreen Crack	\$	132.00
EFT132106		9 TRICOAST CIVIL		CPSP Civil Works - C18023	\$	60,637.94
EFT132107		9 ALBANY SPEEDWAY CLUB INC		Regional Events Sponsorship - Milestone One	\$	5,000.00
EFT132108		9 ALBANY OFFICE PRODUCTS DEPOT		Stationery Supplies	\$	625.00
EFT132109		9 ALBANY PLASTERBOARD COMPANY		Equipment Hire - Telehandler	\$	1,485.00
EFT132110	21/02/201	9 JW & DF WOODBURY		Merchandise Order - Visitor Centre	\$	130.00
EFT132111	21/02/201	9 ALBANY LEGAL PTY LTD		Legal Services - C16011	\$	1,051.20
EFT132112	21/02/201	9 ALBANY IRRIGATION & DRILLING		Reticulation Supplies - Various Locations	\$	7,224.50
EFT132113	21/02/201	9 ALBANY MOBILITY HIRE AND SALES		Delivery of Animal Hygiene Services	\$	185.00
EFT132114		9 ALKOOMI WINES		Refreshments - Civic Functions	\$	124.88
EFT132115	21/02/201	9 ALL FORESTRY SERVICES PTY LTD		Equipment Hire - May Fires	\$	1,573.00
EFT132116	21/02/201	9 T ANDERSON		Refund	\$	230.40
EFT132117		9 ATC WORK SMART		Casual Staff/Apprentice Fees	\$	11,555.02
EFT132118	21/02/201	9 KATHERINE SMITH		Merchandise Order - Forts Store	\$	283.00
EFT132119	21/02/201	9 BADGEMATE		Uniform Supplies - Name Badges	\$	30.25
EFT132120	21/02/201	9 J & PM BARBOUR		Merchandise Order - Forts Store	\$	563.85
EFT132121		9 BENNETTS BATTERIES		Material Supply - Oil	\$	2,235.20
EFT132122	21/02/201	9 ADVANCED TRAFFIC MANAGEMENT WA PTY LTD		Traffic Control Services - C17014	\$	14,438.67
EFT132123	21/02/201	9 BIG SKY PUBLISHING		Merchandise Order - Forts Store	\$	379.31
EFT132124	21/02/201	9 BMT WESTERN AUSTRALIAN PTY LTD		AWAC Instrument Hire - January 2019	\$	4,828.54
EFT132125	21/02/201	9 ALBANY BOBCAT SERVICES		Equipment Hire - C16012	\$	748.00
EFT132126	21/02/201	9 BOC GASES AUSTRALIA LIMITED		Container Service Rental	\$	108.17
EFT132127	21/02/201	9 BRANDNET PTY LTD		Merchandise Order - Forts Store	\$	8,944.26
EFT132128	21/02/201	9 BULLIVANTS HANDLING SAFETY		Equipment Inspection - Lifting Equipment	\$	1,484.68
EFT132129	21/02/201	9 BUNNINGS GROUP LIMITED		Hardware And Tool Supplies - Various	\$	62.24
EFT132130	21/02/201	9 MELISSA BURNS		Material Supply - ALAC Skate Equipment	\$	4,000.00
EFT132131	21/02/201	9 BUSY BLUE BUS		Shuttle Bus Service - Field Of Lights	\$	4,681.60
EFT132132	21/02/201	9 C&C MACHINERY CENTRE		Material Supply - Various	\$	1,455.45
EFT132133	21/02/201	9 ALBANY BRANCH OF THE CAKE DECORATORS ASSOCIATION		Second Prize Award for Christmas Pageant Float	\$	300.00
EFT132134		9 CALTEX AUSTRALIA PETROLEUM PTY LTD		Fuel Supplies	\$	11,032.08
EFT132135		9 A & R CAMERON		Refund	\$	102.40
EFT132136		9 CAREY TRAINING PTY LTD		Staff Training - Civil Construction	\$	5,018.00
EFT132137		9 J & S CASTLEHOW ELECTRICAL SERVICES	40	Electrical Services - C18019/C17018	\$	9,266.45
EFT132138		9 CENTIGRADE SERVICES PTY LTD	12	Air-Conditioning Services - C18014/Q18016	\$	246.68
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EFT	DATE	NAME		DESCRIPTION	AMOUNT
EFT132139	21/02/2019	9 CLEANAWAY PTY LIMITED		Rubbish Removal - P14021	\$ 295,534.22
EFT132140	21/02/2019	9 COATES HIRE OPERATIONS PTY LIMITED		Equipment Hire - Australia Day	\$ 133.94
EFT132141		9 COLES SUPERMARKETS AUSTRALIA PTY LTD		Grocery Supplies - Various	\$ 459.33
EFT132142	21/02/2019	9 DOWNER EDI WORKS PTY LTD		Material Supply - Coldmix	\$ 537.19
EFT132143	21/02/2019	9 CULTURAL ATTRACTIONS OF AUSTRALIA		Inaugural Founding membership Fee 2018/2019	\$ 11,000.00
EFT132144	21/02/2019	9 D & K ENGINEERING		Repairs and Maintenance - Hooklift Bin	\$ 220.00
EFT132145	21/02/2019	9 DATA #3 LIMITED		StorageCraft Software Maintenance	\$ 4,306.41
EFT132146	21/02/2019	9 DE JONGE MECHANICAL PTY LTD		Fleet Vehicle Repairs And Maintenance - Q17009	\$ 2,494.35
EFT132147	21/02/2019	9 CGS QUALITY CLEANING		Cleaning Services - C14036	\$ 46,661.80
EFT132148	21/02/2019	9 LANDGATE		GRV Interim Valuations	\$ 1,719.80
EFT132149	21/02/2019	9 DEPARTMENT OF TRANSPORT		Vehicle Search Fees - January 2019	\$ 156.40
EFT132150	21/02/2019	9 G AND M DETERGENTS AND HYGIENE SERVICES ALBANY		Cleaning Services - Q16024	\$ 516.60
EFT132151	21/02/2019	9 SANDRA DIXON		Professional Services - EAP	\$ 300.00
EFT132152	21/02/2019	9 DUGGINS CLOTHING		Staff Uniforms - Lower Great Southern Alliance	\$ 40.00
EFT132153	21/02/2019	9 DYLANS ON THE TERRACE		Catering	\$ 1,170.00
EFT132154	21/02/2019	9 ELANDRIAL GAMES		Game Hire - Australia Day	\$ 300.00
EFT132155	21/02/2019	9 ALBANY ENGINEERING COMPANY		Manufacturing Services - Rings for Playground	\$ 490.84
EFT132156	21/02/2019	9 ENVIRONMENTAL HEALTH AUSTRALIA INCORPORATED		Material Supply - AFSA Pads	\$ 386.20
EFT132157	21/02/2019	9 EVERTRANS		Heavy Plant Supply - Pig Trailer - Q18048	\$ 57,640.00
EFT132158		9 EXISLE PUBLISHING		Merchandise Order - Forts Store	\$ 899.58
EFT132159	21/02/2019	9 EYERITE SIGNS		Signage - Blackboard	\$ 38.50
EFT132160	21/02/2019	9 AUS MEDIA TV PTY LTD		TV Segments - Caravan and Camping WA TV Show	\$ 13,530.00
EFT132161	21/02/2019	9 THE FIXUPPERY		Window Cleaning Services - Q16023	\$ 1,328.02
EFT132162	21/02/2019	9 FOOTBALL WEST LIMITED		Community Leadership Grant	\$ 500.00
EFT132163	21/02/2019	9 FORPARK AUSTRALIA		Material Supply - Plastic Caps	\$ 99.00
EFT132164		9 FRANKS LOADER SERVICES		Equipment Hire - C16012	\$ 375.02
EFT132165	21/02/2019	9 IMPERIAL GROUP PTY LTD		Field Of Light Dining Packages	\$ 2,581.00
EFT132166	21/02/2019	9 GOLD MX & FLY FM		Radio Advertising - Middleton Beach and Australia Day Festival	\$ 1,419.00
EFT132168	21/02/2019	9 GORDON WALMSLEY PTY LTD		Asphalt Services - C18010	\$ 15,804.00
EFT132169		9 SOUTH REGIONAL TAFE		Staff Training - Working at Heights	\$ 452.32
EFT132170		9 GREEN SKILLS INCORPORATED		Environmental Maintenance Services - C16009	\$ 5,381.55
EFT132171		9 GREAT SOUTHERN PEST & WEED CONTROL		Pest Control Services - Q17027	\$ 230.00
EFT132172		9 GREAT SOUTHERN PERSONNEL INC		Gardening Services - Lotteries House	\$ 532.00
EFT132173		9 GREAT SOUTHERN SUPPLIES		Paper and Uniform Supplies - Q17008/Q17028	\$ 1,936.59
EFT132174		9 REGIONAL DEVELOPMENT AUSTRALIA GREAT SOUTHERN WA INC	;	Reimbursement of Water Charges	\$ 119.86
EFT132175		9 GREENMAN TRADING COMPANY		Vegetation Maintenance - C17022	\$ 5,665.00
EFT132176		9 HARPER ENTERTAINMENT DISTRIBUTION SERVICE		Merchandise Order - Forts Store	\$ 352.17
EFT132177		9 HAVOC BUILDERS PTY LTD		Building Services - C17028	\$ 12,238.27
EFT132178		9 JR AND A HERSEY PTY LTD		Material Supply - Pegs	\$ 511.28
EFT132179		9 HERITAGE TANKS PTY LTD		Supply and Install - Tank	\$ 2,613.05
EFT132180		9 THE HOPPING KANGAROO PTY LTD		Merchandise Order - Forts Store	\$ 412.65
EFT132181		9 AFGRI EQUIPMENT AUSTRALIA PTY LTD	13	Material Supply - Wheel Kit	\$ 135.11
EFT132182	21/02/2019	9 HHG LEGAL GROUP	. •	Legal Services - C16011	\$ 8,466.06

EFT	DATE	NAME		DESCRIPTION		AMOUNT
EFT132183		9 IDENTITY CREATIVE		Design Services - Anzac Albany Logos	\$	214.50
EFT132184		9 I GEIDANS		Staff Reimbursement	\$	34.48
EFT132185		9 ISENTIA PTY LTD		Media Management Tool - December 2018	\$	1,306.25
EFT132186		9 JOHN KINNEAR AND ASSOCIATES		Survey Services - C16016	\$	6,303.35
EFT132187		9 JUST A CALL DELIVERIES		Internal Mail Deliveries	\$	738.19
EFT132188		9 KB'S SEWING, MENDING & ALTERATIONS		Embroidery Services - Lower Great Southern Alliance	\$	20.00
EFT132189		9 DALE KIRBY CREATIONS		Professional Services - Recycled Materials	\$	2,240.00
EFT132190		9 KLB SYSTEMS		IT Supplies - C17024	\$	269.50
EFT132191		9 KOSTER'S OUTDOOR PTY LTD		Material Supply - Brackets	\$	7.80
EFT132192		9 KOSTER'S STEEL CONSTRUCTION PTY LTD		Material Supply - Angle Stirrups	\$	440.00
EFT132193		9 LATRO LAWYERS		Legal Services - C16011	\$	5,468.30
EFT132194	21/02/2019	9 ALBANY LIGHT OPERA AND THEATRE COMPANY		Third Prize Award for Christmas Pageant Float	\$	200.00
EFT132195	21/02/2019	9 LOCHNESS LANDSCAPE SERVICES		Contract Mowing Round January 2019	\$	9,078.78
EFT132196		9 LUNAR PAINTING SERVICES		Painting Services - Railing	\$	2,884.20
EFT132197	21/02/2019	9 M AND B SALES PTY LTD		Material Supply - Timber	\$	235.77
EFT132198	21/02/2019	9 MCGUFFIE TILT TRAY HIRE		Equipment Hire - Tilt Tray	\$	154.00
EFT132199	21/02/2019	9 MERRIFIELD REAL ESTATE		Storage Unit Rental - Events	\$	200.00
EFT132200	21/02/2019	9 T MERREY		Refund	\$	65.00
EFT132201	21/02/2019	9 MHW INTEGRATION PTY LTD		Repairs And Maintenance - Anzac Centre	\$	6,875.00
EFT132202	21/02/2019	NEVILLES HARDWARE & BUILDING SUPPLIES		Material Supply - Lock Joints	\$	347.25
EFT132203	21/02/2019	9 P NIELSEN		Staff Reimbursement	\$	44.70
EFT132204	21/02/2019	9 NLC PTY LTD		Novated Leases And Associated Costs	\$	1,351.30
EFT132205	21/02/2019	9 OFFICEWORKS SUPERSTORES PTY LTD		IT Supplies - Various	\$	220.90
EFT132206		9 O'KEEFE'S PAINTS		Paint Supplies	\$	1,136.14
EFT132207	21/02/2019	PALMER CIVIL CONSTRUCTION		Material Supply And Hire - C16012	\$	500.00
EFT132208		9 PARISH LANE WINES		Refreshments - Civic Functions	\$	564.00
EFT132209	21/02/2019	9 PENROSE PROFESSIONAL LAWNCARE		Lawn Mowing Services - Vancouver Arts Centre	\$	264.00
EFT132210		9 AUSTRALASIAN PERFORMING RIGHT ASSOCIATION LIMITED		Background Music Licences	\$	329.42
EFT132211	21/02/2019	PERTH SAFETY PRODUCTS PTY LTD		Road Signage - Various	\$	2,237.40
EFT132212		9 PERTH TRAIL WINTER SERIES PTY LTD		Regional Event Sponsorship	\$	2,750.00
EFT132213		9 PFD FOOD SERVICES PTY LTD		Tea and Coffee Supplies	\$	258.20
EFT132214		9 PLASTICS PLUS		Material Supply - Bins	\$	460.00
EFT132215		9 ALBANY PLUMBING AND GAS		Plumbing Services - C17020	\$	43,357.11
EFT132216		9 PRIORITY 1 FIRE & SAFETY PTY LTD		Staff Training - Fire Warden and Extinguisher	\$	2,090.00
EFT132217		PROTECTOR FIRE SERVICES		Material Supply - Hose and Clamps	\$	319.00
EFT132218		9 QUICK SHOT COFFEE		Airport Café Services	\$	2,200.00
EFT132219		9 REEVES ON CAMPBELL		Catering - VAC Exhibition	\$	340.00
EFT132220		9 REINFORCED CONCRETE PIPES AUSTRALIA (WA) PTY LTD		Drainage Products - C18011	\$	16,335.00
EFT132221		9 RMI ENGINEERING & PLASMA CUTTING		Manufacturing Services - Brackets	\$	5,580.00
EFT132222		9 THE ROYAL LIFE SAVING SOCIETY WA INC		Call Centre Charges - January 2019	\$	1,048.19
EFT132223		9 CHILD AUSTRALIA		Staff Training	\$	152.00
EFT132224		9 G & L SHEETMETAL		Repairs and Maintenance - Bakers Junction Door	\$	109.70
EFT132225		9 SKILL HIRE WA PTY LTD	14	Casual Staff/Apprentice Fees	\$	2,031.00
21 1 102220	21/02/201	O ORICE TIME WATER EID		Ododai Otalii/ Ippiolitico i oco	Ψ	2,001.00

EFT	DATE	NAME		DESCRIPTION		AMOUNT
EFT132226	21/02/201	9 SMITHS ALUMINIUM AND 4WD CENTRE		Fabrication Services - Bin Lids	\$	661.00
EFT132227		9 SOIL SOLUTIONS PTY LTD		Road Materials - C16015	\$	375.92
EFT132228		9 SOUTHERN TOOL AND FASTENER CO		Hardware And Tool Supplies - Various	\$	409.00
EFT132229	21/02/201	9 SOUTHERN EDGE ARTS INC		Active Albany Classes	\$	50.00
EFT132230	21/02/201	9 SOUTH COAST ENVIRONMENTAL		Advanced Tree Installation - Q18021	\$	3,036.00
EFT132231	21/02/201	9 STAR SALES AND SERVICE		Material Supply - Speed Feed Heads	\$	347.00
EFT132232	21/02/201	9 BLUESCOPE DISTRIBUTION PTY LTD		Material Supply - Steel	\$	457.14
EFT132233	21/02/201	9 STEWART AND HEATON CLOTHING PTY LTD		Emergency Services Uniform Supplies	\$	343.62
EFT132234	21/02/201	9 ST JOHN AMBULANCE WESTERN AUSTRALIA LTD		First Aid - Q17058	\$	222.64
EFT132235	21/02/201	9 ALBANY LOCK SERVICE		Key Upgrade - C14003	\$	4,632.33
EFT132236	21/02/201	9 SYNERGY		Electricity Charges	\$	76.45
EFT132237	21/02/201	9 T & C SUPPLIES		Hardware And Tool Supplies - Various	\$	1,118.87
EFT132238	21/02/201	9 TANGEE PTY LTD		Merchandise Order - Forts Store	\$	195.80
EFT132239	21/02/201	9 THE 12 VOLT WORLD		Repairs and Maintenance - Mower	\$	148.80
EFT132240	21/02/201	9 THINKWATER ALBANY		Reticulation Supplies	\$	946.91
EFT132241	21/02/201	9 THREE ANCHORS		Field Of Light Dining Packages	\$	850.00
EFT132242	21/02/201	9 TRANSART		Art Transportation	\$	176.00
EFT132243	21/02/201	9 ALBANY TYREPOWER		Tyre Repairs and Maintenance - Q19001	\$	2,099.95
EFT132244	21/02/201	9 THE VINTAGE SPORTS CAR CLUB OF WA (INC)		Event Sponsorship - Albany Classic	\$	27,500.00
EFT132245	21/02/201	9 VISIT MERCHANDISE PTY LTD		Merchandise Order - Albany Visitor Centre	\$	343.48
EFT132246	21/02/201	9 ALBANY & GREAT SOUTHERN WEEKENDER		Advertising - Various	\$	1,650.00
EFT132247	21/02/201	9 WESTERN AUSTRALIAN LOCAL GOVERNMENT ASSOCIATION		Position Description Classification	\$	176.00
EFT132248	21/02/201	9 LANDMARK LIMITED		Horticultural Supplies - Q18001	\$	350.42
EFT132249		9 WEST AUSTRALIAN NEWSPAPERS LIMITED		Advertising - January 2019	\$	6,266.09
EFT132250		9 WESTSHRED DOCUMENT DISPOSAL		Document Disposal - January 2019	\$	529.10
EFT132251		9 WOOD AND GRIEVE ENGINEERS		Civil Design Services - P18009	\$	4,482.50
EFT132252		9 ZENITH LAUNDRY		Laundry Services/Hire	\$	13.88
EFT132253		9 ZIPFORM		Printing Services - Rates Instalment Notices	\$	2,138.85
EFT132254		9 ALBANY 4 X 4 ACCESSORIES		Material Supply - Air Compressor	\$	180.00
EFT132255		9 ABBOTTS LIQUID SALVAGE PTY LTD		Waste Services - Q18023	\$	5,261.80
EFT132256		9 ACE ACCOMMODATION ALBANY		Accommodation - Field of Lights	\$	3,399.00
EFT132257		9 AD CONTRACTORS PTY LTD		Material Supply and Hire - C16012/C16015/C17015	\$	16,494.06
EFT132258		9 ADVERTISER PRINT		Printing Services - Cruise Ship maps and Infringement Books	\$	839.00
EFT132259		9 WELLSTEAD RURAL SERVICES		Fuel Supplies - Cape Riche	\$	47.16
EFT132260		9 OPTEON		Valuation Services - Leased Asset	\$	1,100.00
EFT132261		9 ALBANY V-BELT AND RUBBER		Vehicle Parts Supply - Filters	\$	92.56
EFT132262		9 ALBANY SWEEP CLEAN		Sweeping Services - C15014	\$	2,484.00
EFT132263		9 ALBANY CHAMBER OF COMMERCE AND INDUSTRY		2019 Gold Membership Renewal	\$	357.50
EFT132264		9 ALBANY SPEEDWAY CLUB INC		Regional Events Sponsorship - Milestone Two	\$	2,500.00
EFT132265		9 ALBANY RSL SUB BRANCH		Merchandise Order - Forts Store	\$	1,225.00
EFT132266		9 ALBANY SKIPS AND WASTE SERVICES PTY LTD		Skip Bin Hire - Depot	\$	547.50
EFT132267		9 ALBANY OFFICE PRODUCTS DEPOT	15	Stationery Supplies	\$ \$	1,337.27
EFT132268	28/02/201	9 ALBANY CENTRAL CABINETS PTY LTD		Cabinetry Installation - Day Care Centre	Ъ	4,462.70

EFT	DATE	NAME		DESCRIPTION	AMOUNT
EFT132269	28/02/201	9 ALBANY IRRIGATION & DRILLING		Reticulation Supplies - Various Locations	\$ 1,532.20
EFT132270		9 ALBANY MOBILITY HIRE AND SALES		Delivery of Animal Hygiene Services	\$ 185.00
EFT132271		9 ALINTA		Gas Charges	\$ 24.75
EFT132272	28/02/201	9 AUSTRALIAN LIBRARY AND INFORMATION ASSOCIATION LTD		Staff Training - Libraries and Homelessness	\$ 336.00
EFT132273		9 ALL EVENTS HIRE AND PRODUCTION		Labour Charges - VAC Exhibitions	\$ 66.00
EFT132274	28/02/201	9 CHRISTIE PARKSAFE		Material Supply - Ignition Unit	\$ 686.40
EFT132275	28/02/201	9 A CORDON		Staff Reimbursement	\$ 259.00
EFT132276	28/02/201	9 SM ANDERSON		Refund	\$ 485.00
EFT132277	28/02/201	9 PAPERBARK MERCHANTS		Newspaper/Book/Magazine Supplies	\$ 873.03
EFT132278	28/02/201	9 DAMON ANNISON		Merchandise Order - Forts Store	\$ 396.35
EFT132279	28/02/201	9 P ATACK		Rates Refund	\$ 850.28
EFT132280	28/02/201	9 ATC WORK SMART		Casual Staff/Apprentice Fees	\$ 6,408.52
EFT132281	28/02/201	9 AURORA ENVIRONMENTAL ALBANY		Professional Services - C17031	\$ 39,293.47
EFT132282	28/02/201	9 AUSSIE EROSION PTY LTD		Material Supply - Stakes	\$ 3,322.00
EFT132283	28/02/201	9 BARRETTS MINI EARTHMOVING & CHIPPING		Vegetation Maintenance - C17022	\$ 2,217.00
EFT132284	28/02/201	9 BARKERS TRENCHING SERVICES		Equipment Hire - Albany Highway	\$ 1,254.00
EFT132285	28/02/201	9 BENNETTS BATTERIES		Material Supply - Oil	\$ 1,628.00
EFT132286	28/02/201	9 ADVANCED TRAFFIC MANAGEMENT WA PTY LTD		Traffic Control Services - C17014	\$ 30,741.96
EFT132287	28/02/201	9 BERTOLA HIRE ALBANY PTY LTD		Equipment Hire - Field of Light	\$ 339.00
EFT132288	28/02/201	9 BIO DIVERSE SOLUTIONS		Professional Services - Great Southern Motorsports Park	\$ 5,003.90
EFT132289	28/02/201	9 J. BLACKWOOD & SON PTY LTD		Material Supplies - Various	\$ 2,430.86
EFT132290	28/02/201	9 BLOOMIN FLOWERS SPENCER PARK		Staff Floral Arrangement	\$ 80.00
EFT132291	28/02/201	9 ALBANY BOBCAT SERVICES		Equipment Hire - C16012	\$ 2,664.75
EFT132292	28/02/201	9 BP BIRD PLUMBING & GAS PTY LTD		Repairs and Maintenance - Oil Separator	\$ 98.00
EFT132293	28/02/201	9 BREAKSEA CLEANING SERVICE		Cleaning Services - Ag Society Pavilion Hire	\$ 220.00
EFT132294		9 DR PIA BRODERICK		Professional Services - EAP	\$ 230.00
EFT132295	28/02/201	9 BULLIVANTS HANDLING SAFETY		Material Supply - Hooks	\$ 425.13
EFT132296	28/02/201	9 BULLSEYE PLUMBING & GAS		Equipment Hire - Hydro Unit	\$ 275.00
EFT132297	28/02/201	9 BULLET GLASS COMPANY		Merchandise Order - Forts Store	\$ 1,959.00
EFT132298	28/02/201	9 BUNNINGS GROUP LIMITED		Hardware And Tool Supplies - Various	\$ 506.22
EFT132299		9 BUSY BLUE BUS		Shuttle Bus Service - Field Of Lights	\$ 2,833.60
EFT132300		9 C&C MACHINERY CENTRE		Material Supply - Spray Gun	\$ 64.90
EFT132301		9 CALIBRE CARE		Material Supply - Extension Grabs	\$ 87.12
EFT132302		9 CALTEX AUSTRALIA PETROLEUM PTY LTD		Fuel Supplies	\$ 22,685.52
EFT132303		9 CAMLYN SPRINGS		Water Container Refills	\$ 1,944.00
EFT132304		9 J & S CASTLEHOW ELECTRICAL SERVICES		Electrical Services - C18019/C17018	\$ 8,563.89
EFT132305		9 CENTIGRADE SERVICES PTY LTD		Air-Conditioning Services - C18014/Q18016	\$ 18,327.24
EFT132306		9 CHERRY BOOTS ALBANY		Merchandise Order - Forts Store	\$ 156.00
EFT132307		9 A CHESTER		Staff Reimbursement	\$ 170.55
EFT132308		9 CHRIS O'KEEFE CONSTRUCTION COST CONSULTANT		Professional Services - Wellstead Shared Facility	\$ 990.00
EFT132309		9 COATES HIRE OPERATIONS PTY LIMITED		Equipment Hire - Albany Highway	\$ 4,644.42
EFT132310		9 COLRAY EXHAUST AND TOWBAR	16	Repairs and Maintenance - Flange	\$ 40.00
EFT132311	28/02/201	9 COLES SUPERMARKETS AUSTRALIA PTY LTD	. •	Grocery Supplies - Various	\$ 103.75

EFT	DATE	NAME		DESCRIPTION		AMOUNT
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EFT132312		9 COURIER AUSTRALIA		Freight Charges - February/March 2019	\$	744.01
EFT132313		9 ALBANY SIGNS		Signage - Racewars	\$	1,815.00
EFT132314		9 DOWNER EDI WORKS PTY LTD		Material Supply - Coldmix	\$	1,253.43
EFT132315		9 HOLCIM (AUSTRALIA) PTY LTD		Concrete Supplies - C16010	\$	1,815.00
EFT132316		9 CUTTING EDGES PTY LTD		Material Supply - Blades	\$	1,980.00
EFT132317		9 D & K ENGINEERING		Fabrication Services - Mulcher	\$	2,627.35
EFT132318		9 DATA #3 LIMITED		Vmware Subscription - IT	\$	111,650.00
EFT132319		9 DEFIBTECH		Material Supply - Defibrillator Pads	\$	129.25
EFT132320		9 DE JONGE MECHANICAL PTY LTD		Fleet Vehicle Repairs And Maintenance - Q17009	\$	3,148.85
EFT132321		9 CGS QUALITY CLEANING		Cleaning Services - C14036	\$	2,169.54
EFT132322		9 DE LAGE LANDEN PTY LIMITED		Monthly Equipment Rental - P16011	\$	6,319.50
EFT132323		9 LANDGATE		Land Enquiries	\$	179.90
EFT132324	28/02/201	9 G AND M DETERGENTS AND HYGIENE SERVICES ALBANY		Cleaning Services - Q16024	\$	706.60
EFT132325		9 DISTINCTLY TOURISM MANAGEMENT		Management Fees - Amazing South Coast	\$	13,398.00
EFT132326	28/02/201	9 EMMA DOUGHTY		Councillor Allowances and Sitting Fees - February 2019	\$	2,909.47
EFT132327	28/02/201	9 DRAEGER AUSTRALIA PTY LTD		Repairs and Maintenance - ALAC	\$	695.49
EFT132328	28/02/201	9 DYLANS ON THE TERRACE		Catering	\$	1,652.80
EFT132329	28/02/201	9 DYNAMIC GIFT INTERNATIONAL PTY LTD		Trade Show Display - ALAC	\$	3,188.90
EFT132330	28/02/201	9 ECOSCAPE AUSTRALIA PTY LTD		Sandpatch Recreation Management Plan - Q18040	\$	2,157.44
EFT132331	28/02/201	9 E-STRALIAN PTY LTD		Weekly E-Bike Lease	\$	259.92
EFT132332	28/02/201	9 EYERITE SIGNS		Signage - Alison Hartman Gardens	\$	291.50
EFT132333	28/02/201	9 FEAST BEAST CATERING		Catering - Australia Day	\$	70.00
EFT132334	28/02/201	9 FLIPS ELECTRICS		Repairs and Maintenance - Various Reticulation Areas	\$	1,630.75
EFT132335	28/02/201	9 IMPERIAL GROUP PTY LTD		Field Of Light Dining Packages	\$	1,299.00
EFT132336	28/02/201	9 BILL GIBBS EXCAVATIONS		Equipment Hire - C16012	\$	10,676.43
EFT132337		9 JEFFREY ALLAN GIBB		Merchandise Order - Forts Store	\$	902.50
EFT132338	28/02/201	9 ALISON GOODE		Councillor Allowances and Sitting Fees - February 2019	\$	2,909.47
EFT132339	28/02/201	9 DA GOODGAME		Refund	\$	140.00
EFT132340	28/02/201	9 GORDON WALMSLEY PTY LTD		Asphalt Services - C18010	\$	11,704.50
EFT132341		9 GREAT SOUTHERN PEST & WEED CONTROL		Pest Control Services - Q17027	\$	1,160.00
EFT132342		9 GREAT SOUTHERN SAND AND LANDSCAPING SUPPLIES		Equipment Hire - C10612	\$	3,960.00
EFT132343		9 GREAT SOUTHERN SUPPLIES		Paper and Uniform Supplies - Q17008/Q17028	\$	3,589.22
EFT132344		9 GHD PTY LTD		Various Works - P18010 / Q18032	\$	33,760.98
EFT132345		9 RAY HAMMOND		Councillor Allowances and Sitting Fees - February 2019	\$	2,909.47
EFT132346		9 HARVEY NORMAN ALBANY		IT Supplies - TV Wall Mount	\$	236.00
EFT132347		9 HAVOC BUILDERS PTY LTD		Building Services - C17028	\$	4,952.31
EFT132348		9 HEADSETERA		IT Supply - AC Adaptor	\$	55.00
EFT132349		9 HIMAC ATTACHMENTS		Material Supply - Hose Kit	\$	186.00
EFT132350		9 BILL HOLLINGWORTH		Councillor Allowances and Sitting Fees - February 2019	\$	2,909.47
EFT132351		9 CHELSEA HOPKINS-ALLAN		VAC Art Sale	\$	3,759.60
EFT132352		9 HHG LEGAL GROUP		Legal Services - C16011	\$	1,386.00
EFT132353		9 IDENTITY CREATIVE		Design Services - Albany Heritage Park Map	\$	357.50
EFT132354		9 QUBE LOGISTICS PTY LTD	17	Chlorine Supplies - ALAC	\$	2,580.55
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EFT	DATE	NAME		DESCRIPTION		AMOUNT
EFT132355	29/02/201	9 STATEWIDE RACKING & STORAGE SOLUTIONS		Racking Supplies - Library	\$	600.00
EFT132356		9 STATEWIDE RACKING & STORAGE SOLUTIONS 9 ISENTIA PTY LTD		Media Management Tool - January 2019	\$	1,639.55
EFT132357		9 JULIE WATTS CLINICAL PSYCHOLOGIST		Professional Services - EAP	\$	319.00
EFT132357 EFT132358		9 JULIE WATTS CLINICAL PSTCHOLOGIST 9 KING RIVER RECREATIONAL CLUB INC		Venue Hire - Connected Communities Workshops	\$	100.00
EFT132356 EFT132359		9 KINJ ART ABORIGINAL ART & CRAFT		Artist Services - Mokare Project	\$	750.00
EFT132359 EFT132360		9 KMART ALBANY		Stationery items for events	\$	185.75
EFT132361		9 D KOSTER		Staff Reimbursement	\$	117.00
EFT132361		9 LADELLE PTY LTD		Merchandise Order - Forts Store	\$	863.70
				Legal Services - C16011	\$ \$	10,000.00
EFT132363		9 LATRO LAWYERS			\$ \$	272.00
EFT132364		9 LAWN PATROL WANT		Flyer Delivery - Active Albany		
EFT132365		9 M2 TECHNOLOGY PTY LTD		Subscriptions - On Hold Voice Service	\$ \$	402.60
EFT132366		9 M AND B SALES PTY LTD		Material Supply - Timber	τ	144.40
EFT132367		9 MACQUARIE MEDIA OPERATIONS PTY LTD		Radio Advertising - Field of Light	\$ \$	4,856.50
EFT132368		9 SOUTH COAST WOODWORKS GALLERY		Merchandise Order - Forts Store	\$ \$	1,309.00
EFT132369		9 MANYPEAKS COMMUNITY AND RECREATION ASSOCIATION		Venue Hire - Connected Communities Workshops	Ψ	16.50
EFT132370		9 A MASON		Staff Reimbursement	\$	92.00
EFT132371		9 MCLEODS		Legal Services - SAT Review	\$	3,946.80
EFT132372		9 METROLL ALBANY		Roofing Materials	\$	352.32
EFT132373		9 AIRPORT SECURITY PTY LTD		Airport Security ID Cards	\$	220.00
EFT132374		9 DIANA MILLER		Merchandise Order - Visitor Centre	\$	280.00
EFT132375		9 ANTHONY MOIR		Councillor Allowances and Sitting Fees - February 2019	\$	2,909.47
EFT132376		9 MOTEL LE GRANDE		Catering - CHARMAP Presentation	\$	441.00
EFT132377	28/02/201	9 MULE CREATIVE		Photography Services - Ellen Cove	\$	280.50
EFT132378	28/02/201	9 NAPIER VOLUNTEER BUSHFIRE BRIGADE		Catering - Napier Fire Brigade Shed Opening	\$	660.00
EFT132379	28/02/201	9 NATIONAL TRUST OF AUSTRALIA (WA)		Advertising - Vancouver Street Festival	\$	1,050.00
EFT132380	28/02/201	9 BRONWEN NEWBURY		VAC Workshops	\$	840.00
EFT132381	28/02/201	9 ALBANY NEWS DELIVERY		News Paper Deliveries	\$	281.50
EFT132382	28/02/201	9 NEW HOLLAND PUBLISHERS		Merchandise Order - Forts Store	\$	456.24
EFT132383	28/02/201	9 NIKANA CONTRACTING PTY LTD		Boat Harbour Skip Bin Hire	\$	875.60
EFT132384	28/02/201	9 OCS SERVICES PTY LTD		Cleaning Services - C15015	\$	550.32
EFT132385	28/02/201	9 OFFICEWORKS SUPERSTORES PTY LTD		Equipment Supply - Reception Counter	\$	1,199.00
EFT132386	28/02/201	9 IXOM		Material Supply - Chlorine	\$	348.50
EFT132387	28/02/201	9 PERTH THEATRE TRUST		Regional Event Sponsorship	\$	2,750.00
EFT132388	28/02/201	9 PERTH SAFETY PRODUCTS PTY LTD		Road Signage - Various	\$	1,324.40
EFT132389	28/02/201	9 PETER GRAHAM AND COMPANY LTD		Material Supply - Steel and Sprayer	\$	532.70
EFT132390	28/02/201	9 HANSON CONSTRUCTION MATERIALS PTY LTD		Road Materials - C16015	\$	1,738.17
EFT132391	28/02/201	9 ALBANY PLUMBING AND GAS		Plumbing Services - C17020	\$	8,244.05
EFT132392	28/02/201	9 BJ & SM PORTEOUS		Rates Refund	\$	960.00
EFT132393	28/02/201			Licence Renewal - ALAC Fitness Classes	\$	565.25
EFT132394		9 PRINTSYNC BUSINESS SOLUTIONS		Photocopier Charges - Lotteries House	\$	87.57
EFT132395		9 PROTECTOR FIRE SERVICES		Material Supply - Hose and Clamps	\$	627.00
EFT132396		9 PUBLISHING BYCHELLE PTY LTD	4.0	Advertising - REX Inflight Magazine	\$	467.50
EFT132397		9 QUICK SHOT COFFEE	18	Airport Café Services	\$	2,200.00
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EFT	DATE	NAME		DESCRIPTION	AMOUNT
EFT132398	28/02/2019	9 RECONNECT HEALTH AND WELLBEING		Professional Services - EAP	\$ 165.00
EFT132399		9 REDMOND VOLUNTEER FIRE BRIGADE		LGGS Funding Allocation	\$ 411.00
EFT132400		9 REECE PTY LTD		Plumbing Supplies	\$ 427.05
EFT132401	28/02/2019	9 WP REID		Professional Services - C16026	\$ 8,486.38
EFT132402		9 REINFORCED CONCRETE PIPES AUSTRALIA (WA) PTY LTD		Drainage Products - C18011	\$ 22,478.94
EFT132403		9 REXEL AUSTRALIA		Material Supply - Estop Station	\$ 159.72
EFT132404		9 SARBI PTY LTD		Refreshments - Civic Functions	\$ 205.70
EFT132405	28/02/2019	9 SEEK LIMITED		Advertising - Vacant Positions	\$ 308.00
EFT132406		9 JOHN SHANHUN		Councillor Allowances and Sitting Fees - February 2019	\$ 2,909.47
EFT132407	28/02/2019	9 SKILL HIRE WA PTY LTD		Casual Staff/Apprentice Fees	\$ 1,505.53
EFT132408	28/02/2019	9 SKIPPER TRANSPORT PARTS		Material Supply - Transmission Jack	\$ 627.00
EFT132409	28/02/2019	9 TRACY SLEEMAN		Councillor Allowances and Sitting Fees - February 2019	\$ 2,909.47
EFT132410	28/02/2019	9 S LEFROY		Staff Reimbursement	\$ 25.00
EFT132411	28/02/2019	9 SANDIE SMITH		Councillor Allowances and Sitting Fees - February 2019	\$ 2,909.47
EFT132412	28/02/2019	9 SOIL SOLUTIONS PTY LTD		Road Materials - C16015	\$ 27,572.80
EFT132413	28/02/2019	9 SOUTHERN TOOL AND FASTENER CO		Hardware And Tool Supplies - Various	\$ 100.00
EFT132414	28/02/2019	9 SOUTH COAST ENVIRONMENTAL		Advanced Tree Installation - Q18021	\$ 1,056.00
EFT132415	28/02/2019	9 SQUID PRODUCTIONS		Ad Creation and Management - Racewars	\$ 1,320.00
EFT132416	28/02/2019	9 STAR SALES AND SERVICE		Material Supply - Speed Feed Head	\$ 52.20
EFT132417	28/02/2019	9 STATEWIDE BEARINGS		Material Supply - Chain	\$ 42.70
EFT132418	28/02/2019	9 STATEWIDE BUILDING CERTIFICATION WA		Professional Services - Alison Hartman Gardens	\$ 1,633.50
EFT132419	28/02/2019	9 STATE LIBRARY OF QUEENSLAND		Reading Club Promotional Supplies	\$ 381.70
EFT132420	28/02/2019	BLUESCOPE DISTRIBUTION PTY LTD		Material Supply - Steel	\$ 384.70
EFT132421	28/02/2019	9 STEWART AND HEATON CLOTHING PTY LTD		Emergency Services Uniform Supplies	\$ 815.38
EFT132422	28/02/2019	9 REBECCA STEPHENS		Councillor Allowances and Sitting Fees - February 2019	\$ 2,909.47
EFT132423	28/02/2019	9 ST JOHN AMBULANCE WESTERN AUSTRALIA LTD		First Aid - Q17058	\$ 3,252.16
EFT132424	28/02/2019	9 GREGORY BRIAN STOCKS		Deputy Mayoral Allowances and Sitting Fee - February 2019	\$ 4,760.84
EFT132425	28/02/2019	9 ALBANY LOCK SERVICE		Key Upgrade - C14003	\$ 1,351.80
EFT132426	28/02/2019	P ROBERT SUTTON		Councillor Allowances and Sitting Fees - February 2019	\$ 2,909.47
EFT132427	28/02/2019	9 SYNERGY		Electricity Charges	\$ 28,234.45
EFT132428	28/02/2019	T & C SUPPLIES		Hardware And Tool Supplies - Various	\$ 712.97
EFT132429	28/02/2019	9 T & C SUPPLIES		Hardware And Tool Supplies - Various	\$ 197.86
EFT132430	28/02/2019	9 PAUL TERRY		Councillor Allowances and Sitting Fees - February 2019	\$ 2,909.47
EFT132431	28/02/2019	9 THE 12 VOLT WORLD		Repairs and Maintenance - Tractor Wiring	\$ 127.00
EFT132432	28/02/2019	9 THREE ANCHORS		Field Of Light Dining Packages	\$ 100.00
EFT132433	28/02/2019	9 TIM FRANKLIN ENGINEERING		Design Services - VAC	\$ 2,420.00
EFT132434	28/02/2019	9 TRISLEY'S HYDRAULICS SERVICES		ALAC Repairs and Maintenance - Q16008	\$ 9,893.40
EFT132435		THE TROPHY SHOP		Engraving Services - Australia Day Awards	\$ 62.00
EFT132436	28/02/2019	9 TRUCK CENTRE WA PTY LTD		Repairs and Maintenance - Adblue Hoses	\$ 900.78
EFT132437	28/02/2019	9 ALBANY TYREPOWER		Tyre Repairs and Maintenance - Q19001	\$ 1,010.00
EFT132438		9 UBWH AUSTRALIA		IT Supplies	\$ 3,103.05
EFT132439		9 VANGUARD PRESS	19	Advertising - Albany Visitor Centre	\$ 3,391.30
EFT132440	28/02/2019	9 RT & JR WALKER	19	Merchandise Order - Forts Store	\$ 778.80

EFT	DATE	NAME		DESCRIPTION	AMOUNT
EFT132441	28/02/2019	9 VICTOR WEBB		Equipment Hire - Australia Day	\$ 880.00
EFT132442		ALBANY & GREAT SOUTHERN WEEKENDER		Advertising - Various	\$ 594.00
EFT132443		WELLSTEAD COMMUNITY RESOURCE CENTRE INCORPORATED		Venue Hire and Catering - Bush Fire Brigade	\$ 220.00
EFT132444	28/02/2019	DENNIS WELLINGTON		Mayoral Allowances and Sitting Fee - February 2019	\$ 11,621.67
EFT132445		WESTERBERG PANEL BEATERS		Insurance Excess Charge	\$ 300.00
EFT132446	28/02/2019	WESTERN AUSTRALIAN LOCAL GOVERNMENT ASSOCIATION		Position Description Classification	\$ 88.00
EFT132447	28/02/2019	WESTERN POWER CORPORATION		Line Relocation - Wellington Street Road Reserve	\$ 87,310.00
EFT132448	28/02/2019	9 WEST COAST ANALYTICAL SERVICES		Water Monitoring and Reporting Services - C17019	\$ 8,415.00
EFT132449	28/02/2019	WOOD FIRED CATERING CO		Catering - Australia Day	\$ 40.00
EFT132450	28/02/2019	9 WESFARMERS LTD		Staff Uniforms	\$ 112.20
EFT132451	28/02/2019	9 WREN OIL		Waste Disposal	\$ 16.50
EFT132452	28/02/2019	9 ZENITH LAUNDRY		Laundry Services/Hire	\$ 133.69
EFT132454	07/03/2019	9 ABA SECURITY		Electrical Services - Automatic Door Fault	\$ 531.30
EFT132455	07/03/2019	ABBOTTS LIQUID SALVAGE PTY LTD		Waste Services - Q18023	\$ 1,860.85
EFT132456	07/03/2019	ACE ACCOMMODATION ALBANY		Accommodation - Field of Lights	\$ 1,854.00
EFT132457	07/03/2019	AD CONTRACTORS PTY LTD		Material Supply and Hire - C16012/C16015/C17015	\$ 40,421.81
EFT132458	07/03/2019	ADVERTISER PRINT		Printing Services - National Anzac Centre Precinct Brochure	\$ 2,515.00
EFT132459	07/03/2019	AERODROME DESIGN SERVICES PTY LTD		Aerodrome Inspection and Report	\$ 8,532.70
EFT132460	07/03/2019	AUSTRALIAN INSTITUTE OF COMPANY DIRECTORS		NFP Governance Forum Registration - Councillors	\$ 330.00
EFT132461	07/03/2019	ALBANY INDUSTRIAL SERVICES PTY LTD		Equipment Hire - C17015/C16012	\$ 14,384.70
EFT132462	07/03/2019	ALBANY V-BELT AND RUBBER		Vehicle Parts Supply - Filters	\$ 176.00
EFT132463		ALBANY COMMUNITY HOSPICE		Payroll Deductions	\$ 54.00
EFT132464	07/03/2019	7 TRICOAST CIVIL		Drainage Services - C17015	\$ 3,090.21
EFT132465		ALBANY LANDSCAPE SUPPLIES		Material Supply - Pea Gravel	\$ 297.00
EFT132466	07/03/2019	ALBANY OFFICE PRODUCTS DEPOT		Stationery Supplies	\$ 1,391.44
EFT132467		ALBANY JUNIOR CRICKET ASSOCIATION		Refund for Overpayment of Sporting Permit	\$ 4,265.90
EFT132468	07/03/2019	ALBANY ABORIGINAL CORPORATION		Venue Hire and Catering - Sandpatch Recreation Management Plan	\$ 700.00
EFT132469	07/03/2019	ALBANY MILK DISTRIBUTORS		Milk Supplies	\$ 478.62
EFT132470	07/03/2019	ALBANY COMMUNITY FOUNDATION		Payroll Deductions	\$ 10.00
EFT132471		9 ALBANY RECORDS MANAGEMENT		Archive Storage	\$ 783.20
EFT132472		ALBANY AUTOMOTIVE GROUP PTY LTD		Material Supply - Antenna	\$ 27.84
EFT132473		ALBANY MOBILITY HIRE AND SALES		Delivery of Animal Hygiene Services	\$ 185.00
EFT132474		9 ATCO GAS AUSTRALIA		Repairs and Maintenance - CPSP	\$ 1,125.36
EFT132475		9 AMAZING SOUTH COAST TOURISM INC		2018-2019 Funding Agreement	\$ 77,000.00
EFT132476		9 AMITY HEALTH LIMITED		Professional Services - EAP	\$ 203.50
EFT132477		9 ARCHIVAL SURVIVAL PTY LTD		Archival Supplies - NAC/Forts	\$ 4,111.24
EFT132478		9 ATC WORK SMART		Casual Staff/Apprentice Fees	\$ 12,582.84
EFT132479		AUSTRALIAN TAXATION OFFICE		Payroll Deductions	\$ 410,087.26
EFT132480		9 AUSTRALIAN SERVICES UNION WA BRANCH		Payroll Deductions	\$ 3,255.00
EFT132481		9 BADGEMATE		Uniform Supplies - Name Badges	\$ 65.18
EFT132482		BAREFOOT CLOTHING MANUFACTURERS		Staff Uniforms - Various	\$ 1,051.00
EFT132483		BARRETTS MINI EARTHMOVING & CHIPPING	20	Vegetation Maintenance - C17022	\$ 2,618.00
EFT132484	07/03/2019	9 BATTERY WORLD		Material Supply - Batteries	\$ 354.90

EFT	DATE	NAME	DESCRIPTION		AMOUNT
EFT132485	07/03/201	9 BELL ART AUSTRALIA	Merchandise Order - Forts Store	\$	868.60
EFT132486	07/03/201	9 BENNETTS BATTERIES	Material Supply - Batteries	\$	299.20
EFT132487		9 ADVANCED TRAFFIC MANAGEMENT WA PTY LTD	Traffic Control Services - C17014	\$	29,668.65
EFT132488	07/03/201	9 BERTOLA HIRE ALBANY PTY LTD	Equipment Hire - CPSP	\$	286.00
EFT132489	07/03/201	9 BIO DIVERSE SOLUTIONS	Professional Services - Great Southern Motorsports Park	\$	7,375.50
EFT132490	07/03/201	9 ALBANY BITUMEN SPRAYING	Bitumen Sealing - Tip Shop Extension	\$	3,234.00
EFT132491	07/03/201	9 BLACK AND WHITE CONCRETING	Material Supply - Flagpole Footings	\$	1,800.00
EFT132492	07/03/201	9 J. BLACKWOOD & SON PTY LTD	Material Supplies - Various	\$	195.71
EFT132493	07/03/201	9 ALBANY BOBCAT SERVICES	Equipment Hire - C16012	\$	1,379.15
EFT132494	07/03/201	9 BRIDGESTONE AUSTRALIA LTD	Tyre Repairs and Maintenance - Q19001	\$	3,459.52
EFT132495	07/03/201	9 BUILDERS REGISTRATION BOARD	BSL Levy - February 2019	\$	14,352.35
EFT132496	07/03/201	9 BULLSEYE PLUMBING & GAS	Equipment Hire - Hydro Unit	\$	412.50
EFT132497	07/03/201	9 BUNNINGS GROUP LIMITED	Hardware And Tool Supplies - Various	\$	588.02
EFT132498		9 BUSY BLUE BUS	Shuttle Bus Service - Field Of Lights	\$	2,833.60
EFT132499	07/03/201	9 CALTEX AUSTRALIA PETROLEUM PTY LTD	Fuel Supplies	\$	14,779.19
EFT132500	07/03/201	9 J & S CASTLEHOW ELECTRICAL SERVICES	Electrical Services - C18019/C17018	\$	8,297.21
EFT132501	07/03/201	9 CENTIGRADE SERVICES PTY LTD	Air-Conditioning Services - C18014/Q18016	\$	521.88
EFT132502	07/03/201	9 CHILD SUPPORT AGENCY	Payroll Deductions	\$	802.32
EFT132503	07/03/201	9 CIVICA PTY LTD	Subscription Charges - Library	\$	264.00
EFT132504	07/03/201	9 COLES SUPERMARKETS AUSTRALIA PTY LTD	Grocery Supplies - Various	\$	335.74
EFT132505	07/03/201	9 DONNA FURN COYNE	Artist Services - Mokare Project	\$	750.00
EFT132506		9 CRUMPS CANVAS	Manufacturing Services - Seat Covers	\$	396.00
EFT132507	07/03/201	9 HOLCIM (AUSTRALIA) PTY LTD	Concrete Supplies - C16010	\$	4,957.92
EFT132508		9 AL CURNOW HYDRAULICS	Repairs and Maintenance - Hydraulic Oil Leak	\$	423.35
EFT132509		9 DARREN DARCH	Professional Services - Snake Toolbox Talk	\$	436.00
EFT132510	07/03/201	9 DE JONGE MECHANICAL PTY LTD	Fleet Vehicle Repairs And Maintenance - Q17009	\$	2,776.75
EFT132511		9 CGS QUALITY CLEANING	Cleaning Services - C14036	\$	165.00
EFT132512		9 DEPARTMENT OF BIODIVERSITY CONSERVATION AND ATTRACTIONS	Merchandise Order - Visitor Centre	\$	4,968.26
EFT132513		9 DESIGNER DIRT PTY LTD	Merchandise Order - Forts Store	\$	720.00
EFT132514		9 G AND M DETERGENTS AND HYGIENE SERVICES ALBANY	Cleaning Services - Q16024	\$	183.15
EFT132515		9 SANDRA DIXON	Professional Services - EAP	\$	150.00
EFT132516		9 DYLANS ON THE TERRACE	Catering	\$	1,292.50
EFT132517		9 EASIFLEET MANAGEMENT	Payroll Deductions	\$	14,721.08
EFT132518		9 EDEN GATE ESTATE	Merchandise Order - Visitor Centre	\$	207.00
EFT132519		9 ANGELA EDWARDS	Cleaning Services - Q18034	\$	1,282.50
EFT132520		9 EMANNCIPATE PTY LTD	VAC Performance - The Nomadics Live	\$	1,000.00
EFT132521		9 ALBANY ENGINEERING COMPANY	Manufacturing Services - Cutting Edge	\$	1,740.28
EFT132522		9 ENGENUITY ENGINEERING PTY LTD	Professional Services - ALAC Report	\$	880.00
EFT132523		9 ENVIRO PIPES PTY LTD	Material Supply - Pipes	\$	801.33
EFT132524		9 ENVIROCLEAN VICTORIA	Repairs and Maintenance - Parts Washer	\$	332.50
EFT132525		9 EYERITE SIGNS	Signage - Changing Places	\$	4,939.00
EFT132526		9 FARMERS CENTRE PTY LTD	Material Supply - Oil and Filters	\$	236.17
EFT132527	07/03/201	9 DEPARTMENT OF FIRE AND EMERGENCY SERVICES	2018/19 ESL Quarter Three Payment	Ф	1,010,781.19

EFT	DATE	NAME		DESCRIPTION	AMOUNT
EFT132528	07/03/201	9 THE FIXUPPERY		Window Cleaning Services - Q16023	\$ 82.01
EFT132529	07/03/2019	9 FLAGWORLD		Supply of Australian National Flag	\$ 370.00
EFT132530		9 ALL TRUCK REPAIRS		Fire Fleet Service And Repairs - Q17040	\$ 2,237.94
EFT132531		9 GALLERY WORKS		Merchandise Order - Forts Store	\$ 125.00
EFT132532	07/03/2019	9 IMPERIAL GROUP PTY LTD		Field Of Light Dining Packages	\$ 1,232.50
EFT132533		9 GLOBAL SYNTHETICS		Material Supply - Slit Mat CPSP	\$ 21,969.53
EFT132534	07/03/2019	9 GLOBAL INTEGRATED SOLUTIONS LIMITED		Ezicom Fees - Airport	\$ 167.51
EFT132535	07/03/2019	9 GORDON WALMSLEY PTY LTD		Asphalt Services - C18010	\$ 31,183.00
EFT132536	07/03/2019	9 SOUTH REGIONAL TAFE		Staff Training - OSH	\$ 1,309.20
EFT132537	07/03/2019	9 GREAT SOUTHERN PEST & WEED CONTROL		Pest Control Services - Q17027	\$ 166.25
EFT132538	07/03/2019	9 SOUTHERN SHARPENING SERVICES		Fire Equipment Maintenance - C14030	\$ 534.50
EFT132539	07/03/2019	9 GREAT SOUTHERN SUPPLIES		Paper and Uniform Supplies - Q17008/Q17028	\$ 1,777.01
EFT132540	07/03/2019	9 GRIFFITHS ARCHITECTS PTY LTD		Architectural Consultancy Services - C18008	\$ 1,155.00
EFT132541	07/03/2019	9 SMITH CONSTRUCTIONS WA		ALAC Re-Roofing - C18015	\$ 264,426.09
EFT132542	07/03/2019	9 NIGEL HEAP		Website Development Services - Q19011	\$ 5,000.00
EFT132543	07/03/2019	9 HELEN MUNT		Heritage Advisory Services - Q18050	\$ 1,358.50
EFT132544	07/03/2019	9 HIDEWOOD QUALITY PRINTERS		Design Services - ALAC Wall Mural	\$ 3,247.00
EFT132545	07/03/2019	9 HIGHWAY WRECKERS		Abandoned Vehicle Removal	\$ 88.00
EFT132546	07/03/2019	9 HOBBS PAINTING AND DECORATING		Painting Services - Q18054	\$ 19,800.00
EFT132547	07/03/2019	9 AFGRI EQUIPMENT AUSTRALIA PTY LTD		Material Supply - Switch	\$ 103.36
EFT132548	07/03/2019	9 JJ'S HIAB SERVICES & JJ'S GREAT SOUTHERN		Equipment Hire - Q16037	\$ 528.00
EFT132549	07/03/2019	9 JOHN KINNEAR AND ASSOCIATES		Survey Services - C16016	\$ 2,468.67
EFT132550	07/03/2019	9 S JOHNSON		Refund	\$ 94.50
EFT132551	07/03/2019	9 JUST A CALL DELIVERIES		Internal Mail Deliveries	\$ 869.75
EFT132552	07/03/2019	9 THE LAWN LOPPER		Lawn Mowing Services - Day Care Centre	\$ 120.00
EFT132553		9 LIBBY SHEPPARD DESIGN		Merchandise Order - Visitor Centre	\$ 465.03
EFT132554	07/03/2019	9 M AND B SALES PTY LTD		Material Supply - Timber	\$ 433.72
EFT132555	07/03/2019	9 BUCHER MUNICIPAL PTY LTD		Material Supply - Towbar and Cradle	\$ 1,337.05
EFT132556	07/03/2019	9 ALBANY CITY MOTORS		Light Fleet Motor Vehicle Purchase	\$ 24,709.11
EFT132557	07/03/2019	9 MANDALAY TECHNOLOGIES PTY LTD		Major Software Subscription Renewal	\$ 35,958.96
EFT132558		9 MARSHALL MOWERS		Repairs and Maintenance - Line Trimming Head	\$ 55.90
EFT132559		9 MJB INDUSTRIES PTY LTD		Drainage Products - C18011	\$ 36,071.20
EFT132560		9 MOUNT ROMANCE AUSTRALIA PTY LTD		Merchandise Order - Albany Visitor Centre	\$ 746.55
EFT132561		9 MULE CREATIVE		Design Service - RAC Travel Smart School Maps	\$ 3,168.00
EFT132562		9 PR AND ER NEWMAN'S QUALITY CONCRETE PRODUCTS		Drainage Products - C18011	\$ 3,765.30
EFT132563		9 YMYL PTY LTD		Public Screening Licence - Library	\$ 250.00
EFT132564		9 NLC PTY LTD		Novated Leases And Associated Costs	\$ 1,351.30
EFT132565		9 OCS SERVICES PTY LTD		Cleaning Services - C15015	\$ 35,773.50
EFT132566		9 OFFICEWORKS SUPERSTORES PTY LTD		IT Supplies - Various	\$ 282.66
EFT132567	07/03/2019			Material Supply - Chlorine	\$ 3,054.70
EFT132568		9 PALMER CIVIL CONSTRUCTION		Material Supply And Hire - C16012	\$ 13,000.87
EFT132569		9 PERTH EXPOHIRE	22	Equipment Hire - Caravan and Camping Show 2019	\$ 4,174.50
EFT132570	07/03/2019	9 PERTH SAFETY PRODUCTS PTY LTD		Road Signage - Various	\$ 3,129.50

EFT	DATE	NAME		DESCRIPTION	AMOUNT
EFT132571	07/03/2019	4 STEEL SUPPLIES		Material Supply - Steel	\$ 71.39
EFT132572		@THE POOLSIDE		Catering - ALAC	\$ 285.75
EFT132573	07/03/2019	QUICK SHOT COFFEE		Airport Café Services	\$ 2,223.50
EFT132574	07/03/2019	RAECO INTERNATIONAL PTY LTD		Library Book Supplies	\$ 386.19
EFT132575	07/03/2019	ROBERTS GARDINER ARCHITECTS		Design Services - Q18009	\$ 2,109.79
EFT132576	07/03/2019	ROIMATA CAROLINE MANAPOURI KEEPA-TIBBLE		VAC Performance - Opening Act for The Nomadics	\$ 200.00
EFT132577	07/03/2019	RSLWA		Poppy Supply	\$ 185.50
EFT132578	07/03/2019	RYDE BUILDING COMPANY PTY LTD		Refund	\$ 147.00
EFT132579	07/03/2019	SAFEWAY BUILDING AND RENOVATIONS		Pool Regrouting - A18045	\$ 62,668.48
EFT132580	07/03/2019	SBA PRECIOUS METALS PTY LTD		Merchandise Order - Forts Store	\$ 536.25
EFT132581	07/03/2019	ALBANY SCAFFOLD HIRE		Scaffold Hire - ALAC Roof Refurbishment	\$ 8,184.00
EFT132582	07/03/2019	SEEK LIMITED		Advertising - Vacant Positions	\$ 434.50
EFT132583	07/03/2019	SIGMA CHEMICALS		Chemical Supplies	\$ 398.99
EFT132584	07/03/2019	SKILL HIRE WA PTY LTD		Casual Staff/Apprentice Fees	\$ 9,787.92
EFT132585	07/03/2019	SMITHS ALUMINIUM AND 4WD CENTRE		Fabrication Services - Library Sign	\$ 75.00
EFT132586	07/03/2019	SOIL SOLUTIONS PTY LTD		Road Materials - C16015	\$ 462.00
EFT132587	07/03/2019	SOLARWINDS SOFTWARE EUROPE LIMITED		IT Subscription - IP Address Manager	\$ 4,995.00
EFT132588	07/03/2019	SOUTHCOAST SECURITY SERVICE		Security Services - C15016	\$ 1,786.70
EFT132589	07/03/2019	SOUTH COAST DIVING SUPPLIES		Equipment Hire - Cockswain	\$ 225.00
EFT132590	07/03/2019	SPENCER PARK VARIETY MEATS		Catering Supplies - Depot BBQ	\$ 209.01
EFT132591	07/03/2019	SPOTLIGHT PTY LTD		Active Albany Supplies	\$ 30.98
EFT132592	07/03/2019	SQUID PRODUCTIONS		Social Media Management for Amazing South Coast - March 2019	\$ 6,050.00
EFT132593	07/03/2019	STAR SALES AND SERVICE		Sharpening Services - Hedgetrimmer	\$ 92.50
EFT132594	07/03/2019	BLUESCOPE DISTRIBUTION PTY LTD		Material Supply - Steel	\$ 163.28
EFT132595	07/03/2019	STEWART AND HEATON CLOTHING PTY LTD		Emergency Services Uniform Supplies	\$ 1,020.05
EFT132596	07/03/2019	ST JOHN AMBULANCE AUSTRALIA		Staff Training - First Aid	\$ 160.00
EFT132597	07/03/2019	SUGGS TIMBER MACHINING		Building Supply - Door Architrave	\$ 440.00
EFT132598	07/03/2019	ALBANY LOCK SERVICE		Key Upgrade - C14003	\$ 1,233.75
EFT132599	07/03/2019	ALBANY IGA		Groceries - Albany Visitor Centre	\$ 82.93
EFT132600	07/03/2019	SYNERGY		Electricity Charges	\$ 140.35
EFT132601	07/03/2019	T & C SUPPLIES		Hardware And Tool Supplies - Various	\$ 1,413.32
EFT132602	07/03/2019	T & C SUPPLIES		Hardware And Tool Supplies - Various	\$ 7.65
EFT132603	07/03/2019	TEEDE & CO		Catering - Waste Management Working Group	\$ 114.00
EFT132604	07/03/2019	NAKED BEAN COFFEE ROASTERS		Tea and Coffee Supplies	\$ 165.00
EFT132605	07/03/2019	THINKWATER ALBANY		Reticulation Supplies	\$ 1,668.85
EFT132606	07/03/2019	THREE ANCHORS		Field Of Light Dining Packages	\$ 1,300.00
EFT132607		CAROLYN FRANCIS TRAPNELL		Merchandise Order - Forts Store	\$ 1,219.00
EFT132608	07/03/2019	TRIAXIAL CONSULTING PTY LTD		Professional Services - Bus Shelters	\$ 750.75
EFT132609	07/03/2019	TRUCKLINE		Major Plant Supplies	\$ 292.60
EFT132610		ALBANY TYREPOWER		Tyre Repairs and Maintenance - Q19001	\$ 3,848.60
EFT132611		VISIT MERCHANDISE PTY LTD		Merchandise Order - Forts Store	\$ 872.85
EFT132612		WARTHOG WA	23	Parts Washer - March 2019	\$ 125.00
EFT132613	07/03/2019	N WATSON	23	Staff Reimbursement	\$ 479.00

EFT	DATE	NAME		DESCRIPTION		AMOUNT
EFT132614	07/03/201	9 KIYA WATT		Artist Services - Mokare Project	\$	750.00
EFT132615		9 ALBANY & GREAT SOUTHERN WEEKENDER		Advertising - Various	\$	2,317.55
EFT132616		9 WESTRAC EQUIPMENT PTY LTD		Material Supply - Filters, Air Unions and Gaskets	\$	2,400.50
EFT132617		9 WESTERN WORK WEAR		Staff Uniforms - Planning	\$	150.00
EFT132618		9 WEST COAST ANALYTICAL SERVICES		Water Monitoring and Reporting Services - C17019	\$	8,939.00
EFT132619		9 WESFARMERS LTD		Staff Uniforms	\$	143.65
EFT132620		9 ZENITH LAUNDRY		Laundry Services/Hire	\$	66.11
EFT132622		9 ABBOTTS LIQUID SALVAGE PTY LTD		Waste Services - Q18023	\$	1,806.00
EFT132623		9 ACE ACCOMMODATION ALBANY		Accommodation - Field of Lights	\$	2,183.80
EFT132624		9 AD CONTRACTORS PTY LTD		Material Supply and Hire - C16012/C16015/C17015	\$	2,703.93
EFT132625		9 ALBANY CITY LAWNS		Lawn Mowing Services - Lancaster Park	\$	638.00
EFT132626		9 ALBANY INDOOR PLANT HIRE AND SALES		Indoor Plant Hire	\$	2,041.38
EFT132627		9 TRICOAST CIVIL		Drainage Services - C17015	\$	10,873.72
EFT132628		9 ALBANY MOBILE WELDING		Welding Services - CPSP	\$	1,952.50
EFT132629		9 ALBANY OFFICE PRODUCTS DEPOT		Stationery Supplies	\$	355.65
EFT132630		9 ALBANY PSYCHOLOGICAL SERVICES		Professional Services - EAP	\$	484.00
EFT132631		9 ALBANY QUALITY LAWN MOWING		Lawn Mowing Services - Lotteries House	\$	110.00
EFT132632		9 ALBANY MILK DISTRIBUTORS		Milk Supplies	\$	171.25
EFT132633		9 ALBANY AUTOMOTIVE GROUP PTY LTD		Repairs and Maintenance - Electric Vehicle	\$	73.00
EFT132634		9 56 SOUTH PTY LTD		Upgrade Telstra Pit - Adelaide Street	\$	1,650.00
EFT132635		9 ALBANY MOBILITY HIRE AND SALES		Delivery of Animal Hygiene Services	\$	185.00
EFT132636		9 ALBANY FENCING CONTRACTORS		Fencing Installation - C18006	\$	2,035.00
EFT132637		9 CHRISTIE PARKSAFE		BBQ Supply - Reserve Areas	\$	12,501.50
EFT132638		9 AMALGAMATED MOVIES		Movie Screening Rights - Mary and the Witches Flower	\$	360.80
EFT132639		9 ANDREOTTI CABINETS		Cabinetry Supplies	\$	640.00
EFT132640		9 ARDESS NURSERY		Plant Supplies	\$	338.00
EFT132641		9 ATC WORK SMART		Casual Staff/Apprentice Fees	\$	5,027.24
EFT132642		9 AUDIOCOM ALBANY		IT Supplies - Phone Screen Cover	\$	60.00
EFT132643		9 AUSTRALIA POST		Postage Fees - February 2019	\$	5,974.26
EFT132644		9 AUSTRALIAN INSTITUTE OF PROJECT MANAGEMENT		Recertification Charge - Major Projects	\$	220.00
EFT132645		9 AUSTRALIAN WATER ENGINEERS PTY LTD		Material Supply - CPSP Water Fittings	\$ \$	9,872.50
EFT132646		9 BADGEMATE		Uniform Supplies - Name Badges	\$	52.91
EFT132647		9 BALL BODY BUILDERS		Fire Truck Repairs and Maintenance	\$	492.80
EFT132648		9 BAREFOOT CLOTHING MANUFACTURERS		Staff Uniforms - Depot	\$	300.00
EFT132649		9 BARRETTS MINI EARTHMOVING & CHIPPING		Vegetation Maintenance - C17022	Ψ ¢	2,436.50
EFT132650		9 BARKERS TRENCHING SERVICES		Equipment Hire - Lakeside Drive	\$	1,375.00
EFT132651		9 ADVANCED TRAFFIC MANAGEMENT WA PTY LTD		Traffic Control Services - C17014	\$	36,300.89
EFT132651		9 BEST OFFICE SYSTEMS		Photocopier Rental - February 2019	\$ \$	160.00
EFT132653		9 BEVANS (WA) PTY LTD		Catering Supplies	\$ \$	66.00
EFT132654		9 BIG SKY PUBLISHING		Merchandise Order - Forts Store	\$ \$	43.98
EFT132655		9 DIG SKY PUBLISHING 9 J. BLACKWOOD & SON PTY LTD		Material Supply - Bunting	Ф \$	43.96 93.17
		9 J. BLACKWOOD & SON PTY LTD 9 BLUECOAST CONSULTING ENGINEERS PTY LTD		Professional Services - Coastal Monitoring Portal	\$ \$	
EFT132656 EFT132657		9 BLUECOAST CONSULTING ENGINEERS PTY LTD 9 ALBANY BOBCAT SERVICES	24	Equipment Hire - C16012	\$ \$	8,085.00
EF113203/	14/03/2013	S ALDAINT DUDUAT SERVICES		Equipment fille - C10012	Ф	2,080.40

EFT	DATE	NAME		DESCRIPTION	AMOUNT
EFT132658	14/03/2019	MARGIT ANNETTE BONDIN		Fauna Survey - Lake Mullocullop	\$ 500.00
EFT132659	14/03/2019	BOOKEASY AUSTRALIA PTY LTD		BookEasy Marketing Fee - February 2019	\$ 2,716.67
EFT132660		DR PIA BRODERICK		Professional Services - EAP	\$ 230.00
EFT132661	14/03/2019	CONSTRUCTION TRAINING FUND		BCITF Levy - February 2019	\$ 9,463.57
EFT132662	14/03/2019	BUNNINGS GROUP LIMITED		Hardware And Tool Supplies - Various	\$ 445.82
EFT132663	14/03/2019	BUSY BLUE BUS		Shuttle Bus Service - Field Of Lights	\$ 1,686.00
EFT132664	14/03/2019	C&C MACHINERY CENTRE		Heavy Plant Purchase - Noremat Reach Mower	\$ 106,332.55
EFT132665	14/03/2019	CALTEX AUSTRALIA PETROLEUM PTY LD		Starcard Purchases - February 2019	\$ 7,483.39
EFT132666	14/03/2019	CALTEX AUSTRALIA PETROLEUM PTY LTD		Fuel Supplies	\$ 23,599.42
EFT132667	14/03/2019	J & S CASTLEHOW ELECTRICAL SERVICES		Electrical Services - C18019/C17018	\$ 18,474.75
EFT132668	14/03/2019	AINSLIE CASTLE		Active Albany Classes	\$ 40.00
EFT132669	14/03/2019	CENTIGRADE SERVICES PTY LTD		Air-Conditioning Services - C18014/Q18016	\$ 7,191.36
EFT132670	14/03/2019	CENTENNIAL STADIUM INC		Electricity Charges	\$ 181.72
EFT132671	14/03/2019	DR CHALKLEY		Rates Refund	\$ 423.73
EFT132672	14/03/2019	PJ CHALKLEY		Rates Refund	\$ 423.72
EFT132673	14/03/2019	CHERRY BOOTS ALBANY		Merchandise Order - Visitor Centre	\$ 45.00
EFT132674	14/03/2019	COBBER INTERNATIONAL TRADING PTY LTD		Material Supply - Staple Gun	\$ 197.89
EFT132675	14/03/2019	COATES HIRE OPERATIONS PTY LIMITED		Equipment Hire - Dickson Street	\$ 287.81
EFT132676	14/03/2019	SUE CODEE		Merchandise Order - Forts Store	\$ 1,171.30
EFT132677	14/03/2019	COLES SUPERMARKETS AUSTRALIA PTY LTD		Grocery Supplies - Various	\$ 198.92
EFT132678	14/03/2019	COMMON GROUND TRAILS PTY LTD		Professional Services - Youth Precinct	\$ 9,900.00
EFT132679	14/03/2019	COSY CORNER STORE & CAFE		Catering - Council Meet and Greet Forum	\$ 750.00
EFT132680	14/03/2019	O COURIER AUSTRALIA		Freight Charges - February/March 2019	\$ 1,049.74
EFT132681	14/03/2019	HOLCIM (AUSTRALIA) PTY LTD		Concrete Supplies - C16010	\$ 4,300.78
EFT132682	14/03/2019	AL CURNOW HYDRAULICS		Material Supply - Wire Hose	\$ 372.18
EFT132683	14/03/2019	GRAEME & YVONNE DAVISON		Merchandise Order - Forts Store	\$ 150.00
EFT132684	14/03/2019	35 DEGREES SOUTH		Survey Services - C16016	\$ 528.00
EFT132685	14/03/2019	DE JONGE MECHANICAL PTY LTD		Fleet Vehicle Repairs And Maintenance - Q17009	\$ 401.80
EFT132686	14/03/2019	CGS QUALITY CLEANING		Cleaning Services - C14036	\$ 2,329.94
EFT132687		DELL FINANCIAL SERVICES PTY LTD		Monthly Equipment Rental - IT	\$ 577.87
EFT132688	14/03/2019	G AND M DETERGENTS AND HYGIENE SERVICES ALBANY		Cleaning Services - Q16024	\$ 1,605.28
EFT132689	14/03/2019	SANDRA DIXON		Professional Services - EAP	\$ 150.00
EFT132690	14/03/2019	DOG ROCK MOTEL		Accommodation - Polly Smith WA Museum	\$ 309.55
EFT132691	14/03/2019	MA DOHERTY		Staff Reimbursement	\$ 40.00
EFT132692	14/03/2019	O JON EDWARD DOUST		Staff Training - AHP Tour Guides	\$ 300.00
EFT132693	14/03/2019	EASIFLEET MANAGEMENT		Payroll Deductions	\$ 1,791.18
EFT132694	14/03/2019	ELDERS LIMITED		Material Supply - Steel Posts	\$ 300.00
EFT132695		ELLEKER GENERAL STORE		Fuel Supplies - Volunteer Bush Fire Brigade	\$ 45.71
EFT132696	14/03/2019	E MCGILL		Staff Reimbursement	\$ 37.80
EFT132697	14/03/2019	ENGENUITY ENGINEERING PTY LTD		Professional Services - Junior AFL Report	\$ 660.00
EFT132698		ENVIRO PIPES PTY LTD		Material Supply - Pipes	\$ 2,367.02
EFT132699		E-STRALIAN PTY LTD	25	Weekly E-Bike Lease	\$ 259.92
EFT132700	14/03/2019	ETS VEGETATION MANAGEMENT	20	Slashing Services - Q18047	\$ 10,526.56

EFT	DATE	NAME		DESCRIPTION		AMOUNT
EFT132701	14/03/2019	9 EVERTRANS		Material Supply - Handle Lock	\$	77.00
EFT132702		EXECUTIVE MEDIA PTY LTD		Digital Advertising - Caravanning Australia	\$	300.00
EFT132703		EYERITE SIGNS		Signage - Albany Visitor Centre	\$	3,283.50
EFT132704		THE FIXUPPERY		Window Cleaning Services - Q16023	\$	3,117.47
EFT132705		MPERIAL GROUP PTY LTD		Field Of Light Dining Packages	\$	725.00
EFT132706		GLOBAL INTEGRATED SOLUTIONS LIMITED		Ezicom Fees - Airport	\$	199.08
EFT132707		WP GRAY		Rates Refund	\$	635.26
EFT132708		GREAT SOUTHERN PEST & WEED CONTROL		Pest Control Services - Q17027	\$	115.00
EFT132709		SOUTHERN SHARPENING SERVICES		Fire Equipment Maintenance - C14030	\$	225.50
EFT132710		GREAT SOUTHERN SUPPLIES		Paper and Uniform Supplies - Q17008/Q17028	\$	280.20
EFT132711		GREAT SOUTHERN TURF		Turf Supply - C18001	\$	594.00
EFT132712		GREAT SOUTHERN BOUNDARIES		Fencing - C18006	\$	3,124.00
EFT132713		GRIFFITHS ARCHITECTS PTY LTD		Architectural Consultancy Services - C18008	\$	19,090.50
EFT132714		PF HARE		Rates Refund	\$	4,109.63
EFT132715		HARVEY NORMAN ALBANY		Material Supply - Camera Kit	\$	698.00
EFT132716		HAVOC BUILDERS PTY LTD		Building Services - C17028	\$	2,630.30
EFT132717		D HEWETT		Rates Refund	\$	381.13
EFT132718		) IMPRIMATUR BOOKS		Merchandise Order - Forts Store	\$	231.00
EFT132719		INSTANT WEIGHING		Calibration Services - Airport and Heavy Plant	\$	6,442.70
EFT132720		) JACK THE CHIPPER		Vegetation Maintenance - C17022	\$	889.35
EFT132721		THE JAFFA ROOM		Screening Rights	\$	605.00
EFT132722		) JOHN KINNEAR AND ASSOCIATES		Survey Services - C16016	\$	18,555.48
EFT132723		) JUST SEW EMBROIDERY		Merchandise Order - Visitor Centre	\$	2,629.00
EFT132724		KLB SYSTEMS		IT Supplies - C17024	\$	11,691.90
EFT132725		WESFARMERS KLEENHEAT GAS PTY LTD		Gas Bottle Refills	\$	236.00
EFT132726		MH KOHLHAGEN		Refund	\$	100.00
EFT132727		D LADELLE PTY LTD		Merchandise Order - Forts Store	\$	743.54
EFT132728		ALBANY WORLD OF CARS		Light Fleet Motor Vehicle Purchase	\$	21,061.30
EFT132729		D LATRO LAWYERS		Legal Services - C16011	\$	2,997.65
EFT132730		EATING EAWTERG LEADING EDGE HIFI-ALBANY		Radio Supply and Install - Fire Mitigation Vehicle	\$	1,293.85
EFT132731		D LEASEIT LIMITED		Photocopier Lease - March 2019	\$	1,094.50
EFT132732		ELAGENT CHANTED  LED SIGNS PTY LTD		Repairs and Maintenance - Scoreboard Controller	\$	485.61
EFT132733		D LOCAL GOVERNMENT PROFESSIONALS AUSTRALIA WA		Conference Registration - Age Friendly Communities	\$	72.00
EFT132734		M AND B SALES PTY LTD		Material Supply - Timber	\$	301.09
EFT132735		BUCHER MUNICIPAL PTY LTD		Material Supply - Poly Brooms	\$	3,969.90
EFT132736		ALBANY CITY MOTORS		Material Supply - Plate	\$	130.91
EFT132737		AMANDA MARKEY		Professional Services - Christmas Festival	\$	150.91
EFT132737 EFT132738		O MARSHALL MOWERS		Minor Plant Purchase - Generator	φ \$	3,650.00
EFT132739		MARKETFORCE LIMITED		Advertising Services - Various	\$ \$	1,001.37
EFT132739 EFT132740		MENTAL MEDIA PTY LTD		Audio Technology - Q17053	\$ \$	3,039.96
EFT132740 EFT132741		MERRIFIELD REAL ESTATE		Storage Unit Rental - Events	\$ \$	200.00
EFT132741 EFT132742		METROLL ALBANY		Roofing Materials	\$ \$	83.80
EFT132742 EFT132743		O MHW INTEGRATION PTY LTD	26	Repairs And Maintenance - Anzac Centre	э \$	6,875.00
LI 1132/43	14/03/2018	TWITW INTEGRATION FITEID		Nopalio / Iliu Ivialille ilailoe - Alizao Oelille	φ	0,070.00

EFT	DATE	NAME		DESCRIPTION	AMOUNT
EFT132744	14/03/2019	MOUNT ROMANCE AUSTRALIA PTY LTD		Merchandise Order - Albany Visitor Centre	\$ 55.50
EFT132745		NURRUNGA COMMUNICATIONS		Radio Repairs and Maintenance	\$ 715.65
EFT132746		MULE CREATIVE		Videography Services - Snake Training Video	\$ 511.50
EFT132747	14/03/2019	MUSEUMS AUSTRALIA		Membership Renewal - Library	\$ 220.00
EFT132748		RS NAZARY		Rates Refund	\$ 693.02
EFT132749	14/03/2019	ALBANY NEWS DELIVERY		News Paper Deliveries	\$ 281.50
EFT132750		OFFICEWORKS SUPERSTORES PTY LTD		IT Supplies - Various	\$ 34.00
EFT132751	14/03/2019	O'KEEFE'S PAINTS		Paint Supplies	\$ 93.54
EFT132752	14/03/2019	ORIGIN ENERGY		Gas Charges	\$ 2,941.00
EFT132753	14/03/2019	OYSTER HARBOUR STORE		Catering - Staff Farewell	\$ 742.98
EFT132754	14/03/2019	A PAGE		Staff Reimbursement	\$ 180.57
EFT132755	14/03/2019	PALMER CIVIL CONSTRUCTION		Parker Street Reconstruction	\$ 299,943.82
EFT132756	14/03/2019	AD PARKER		Rates Refund	\$ 800.00
EFT132757	14/03/2019	PERTH SAFETY PRODUCTS PTY LTD		Road Signage - Various	\$ 548.90
EFT132758	14/03/2019	PFD FOOD SERVICES PTY LTD		Tea and Coffee Supplies	\$ 316.65
EFT132759	14/03/2019	PLANT SUPPLY COMPANY		Plant Supply	\$ 297.00
EFT132760	14/03/2019	ALBANY PLUMBING AND GAS		Plumbing Services - C17020	\$ 5,266.94
EFT132761	14/03/2019	QUALITY PRESS		Stationery Supplies - DFES	\$ 1,670.13
EFT132762	14/03/2019	QUICK SHOT COFFEE		Airport Café Services	\$ 942.85
EFT132763	14/03/2019	RADIANT BEING		Active Albany Classes	\$ 159.00
EFT132764	14/03/2019	R-COM INTERNATIONAL PTY LTD		IT Services - SIP And Web App Service	\$ 170.50
EFT132765		RECONNECT HEALTH AND WELLBEING		Professional Services - EAP	\$ 165.00
EFT132766	14/03/2019	REECE PTY LTD		Plumbing Supplies	\$ 882.35
EFT132767		REPCO AUTO PARTS		Material Supply - Brake Shoes	\$ 70.40
EFT132768		RETECH RUBBER PTY LTD		Equipment Hire - Fence Panels	\$ 660.00
EFT132769	14/03/2019			Photocopier Charges - February 2019	\$ 10,998.24
EFT132770		RID AUSTRALIA		Material Supply - Mosquito Repellent	\$ 499.99
EFT132771		SCAVENGER SUPPLIES PTY LTD		Material Supply - Resin	\$ 1,126.40
EFT132772		SECUREPAY PTY LTD		Web Payments Security - Transaction Fee	\$ 80.78
EFT132773		SKILL HIRE WA PTY LTD		Casual Staff/Apprentice Fees	\$ 1,828.95
EFT132774		PHILIP SLADE		Refund	\$ 147.00
EFT132775		SOUTHCOAST SECURITY SERVICE		Security Services - C15016	\$ 28.60
EFT132776		SOUTH COAST ENVIRONMENTAL		Advanced Tree Installation - Q18021	\$ 2,508.00
EFT132777		BLUESCOPE DISTRIBUTION PTY LTD		Material Supply - Steel	\$ 3,651.23
EFT132778		STEWART AND HEATON CLOTHING PTY LTD		Emergency Services Uniform Supplies	\$ 106.10
EFT132779		) S JAMIESON		Staff Reimbursement	\$ 157.25
EFT132780		ALBANY LOCK SERVICE		Key Upgrade - C14003	\$ 238.80
EFT132781		T & C SUPPLIES		Hardware And Tool Supplies - Various	\$ 4,186.43
EFT132782		THINKWATER ALBANY		Reticulation Supplies	\$ 4,669.99
EFT132783		THREE ANCHORS		Field Of Light Dining Packages	\$ 2,400.00
EFT132784		TIM WATERS DESIGN		Design Services - Waste Minimisation	\$ 82.50
EFT132785		TIM FRANKLIN ENGINEERING	27	Design Services - CPSP	\$ 3,300.00
EFT132786	14/03/2019	PARKO WA PTY LIMITED	-	Accommodation - Racewars Spotter Pilot	\$ 405.00

EFT	DATE	NAME	DESCRIPTION	AMOUNT
EFT132787	14/03/2019	9 TRUCKLINE	Major Plant Supplies	\$ 137.67
EFT132788	14/03/2019	9 ALBANY TYREPOWER	Tyre Repairs and Maintenance - Q19001	\$ 35.00
EFT132789	14/03/2019	9 UNIVERSITY OF SOUTH AUSTRALIA	Benchmarking Survey - ALAC	\$ 220.00
EFT132790	14/03/2019	9 WJ VERNON	Refund	\$ 243.33
EFT132791	14/03/2019	9 SOUTHERLY MAGAZINE	Advertising - Middleton Beach Festival Poster	\$ 330.00
EFT132792	14/03/2019	9 RT & JR WALKER	Merchandise Order - Forts Store	\$ 120.00
EFT132793	14/03/2019	9 SW WATTS	Refund	\$ 209.00
EFT132794	14/03/2019	9 WAUTERS ENTERPRISES PTY LTD	CPSP Construction - C18018	\$ 82,754.10
EFT132795	14/03/2019	9 WCP CIVIL PTY LTD	Runway Remedial Work - Q19004	\$ 109,352.86
EFT132796	14/03/2019	9 ALBANY & GREAT SOUTHERN WEEKENDER	Advertising - Various	\$ 1,410.00
EFT132797	14/03/2019	9 WESTERN AUSTRALIAN LOCAL GOVERNMENT ASSOCIATION	Subscription Renewal - Workforce and Salary Survey	\$ 1,633.50
EFT132798	14/03/2019	9 LANDMARK LIMITED	Horticultural Supplies - Q18001	\$ 24.20
EFT132799	14/03/2019	9 WEST AUSTRALIAN NEWSPAPERS LIMITED	Advertising - February 2019	\$ 4,674.86
EFT132800	14/03/2019	9 HOLIDAY GUIDE PTY LTD	BookEasy Marketing Fee - February 2019	\$ 386.60
EFT132801	14/03/2019	9 WIDEBAND NETWORKS PTY LTD	Internet Charges	\$ 406.00
EFT132802	14/03/2019	9 WOOLWORTHS GROUP LIMITED	Groceries - Day Care Centre	\$ 2,822.86
EFT132803	14/03/2019	9 WORLDWIDE PRINTING SOLUTIONS	Design Services - ALAC Timetable	\$ 418.00
EFT132804	14/03/2019	9 WESFARMERS LTD	Staff Uniforms	\$ 438.60
EFT132805	14/03/2019	9 K YORK	Staff Reimbursement	\$ 52.78
EFT132806	14/03/201	9 ZENITH LAUNDRY	Laundry Services/Hire	\$ 75.80
				\$ 5,039,152.48

Document Number	Description	Date Sent / Received
EDR1995101	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: INVOICE FOR CONTRACT P18014 - ALBANY HIGHWAY RESURFACING PARTIES: WEST COAST PROFILERS (WCP) SIGNED BY: ANDREW SHARPE CHIEF EXECUTIVE OFFICER (1 COPY)	14/03/2019
EDR1994730	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: APPLICATION FOR DEVELOPMENT APPROVAL FOR THE INSTALLATION OF A SHELTER OVER AN EXISTING BBQ PARTIES: N/A SIGNED BY: ANDREW SHARPE CHIEF EXECUTIVE OFFICER (1 COPY)	07/03/2019
EDR1994766	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: COMPLIANCE ANNUAL RETURN PARTIES: N/A SIGNED BY: ANDREW SHARPE CHIEF EXECUTIVE OFFICER AND DENNIS WELLINGTON MAYOR (1 COPY)	07/03/2019
EDR1994585	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: LOT 25 BAXTERI ROAD CHEYNES BEACH - EXTENSION OF EXISTING GARAGE PARTIES: GEOFF THOMAS SIGNED BY: ANDREW SHARPE CHIEF EXECUTIVE OFFICER (1 COPY)	05/03/2019
EDR1994368	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: APPLICATION FOR DEVELOPMENT APPROVAL - SOLAR PANELS ON EXISTING ROOF - GARRISON RESTAURANT PARTIES: INFINITE ENERGY SIGNED BY: ANDREW SHARPE CHIEF EXECUTIVE OFFICER (1 COPY)	27/02/2019

Document Number	Description	Date Sent / Received
EDR1994369	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: APPLICATION FOR DEVELOPMENT APPROVAL TO REMOVE EXISTING RANGE 4 FIRING LINE SHELTER AND REPLACE WITH NEW AT ALBANY GUN CLUB PARTIES: MATSON FABRICATION SIGNED BY: ANDREW SHARPE CHIEF EXECUTIVE OFFICER (1 COPY)	27/02/2019
EDR1994370	COPY OF EXECUTED DOCUMENT ITEM: N/A RE APPLICATION FOR BUILDING PERMIT TO REVISE INTERNAL WORKS FROM BUILDING PERMIT 163033 - AIRCRAFT HANGAR A PARTIES: MCB CONSTRUCTION PTY LTD SIGNED BY: ANDREW SHARPE CHIEF EXECUTIVE OFFICER (1 COPY)	27/02/2019
EDR1994315	COPY OF EXECUTED DOCUMENTS ITEM: ORDINARY COUNCIL MEETING 18 SEPTEMBER 2012 ITEM 1.1 RE: ANNUAL ENVIRONMENTAL REPORT FOR THE CITY OF ALBANY'S HANRAHAN ROAD LANDFILL, REQUIRED TO BE SUBMITTED TO DEPARTMENT OF ENVIRONMENT REGULATIONS AS PART OF THE LICENCE CONDITIONS PARTIES: DEPARTMENT OF ENVIRONMENT REGULATIONS SIGNED BY: ANDREW SHARPE CHIEF EXECUTIVE OFFICER (1 COPY)	26/02/2019
EDR1994295	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: BUILDING PERMIT APPLICATION FOR NEW UAT AND ENTRY WORKS AT EMU POINT SPORTING CLUB. PARTIES: WREN (WA) PTY LTD SIGNED BY: ANDREW SHARPE CHIEF EXECUTIVE OFFICER (1 COPY)	25/02/2019

Document Number	Description	Date Sent / Received
EDR1994175	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: APPLICATION TO BENDIGO BANK FOR DEVELOPMENT OF POSITIVE AGING MEDIA CAMPAIGN TO PROMOTE TOLERANCE AND RESPECT OF OLDER PEOPLE AS WELL AS PROMOTE THE CONTRIBUTIONS OLDER PEOPLE CONTINUE TO MAKE TO OUR COMMUNITY OFTEN WELL INTO RETIREMENT. PARTIES: N/A SIGNED BY: ANDREW SHARPE CHIEF EXECUTIVE OFFICER (1 COPY)	21/02/2019
EDR1994065	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: AUDIT OF ANNUAL FINANCIAL REPORT OF THE CITY OF ALBANY PARTIES: N/A SIGNED BY: ANDREW SHARPE CHIEF EXECUTIVE OFFICER DENNIS WELLINGTON MAYOR (1 COPY)	20/02/2019
EDR1993993	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: INSTALLATION OF RADIO LINK ANTENNAS X 2 - NEW MOUNTING POLES/NEW FACE MOUNT AND AIR FIBRE ANTENNA ON CROWN LAND VESTED TO CITY OF ALBANY PARTIES: N/A SIGNED BY: ANDREW SHARPE CHIEF EXECUTIVE OFFICER (1 COPY)	19/02/2019
EDR1994029	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: MEMORANDUM OF UNDERSTANDING TO PROGRESS REGIONAL ARTS CULTURAL HERITAGE STRATEGY PARTIES: GREAT SOUTHERN DEVELOPMENT COMMISSION SIGNED BY: ANDREW SHARPE CHIEF EXECUTIVE OFFICER (2 COPIES)	19/02/2019

Document Number	Description	Date Sent / Received
NCSR1995141	COPY OF COMMON SEAL DOCUMENT ITEM: OCM 31/10/2017 DIS049 AND OCM 27/3/2018 DIS084 RE: LOCAL PLANNING SCHEME NO 1. AMENDMENT NO 29. PARTIES: N/A SIGNED BY: CHIEF EXECUTIVE OFFICER, ANDREW SHARPE AND MAYOR DENNIS WELLINGTON (3 COPIES)	14/03/2019
NCSR1994765	COPY OF COMMON SEAL DOCUMENT ITEM: N/A RE: SECTION 70A - NOTIFICATION OF LOTS 220 AND 221 ON DEPOSITED PLAN 414401 PARTIES: CLIFTON WAYNE RICHARDS AND VALERIE JOY RICHARDS SIGNED BY: ANDREW SHARPE CHIEF EXECUTIVE OFFICER AND DENNIS WELLINGTON MAYOR (2 COPIES)	07/03/2019
NCSR1994611	COPY OF COMMON SEAL DOCUMENT ITEM: N/A RE: SURRENDER OF SUB LEASE OVER AIRPORT HANGAR 4 WITH HAMISH WIGHT AND JENNY SCHMIDT (TENANT) AND ALEXANDER JAMES SIMPSON (SUB-TENANT) DATE OF SURRENDER 16 NOVEMBER 2018 PARTIES: HAMISH WIGHT AND JENNY SCHMIDT AND ALEXANDER JAMES SIMPSON SIGNED BY: ANDREW SHARPE CHIEF EXECUTIVE OFFICER AND DENNIS WELLINGTON MAYOR (3 COPIES)	06/03/2019
NCSR1994612	COPY OF COMMON SEAL DOCUMENT ITEM: N/A RE: SECTION 70A AGREEMENT NOTIFYING OF STORM WATER REQUIREMENTS PARTIES: SHAWN P DAWES AND JILLIAN S FEATHERSTONE SIGNED BY: ANDREW SHARPE CHIEF EXECUTIVE OFFICER AND DENNIS WELLINGTON MAYOR (1 COPY)	06/03/2019

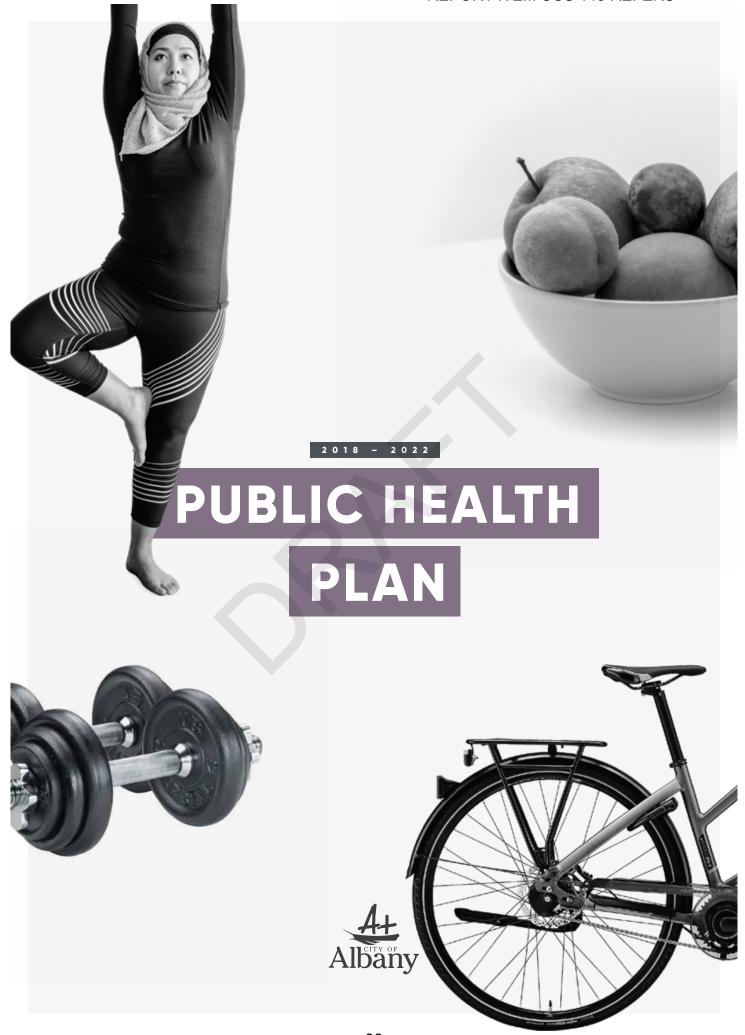
Document Number	Description	Date Sent / Received
NCSR1994394	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: NEW SUB LEASE OVER AIRPORT HANGAR 4 HAMISH WIGHT AND JENNY SCHMIDT (TENANT) AND DEPARTMENT OF BIODIVERSITY, CONSERVATION AND ATTRACTIONS (SUB-TENANT) PARTIES: HAMISH WIGHT AND JENNY SCHMIDT AND DEPARTMENT OF BIODIVERSITY, CONSERVATION AND ATTRACTIONS SIGNED BY ANDREW SHARPE CHIEF EXECUTIVE OFFICER AND	27/02/2019
NCSR1994326	DENNIS WELLINGTON MAYOR (3 COPIES)  COPY OF COMMON SEAL DOCUMENT ITEM: OCM 24/7/2018 RE: LEASE OF RAILWAY STATION BUILDING, BOND STORE AND HARDSTAND AREA BETWEEN THE BUILDINGS ON RESERVE 42792 AND 42793 PROUDLOVE PARADE, ALBANY PARTIES: UNIVERSITY OF WESTERN AUSTRALIA SIGNED BY: CEO ANDREW SHARPE AND MAYOR DENNIS WELLINGTON (2 COPIES)	26/02/2019
NCSR1994330	COPY OF EXECUTED DOCUMENTS ITEM: N/A RE: SECTION 70A AGREEMENT NOTIFYING OF FIREFIGHTING WATER SUPPLY REQUIREMENT PARTIES: ROBERT JG DAVY, CAROLYN M DAVY SIGNED BY: ANDREW SHARPE CHIEF EXECUTIVE OFFICER AND DENNIS WELLINGTON MAYOR (1 COPY)	26/02/2019
NCSR1994237	COPY OF COMMON SEAL DOCUMENT ITEM: N/A RE: PARTIAL SURRENDER OF LEASE FOR ALBANY VOLUNTEER STATE EMERGENCY SERVICES, SANDFORD ROAD FACILITY TO REALIGNMENT OF THE CITY'S PATHWAY THROUGH THE CENTENNIAL PRECINCT. PARTIES: ALBANY VOLUNTEER STATE EMERGENCY SERVICES SIGNED BY: ANDREW SHARPE CHIEF EXECUTIVE OFFICER AND DENNIS WELLINGTON MAYOR (2 COPIES)	22/02/2019

Document Number	Description	Date Sent / Received
NSCR1994188	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: NEGOTIATIONS WITH WESFARMERS CSBP LTD REGARDING THE SALE OF LOTS76,91, 877 AND 893 HANRAHAN ROAD FOR USE AS PASSIVE RECREATION. ANNEXURE A - SPECIAL CONDITIONS CONTRACT OF SALE PARTIES: CSBP LIMITED SIGNED BY: ANDREW SHARPE CHIEF EXECUTIVE OFFICER AND DENNIS WELLINGTON MAYOR (1 COPIES)	21/02/2019
NCSR1993995	COPY OF COMMON SEAL DOCUMENT ITEM: ORDINARY COUNCIL MEETING 27 NOVEMBER 2018 ITEM CCS109 RE: NEW COMMUNITY LEASE OVER THE SENIOR CITIZENS CENTRE ON GREY STREET WEST PARTIES: CHORUS AUSTRALIA LIMITED SIGNED BY: ANDREW SHARPE CHIEF EXECUTIVE OFFICER AND DENNIS WELLINGTON MAYOR (2 COPIES)	19/02/2019

#### REPORT ITEM CCS 142 REFERS

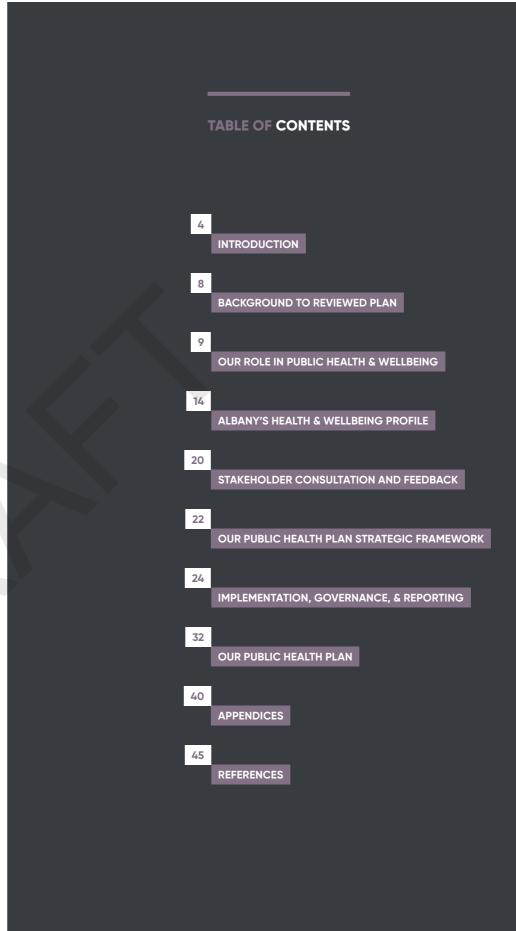
#### **Quarterly Report - Tenders Awarded - January to March 2019**

Contract						Local/Non	Local	Non Local	Tender Value
Number	Name/Subject	Contractor	Start Date	Expiry Date	<b>Contract Term</b>	Local	Content	Content	(inc. GST)
C18020	Landscape & Civil Works - Alison Hartman Gardens	Smith Constructions WA	09-Jan-19	30-Apr-19	End of Defects	Local	100%	0%	\$ 530,990.00
C18018	Construction Multi Use Facility - Centennial Park Eastern Precinct	Wauters Enterprises Pty Ltd	14-Jan-19	05-Jun-19	End of Defects	Local	100%	0%	\$ 885,396.34
C18021	Fabrication and Installation of Pre-Cast Concrete Bus Shelters	MCB Construction Pty Ltd	17-Jan-19	30-Jun-21	2/01/1900	Local	100%	0%	Schedule of Rates
C18024	Albany Airport Trunk Drainage	AD Contractors Pty Ltd	21-Jan-19	29-Apr-19	End of Defects	Local	100%	0%	\$ 377,972.96
C18022	Power, Lighting & Electrical Works - Alison Hartman Gardens	J&S Castlehow Electrical Services	31-Jan-19	28-Apr-19	End of Defects	Local	100%	0%	\$ 336,827.07



# ACKNOWLEDGEMENT OF TRADITIONAL OWNERS

THE CITY OF ALBANY RESPECTFULLY ACKNOWLEDGES THE MENANG NOONGAR PEOPLE AS THE TRADITIONAL CUSTODIANS OF THE LAND ON WHICH THE CITY CONDUCTS ITS BUSINESS, AND PAYS RESPECT TO ELDERS PAST AND PRESENT.









# BACKGROUND TO THE UPDATED PLAN

In June 2016, the City released its first Public Health Plan 2016–2020. Since then, key state and local actions have occurred which have an important influence on the Plan and prompted the need for an interim review:

- In 2016, the City began a three year partnership with WA Country Health Service Great Southern
  Population Health to develop and deliver the Healthy Albany project, which aimed to build the City's health
  promotion capacity and culture so as to increase the reach of preventative health efforts in Albany.
- · In 2016, the State Public Health Act 2016 was enacted, and the State Interim Public Health Plan was released.
- In 2017, the Department of Health released its Public Health Planning Guide for Local Government.
- From early 2018, the Healthy Albany project and its governance structure began transitioning to a City of Albany Public Health Plan focus.

The review was an opportunity for the City to align this Plan with the State Interim Public Health Plan, and further the preventative health capacity-building work initiated by the Healthy Albany partnership.

# THIS UPDATED PLAN STRENGTHENS THE CITY'S FOCUS ON:

- Inequalities in health and wellbeing and the determinants that contribute to health inequity;
- Improving health, wellbeing, and quality of life across the life course (from birth to death); and
- Collaboration and partnerships to achieve a whole-of-system response to our community's health challenges.

# THE UPDATED PLAN HAS BEEN INFORMED AND DEVELOPED USING THE FOLLOWING SOURCES:

- Comparative analysis of the State Interim Public Health Plan, City of Albany Public Health Plan 2016– 2020, the City of Albany 2030 Community Strategic Plan, and the City's Healthy Albany project plan.
- Current Local Government Area (LGA) public health and wellbeing data.
- Feedback collated from community and stakeholder consultation on health and liveability priorities via the City's Community Strategic Plan consultation in 2017, and the City's Public Health Plan consultation in 2015.
- Consultation with the Healthy Albany Project Steering Committee, Healthy Albany Working Group and City service teams.





# OUR ROLE IN PUBLIC HEALTH & WELLBEING

Public health is the art and science of promoting and protecting good health, preventing disease, disability, and premature death, restoring health when it is impaired, and maximising the quality of life when health cannot be restored.<sup>iv</sup>

Local governments are often considered to be 'closest to the people' not only because of the range of services they provide for the community, but also because of the effect of these services on community health and wellbeing." Collectively, these services impact (directly or indirectly) on the health of residents.

WA local governments also have statutory responsibility for public health protection under the Public Health Act 2016, Health (Miscellaneous Provisions) Act 1911 (previously known as the Health Act 1911), Environmental Protection (Noise) Regulations 1997, Food Act 2008, the Tobacco Products Control Act 2006, and a range of subsidiary legislation, by regulating environmental health matters.

These laws place specific obligations on local governments to administer and enforce them.

In addition to the more traditional environmental health roles, local government are now required by the Public Health Act 2016, to initiate a range of other activities, programmes, assets and services, intended to protect and promote the health of communities on behalf of their ratepayers, such as urban planning, parks and facilities, transport, social support and community inclusiveness and participation.

This new direction in planning for health calls for a more integrated approach to the provision of facilities, programmes and services to address not only environmental health, but chronic disease, mental health issues, communicable diseases and other issues common in our communities.<sup>vi</sup>

#### ONGOING ACTIVITY

The City of Albany understands its important role in creating and influencing environments that support healthy living, wellbeing and quality of life at a local level. There are a number of services and initiatives that the City of Albany currently undertakes as part of its core business, including:

- infrastructure and property services, including local roads, bridges, footpaths, drainage, waste collection and management;
- provision of recreation facilities and spaces, such as parks, natural reserves, trails, sports fields and stadiums, swimming pools, sport centres, halls, camping grounds and caravan parks;
- environmental health services to prevent and control environmental health hazards, emissions, and communicable diseases (i.e. tobacco control, water and food safety, noise and air pollution control, mosquito control);
- community programs and events including youth development, access and inclusion, and volunteering;

- **building services,** including inspections, licensing, certification and enforcement;
- · planning and development approvals;
- administration of facilities, such as airports and aerodromes, ports and marinas, cemeteries, parking facilities, child-care, and street parking;
- cultural facilities and services, such as libraries, art galleries and museums;
- · waste management and sewerage services; and
- ranger and emergency services including animal control and fire management.





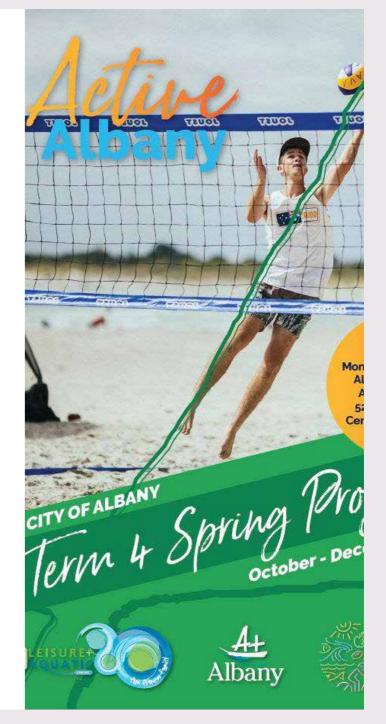
Highlights from the first two years of the City's Public Health Plan are shown below and full details are provided at Appendix A.



Active Albany was developed as a pilot in 2018 to offer free or low cost community based fitness, health or sport workshops and programs at the Albany Leisure & Aquatic Centre and other City facilities.

Since then it has expanded to become a unique and innovative annual program offering a range of diverse and affordable sport and recreational activities, competitions, groups and workshops designed to help community members become more active and healthy on a daily basis.

Key to the program's success is the support from Active Albany partners, volunteers and activity leaders who are qualified, experienced individuals who would like to give back to the community.



#### ACHIEVEMENTS FROM CITY OF ALBANY PUBLIC HEALTH PLAN (JULY 2016 - JUNE 2018)



The Magical Parks Challenge was trialled by the City of Albany during National Parks Week in March 2017.

Four of the City's parks were transformed into digital fantasy playgrounds using the Magical Park Challenge app, combining the great outdoors with mobile gaming.

The parks became blended virtual worlds that kept children and parents engaged and entertained for hours. While exploring the parks, the app provided a range of virtual games and encounters with fairies and unicorns, giants, frightening dinosaurs, and alien-eating monsters.

Based on the positive engagement and feedback from the trial, the Magical Parks Project was extended for an extra year, applying the Magical Park app to a different City of Albany park every month.





The Albany TravelSmart to School (Your Move) Program encourages safe, active transport among Albany's school communities. The City of Albany's TravelSmart Officer worked with local schools to plan and implement programs to encourage their students and staff to walk or ride to work and school. Approximately 250 school children participated in the program which also promoted the benefits of active transport for children's health and the environment.

The Bike Skills Sessions and All Abilities Park Ride was delivered as part of the City of Albany's School Holiday Program for children (over 100 children participated during 2016/2017 school holidays), aimed at encouraging children to ride their bikes to the park and to develop bike safety and skills.





From 2016, this three year partnership project with the WA Country Health Service Great Southern has worked to build on and create policies and processes within the City that enables a "health in all" approach to the planning and delivery of its services and operations.

Healthy Albany has undertaken a range of activities to build the City's health promotion culture and capacity, including, but not limited to:

- The City Healthy Catering Policy & Guideline: Based on the recommendations of the Australian Dietary Guidelines, resources and training were developed and implemented to ensure that City of Albany staff select and provide healthier food and drink choices for themselves, visitors and the community at the City's internal and external meetings, functions, and events.
- Healthy Events: Implemented at the City's 2016/2017 and 2017/2018 summer community events, this project supported food and drink vendors to increase the supply and promotion of healthy menu choices to event patrons, and stimulate community expectations of healthier choices at future events.
- City of Albany Smoke-free Outdoors Policy: Developed in partnership with the Recreation Services team and sporting clubs, the policy seeks to protect the community, in particular children, young people and families, from the harmful effects of second-hand smoke, in the outdoor areas of specified City owned and managed public facilities.
   Implementation of the Policy will begin with the Centennial Park Sporting Precinct.







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# **ALBANY'S HEALTH & WELLBEING PROFILE**

To create a full picture of the health and wellbeing of Albany the City has considered the following:





LEADING CAUSES OF POOR HEALTH, HOSPITALISATION AND DEATH



POOR HEALTH

FACTORS OF

SOCIAL FACTORS THAT INFLUENCE HEALTH AND WELLBEING



#### **ALBANY'S DEMOGRAPHICS**

In 2016, the Albany LGA total population was 36,583. Key demographic data is shown below and further details are available at Appendix B.

Notably, Albany has a significantly higher percentage of seniors and frail-aged people than the Regional WA average.



**OF RESIDENTS WERE BORN IN AUSTRALIA** 



OF OUR **RESIDENTS ARE AGED 50 AND OVER** 



41% 30%

**OF RESIDENTS ARE CHILDREN &** YOUNG PEOPLE (0-25YRS)



OF RESIDENTS ARE **ABORIGINAL AND OF** THIS. NEARLY HALF **ARE AGED UNDER 20** 



FROM A NON-ENGLISH SPEAKING **BACKGROUND (2011-2016)** 



OF RESIDENTS WERE BORN IN THE PHILIPPINES (OUR LARGEST **NON-ENGLISH SPEAKING COUNTRY OF BIRTH)** 



#### KEY CAUSES AND RATES OF HOSPITALISATION, DEATH, AND DISEASE

Many hospitalisations result from conditions which could potentially be avoided with preventative care and early disease management.

#### For the period 2011–2015 in the Albany LGA:

- · Potentially preventable hospitalisations accounted for 6.5% of all hospitalisations of Albany residents.vii
- · Urinary tract infections, dental conditions, chronic obstructive pulmonary disease (COPD), and cellulitis (skin infection) were the top four causes of preventable hospitalisations.
- Rates of cellulitis and asthma were higher compared to the State average.
- Ischaemic heart disease, COPD, prostate cancer and breast cancer were leading causes of avoidable deaths. Smoking,

physical inactivity, overweight, excess alcohol use and poor diet are modifiable risk factors for these conditions.

- Suicide and self-inflicted injuries were the fifth leading cause of avoidable death.
- · The rate of male hospitalisations due to transport accidents (10.0%) was significantly greater than the State rate (7.8%).viii
- Rates for vector-borne disease (caused by mosquitoes, fleas and ticks) were significantly higher than the State rate.



#### **COMMON LIFESTYLE RISK FACTORS**

The prevalence of lifestyle risk factors in our community are important due to their relationship with chronic conditions that are considered to be preventable.

The tables below present the current, self-reported data on lifestyle risk factors in the Albany LGA, many of which contribute to preventable deaths and hospitalisations.

Risk factors/behaviours (people aged 16 years & over, 2016)	Prevalence Estimate	Prevalence Estimate
(people aged to years a over, 2010)	Albany LGA	WA
EATS LESS THAN 2 SERVES OF FRUIT DAILY	48.9%	52.5%
EATS LESS THAN 5 SERVES OF VEGETABLES DAILY	92.3%	89.4%
DRINKS ALCOHOL AT HIGH RISK LEVELS FOR LONG-TERM HARM	17.0%	27.4%
SPENDS 21+ HOURS PER WEEK IN SEDENTARY LEISURE TIME	41.6%	35.3%
LESS THAN 150MINS OF PHYSICAL ACTIVITY PER WEEK	44.0%	36.5%
OVERWEIGHT	34.4%	37.3%
OBESE	41.7%	28.4%
EATS FAST FOOD AT LEAST WEEKLY	38.1%	33.1%
ARTHRITIS	26.9%	20.1%
INJURY (IN PAST 12 MONTHS REQUIRING TREATMENT BY HEALTH PROFESSIONAL)	19.0%	23.0%
MENTAL HEALTH PROBLEM**	24.1%	15.9%

SOURCE: EPIDEMIOLOGY BRANCH, 2018, ALBANY (C) LGA HEALTH PROFILE, 2016, HWSS, WA DEPARTMENT OF HEALTH: PERTH. \*\*DIAGNOSED BY A DOCTOR WITH A STRESS RELATED PROBLEM, DEPRESSION, ANXIETY OR ANY OTHER MENTAL HEALTH PROBLEM IN THE LAST 12 MONTHS

# While lifestyle risk factor information is not readily available for City of Albany's Aboriginal residents, it should be noted that:

- For the State, 39 per cent of Aboriginal people were obese and 67 per cent were overweight or obese in 2012-13. ix
- In 2014-15, 38 per cent of Aboriginal people in WA aged 18 years and over reported high or very high levels of psychological stress which is significantly more than the State prevalence of 7.6 per cent.

Risk factors/behaviours (Children aged 5– 15 years, 2016)	Prevalence Estimate Albany LGA	Prevalence Estimate WA
OVERWEIGHT	14.0%	15.6%
OBESE	7.6%	6.3%
EATS 2 OR MORE SERVES OF FRUIT PER DAY	72.6%	66.1%
EATS 5 OR MORE SERVES OF VEGETABLES PER DAY	9.8%	7.4%
NEVER EATS FAST FOOD (1-15 YEARS)	25.2%	23.7%
SUFFICIENT PHYSICAL ACTIVITY PER DAY*	39.9%	43.7%
BEEN BULLIED IN PAST 12 MONTHS (5 – 15 YEARS)	39.2%	33.2%
POOR FAMILY FUNCTIONING	13.3%	11.5%
NEITHER PARENT SMOKED DURING PREGNANCY	73.2%	77.7%
CHILD NEEDED PROFESSIONAL HELP WITH SPEECH	29.3%	18.7%

SOURCE: EPIDEMIOLOGY BRANCH (2018). ALBANY (C) CHILD HEALTH PROFILE, 2016, HWSS, WA DEPARTMENT OF HEALTH: PERTH
\*60 MINUTES MODERATE TO VIGOROUS PHYSICAL ACTIVITY PER DAY AS PER 2014 AUSTRALIAN PHYSICAL ACTIVITY & SEDENTARY BEHAVIOUR GUIDELINES.

In addition to the risk factors for children cited in the table above:

- In the Great Southern, Aboriginal women are more likely than non-Aboriginal women to be teenage
  mothers, to smoke during pregnancy and to have a low birth weight baby, suggesting the need for targeted
  and culturally appropriate health promotion strategies and antenatal services for these women.<sup>x</sup>
- Almost one quarter (22.3%) of children in the City of Albany were classified as developmentally at risk or developmentally vulnerable.



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#### REPORT ITEM CCS 143 REFERS



#### SOCIAL DETERMINANTS OF HEALTH AND WELLBEING

Understanding our community's health and wellbeing requires more than an understanding of the health status of our residents and the diseases, conditions, and risk factors that contribute the most to deaths and hospitalisations.xi

Differences in health status generally follow a social gradient in which a person's overall health tends to improve at each step up the economic and social hierarchy.xi

The determinants of health include the social and economic environment, the physical environment and individual characteristics and behaviours. Examples include: early childhood experiences,

education, employment, income, social and economic status, housing and geography, social support networks, access and use of health services and the quality of air, soil and water.xii

These determinants can also be viewed as protective factors, and an individual's access to these factors can reduce the likelihood of them suffering from poor health or injury and/or enhance their response to it.

For example, for Aboriginal people, connection to land, family, ancestry, culture and spirituality are protective factors that can provide a source of strength, resilience and empowerment.xiii

Key social determinants of health in the Albany LGA 2016:

23.4% OF CHILDREN (16 & UNDER) LIVE IN LOW INCOME, WELFARE DEPENDENT FAMILIES

21.6% OF CHILDREN LIVE IN FAMILIES WHOSE MOTHER HAS LOW EDUCATIONAL ATTAINMENT

21.1% OF HOUSEHOLDS HAVE LOW INCOME (\$650 PER WEEK OR LESS)

**32.3%** OF LOW INCOME HOUSEHOLDS EXPERIENCE RENTAL STRESS

11.1% OF LOW INCOME HOUSEHOLDS EXPERIENCE MORTGAGE STRESS

53% OF FEMALES AGED 15 YEARS AND OVER PARTICIPATE IN THE LABOUR FORCE (COMPARED TO 60.3% OF MALES)

24.1% OF PEOPLE UNDERTAKE UNPAID VOLUNTARY WORK FOR AN ORGANISATION OR GROUP

40.5% OF RESIDENTS HAVE COMPLETED YEAR 12 OR EQUIVALENT

18% OF PRIVATE DWELLINGS HAVE NO INTERNET CONNECTION

In Australia, the Index of Relative Socioeconomic Disadvantage (IRSD) ranks Australian geographic areas according to their socioeconomic characteristics, using indicators of disadvantage such as low income, high unemployment and low levels of education.

Relative disadvantage is associated with a low number, and scores are standardised so that the average for Australia is always close to 1,000. In 2016, the IRSD for the City of Albany LGA was 989, which was ranked 306th (57th percentile) in Australia and 61st (45th percentile) in Western Australia.xiv

Within the City of Albany there are areas with varying levels of disadvantage. Suburbs falling below the City of Albany IRSD include: Lockyer-Gledhow, Milpara-Orana, Spencer Park-Collingwood Heights, Yakamia, and Centennial Park.

Further data relating to social determinants of health in the Albany LGA are presented in the tables at Appendix D.



# STAKEHOLDER CONSULTATION **AND FEEDBACK**

**2017 COMMUNITY PERCEPTIONS SURVEY** 

As part of the annual community perception survey to inform the City's Community Strategic Plan 2030, community members were asked,

"Overall, what would you mostly like the City of Albany to focus on improving?"

TOP TEN

The list below shows the top 10 community health and wellbeing-related themes from survey responses (ranked by number of responses received per theme).

- ACTIVE TRANSPORT AND TRANSPORT ACCESS
- **EMPLOYMENT AND EDUCATION OPPORTUNITIES**
- **ACTIVITIES, SUPPORT AND SERVICES FOR** YOUNG PEOPLE AND FAMILIES
- RECREATION AND PHYSICAL ACTIVITY
- ACCESS TO HEALTH SERVICES/SPECIALISTS

- COMMUNITY SUPPORT AND INCLUSIVENESS
- COMMUNITY SECURITY, COHESION AND VIBRANCY
- AFFORDABLE HOUSING AND HOMELESSNESS
- DRUG AND ALCOHOL ISSUES
- **ACTIVITIES, SUPPORT AND SERVICES** FOR OLDER PEOPLE



**OVERALL, WHAT WOULD YOU MOSTLY** LIKE THE CITY OF **ALBANY TO FOCUS** ON IMPROVING?

#### MOST COMMON OVERALL THEMES FROM **SURVEY AND ENGAGEMENT FORUMS:**

- IMPROVED AMENITIES FOR PUBLIC OPEN SPACE
- IMPROVED HEALTH AND WELLBEING
- IMPROVED ROADS AND FOOTPATHS
- IMPROVED PUBLIC TRANSPORT
  - NATURAL ASSET DEVELOPMENT
  - OUTDOOR RECREATION

#### CITY OF ALBANY PUBLIC HEALTH PLAN 2016-2020 CONSULTATION

The independent consultant who developed the initial Plan on behalf of the City consulted with 165 adults, 25 young people, 70 staff members and 22 external agencies within Albany.

This consultation identified six locally significant public health issues:

- HEALTHY NUTRITION AND EASY ACCESS TO HEALTHY FOODS
- GETTING PEOPLE MORE ACTIVE MORE OFTEN
- PROMOTING MENTAL HEALTH AND SOCIAL CONNECTIONS
- REDUCING ALCOHOL RELATED HARM
- ADDRESSING SERVICE PROVISION AND **ACTIVITIES FOR AN AGEING POPULATION**
- ENVIRONMENTAL HEALTH PROTECTION

Working within the context of the City strategies, State legislation and guidance, the existing evidence and consultation feedback, opportunities to strengthen the Plan were identified and an updated CoA Public Health Plan Strategic Framework was developed.

















2018-2022 CITY OF ALBANY PUBLIC HEALTH PLAN

# STRATEGIC FRAMEWORK

#### **OUTCOME AREAS**







#### **PRIORITY RISK FACTORS**



PHYSICAL ACTIVITY





MENTAL HEALTH







SOCIAL & ECONOMIC RESOURCES



ENVIRONMENTAL HEALTH

#### **CITY OF ALBANY ROLE**

- Planning & delivery
- Leadership & policy
- Knowledge building
- Partnerships

#### **PRIORITY POPULATIONS**

- Aboriginal people
- Children & young people
- Older people
- People from culturally & linguistically diverse backgrounds
- People with a disability
- People with socio-economic disadvantage

#### **GOVERNANCE**

COA PUBLIC HEALTH WORKING GROUP | ANNUAL ACTION PLAN | COA PUBLIC HEALTH ADVISORY COMMITTEE



#### PUBLIC HEALTH PLAN OUTCOME AREAS

Three overarching outcome areas have been created to capture the breadth of the City's work and influence in community health and wellbeing and be relevant for the duration of the Plan. They reflect the vision the City has for the health and wellbeing of its residents.



#### **HEALTHY, ACTIVE LIFESTYLES**

Reduced levels of physical activity, an increasingly sedentary lifestyle and a reliance on cars for transport all combine to add to the burden of overweight and obesity, chronic disease and other physical and mental health issues.

Our vision is for our residents to have good physical health and be able to make healthy, active lifestyle choices.

As a local government we can support this by making it easier for people to be physically active and make healthy lifestyle choices throughout their lives via:

- Active living: Encouraging interaction with Albany's parks and open spaces, participation in sport and recreation, and use of active transport.
- Healthy eating and drinking: Promoting a healthy, sustainable and safe diet consistent with the Australian Dietary Guidelines and supporting local healthy food systems and settings.



#### SOCIALLY CONNECTED AND EMPOWERED

Community connectedness involves areas of life such as relationships and friendship, networks, self-esteem and day to day support networks. The connections we have with our community enrich our lives.

They are likely to provide us with a sense of belonging, a purpose, an identity, a support time and we may belong to several communities Our vision is for our residents to be socially contribute to community life. We can make it easier for people to do this by enabling:

- Community participation: Providing and promoting opportunities for Albany residents of all ages, backgrounds, and circumstances to connect, learn, reflect, create, and celebrate.
- Equitable access to resources: Addressing inequality and disadvantage in Albany, by working towards equal access to early childhood and parenting support, community information, and affordable transport and housing, for all Albany residents.



#### SAFE & PREPARED

Perceptions of community safety, whether they are real or perceived, impact on the way people feel and interact in their community.

natural disaster or major public emergencies.

Communities can reduce the mental, physical or better recover from disaster, crime, and injury, by working together to be prepared and understand individual responsibilities.

Our vision for this outcome area is for our residents this via our work in the following areas:

- Environmental health protection: Management natural and built environments (i.e. air and water quality, food safety, soil contamination).
- Crime and injury prevention: Working with the community partners to address and promote community safety.
- Emergency management: Identifying risk of, planning for, and responding to extreme weather events (bushfires, drought, flood, heatwaves) and other public emergencies.

#### PRIORITY RISK FACTORS

Priority risk factors are those that are the most significant cause of poor health and wellbeing; are the most amendable to preventative action; and cause the greatest health inequalities across our community.



#### **PHYSICAL INACTIVITY**

Physical inactivity is a modifiable risk factor for the top three avoidable causes of death in the Albany LGA.

The World Health Organisation (WHO) attributes current levels of physical inactivity to increasing sedentariness of domestic and occupational activities, insufficient leisure-time physical activity, increasing use of passive modes of transport, and increased urbanisation.<sup>xv</sup>

Regular physical activity is an important factor in maintain a healthy weight and preventing and managing chronic illnesses such as type 2 diabetes and cardiovascular disease. \*vi The Australian Physical Activity & Sedentary Behaviour Guidelines recommend at least 150 minutes of moderate physical activity per week for adults and at least 60 minutes of moderate to vigorous physical activity per day for children (5 – 17 years).\*vii



#### DIET

Poor diet is a modifiable risk factor for the top four avoidable causes of death in the Albany LGA and also impacts oral health.

Diet has an important effect on health and can influence the risk of various diseases and conditions, including overweight and obesity, coronary heart disease, type 2 diabetes, stroke and some forms of cancer.

Healthy eating at each life stage affects subsequent stages in a cumulative way and is fundamental for healthy ageing and protects against disease. XVIII

The Australian Dietary Guidelines recommend people eat at least 5 serves of vegetables and two serves of fruit every day, drink plenty of water, and limiting the intake of food and drinks containing saturated fats, added salt, added sugar and alcohol.



#### MENTAL HEALTH

Mental health includes our emotional, psychological, and social well-being. It affects how we think, feel, and act, how we handle stress, relate to others, and make choices.

Mental health is important to overall health and wellbeing at every stage of life, from childhood and adolescence through adulthood, and is shaped by various social, economic and physical environments and experiences.

Mental health issues may be temporary and present in response to a particular life event, such as a death, a relationship breakup or job loss. For people with a diagnosed mental health condition, they may experience symptoms that appear for a period of time, go away and then reappear at another point in time. Some people experience enduring and ongoing mental health issues that affect their everyday lives.



#### **ALCOHOL CONSUMPTION**

Alcohol consumption is a modifiable risk factor for the top four avoidable causes of death in the Albany LGA.

Excessive alcohol consumption increases the risk of some health conditions, including coronary heart disease, stroke, blood pressure, liver and pancreatic disease. It also increases the risk of accidents and mental illness. Nationally, one in three domestic violence incidents involve alcohol.\*\*



#### **SMOKING**

Smoking is a modifiable risk factor for the top four avoidable causes of death in the Albany LGA. It increases the risk of developing a number of health conditions, including respiratory disease, coronary heart disease, stroke and several cancers. xxi

Being exposed to second-hand tobacco smoke can also increase the risk of cardiovascular disease, lung cancer and other lung diseases and worsen the effects of other illnesses such as asthma and bronchitis in adults. It is particularly dangerous for children and young people as they have smaller airways and immune systems.



#### **ENVIRONMENTAL SAFETY AND QUALITY**

The environmental conditions in which we live and work affects physical health (e.g. respiratory problems due to air pollution) and mental wellbeing (e.g. poor mental health associated with drought conditions). There are also natural and modified features of the environment (such as green space and water fluoridation) which benefit health.<sup>xxii</sup>

Most Australians have access to clean drinking water, safe food products, and effective waste collection and sanitation. However, factors such as population growth, extreme weather events and climate change place increasing pressure on Australia's natural environment, which can, in turn, adversely affect the health of its population.<sup>xxiii</sup>



#### INJURY

Injury is a major contributor to death, disease and permanent disability in Australia: almost half a million people are hospitalised and 12,000 people die each year as result of injury. Most injuries requiring hospitalisation are the result of falls and transport accidents, and most deaths from injuries occur as a result of falls and suicide.xxiv

People with a prior injury have significantly more health service use (hospital admissions and physician claims) than the general population. Post-traumatic stress disorder and major depressive disorders are the most frequently diagnosed health conditions following post-injury trauma.



#### EQUITABLE ACCESS TO SOCIO-ECONOMIC RESOURCES

According to WHO, the social conditions in which people are born, live and work is the single most important determinant of good health or ill health. This includes factors such as education, employment, income, early childhood development, social exclusion, social support, housing, and transport.

There is clear evidence that health and illness are not distributed equally within the Australian population. Variations in health status generally follow a gradient, with overall health tending to improve with improvements in socioeconomic position. \*\*xxvi\*

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#### PRIORITY POPULATIONS

#### ABORIGINAL PEOPLE

Nationally and State-wide Aboriginal people are more likely to have poorer health and experience chronic disease than non-Aboriginal people, due to socio-economic disadvantage and isolation.

To many Aboriginal people, health is about getting a balance between physical, mental, emotional, cultural, community and spiritual health.

#### CHILDREN & YOUNG PEOPLE

People aged 0 - 24 years make up 29.9% of the Albany LGA population. Good health during childhood and adolescence lays the foundations for a healthy adult life. Investment in the early years is widely recognised as the most effective life stage for long term health and wellbeing outcomes.

Adolescence is also a critical transition period which brings many significant life experiences and decision-making opportunities: education, employment, relationships, housing, legal age for driving, and alcohol consumption. It is often the stage when decisions about risky behaviours are made or positive habits are established.xxvii

#### OLDER PEOPLE

People aged 50 years and over make up 41.0% of the total Albany population. Being healthy and active throughout life will assist people to be healthy and independent as they age (i.e. continuing to participate and contribute, socially and economically to their communities).xxvii

It is important to provide and advocate for services, programs, events and activities that enable older people to stay active in their communities and show that they are valued, supported and celebrated within our community.

#### PEOPLE WHO ARE SOCIO-ECONOMICALLY DISADVANTAGED

Inequities in social determinants such as education, employment, gender, housing and early development can lead to health inequity, higher rates of avoidable disease, and reduced life expectancy.

Within the City of Albany there are areas with varying levels of disadvantage. The City's Plan will focus on those populations that experience significant health inequity.

#### PEOPLE WITH A DISABILITY

Within the Albany LGA 5.7% of the area's population have a disability, which is more than the Regional WA average of 3.8%.

The rate of disability increases markedly with age. People with a disability have lower rates of employment and experience higher rates of discrimination and social exclusion, particularly young people with a disability.

# PEOPLE FROM CULTURALLY & LINGUISTICALLY DIVERSE BACKGROUNDS

From 2011 to 2016, the number of Albany residents who were born overseas increased by 9.0%, and residents from a non-English speaking background increased by 13.7%.

Migrants generally face more difficulties coming into an unfamiliar place due to less connections and little knowledge of services and processes.

CITY OF ALBANY ROLES

There are four key roles that the City has in the implementation of this Plan, which will vary in relation to specific strategies:

#### PLANNING & DELIVERY:

The City plans for and provides specific services and programs, facilities, assets, and infrastructure as part of its strategic plan and core business

#### KNOWLEDGE BUILDING:

The City provides information on, or referral to, community services, opportunities, events, activities and places.

#### LEADERSHIP & POLICY:

The City provides health leadership within the public health sector and the community by using its policies and expertise to support and influence community health and wellbeing. It also advocates to other agencies on community health issues that need specific funding or attention beyond local government.

#### PARTNERSHIPS:

Many types of partnerships (financial and non-financial) are important for the City to effectively undertake its roles above. The City will collaborate with the local community, key stakeholders and internally to promote and develop initiatives for maximum collective health and wellbeing impact.

			WA ST	ATE PUBLIC HEALT	H PLAN
C	ALIGNMENT OF CITY OF ALBANY & STATE PUBLIC HEALTH PLANS		Empowering & enabling people to make healthy lifestyle choices	Providing health protection for the community	Improving Aboriginal health
Z		Healthy eating & drinking	•		•
ALTH PL	Healthy, active lifestyles	Active living	•		•
LICHE	The same of the sa	Community participation	•		•
ANY PUB	Socially connected & empowered	Equitable access to resources	•		•
F ALB		Environmental health protection		•	•
CITYO	Safe &	Crime & injury prevention	•		•
	prepared	Emergency management		•	

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# IMPLEMENTATION, GOVERNANCE & REPORTING

#### IMPLEMENTATION

Monitoring and reporting of the Plan will be coordinated by the City's Community Development team in collaboration with the Health Services team, and requires the delivery of actions by a range of service areas across the City of Albany.

The five year Public Health Plan will be implemented by an annual internal action plan that will identify team actions, responsibilities and timeframes.

#### GOVERNANCE

The strategic and operational governance of the Plan will be overseen by two key groups:

A **City of Albany Public Health Advisory Committee** will meet twice a year to provide strategic advice on the ongoing development, improvement, implementation and evaluation of the Public Health Plan.

The Committee will have representatives from key local external agencies which have a significant role in or influence on community health and wellbeing including, but not limited to:

- · WA Country Health Service
- WA Primary Health Alliance
- · Department of Education
- · Department of Sport & Recreation
- Great Southern Regional Development Commission
- · City of Albany

A **City of Albany Public Health Working Group** will have representatives from the City's teams with the most responsibility for and influence on the Plan's strategies and actions.

The Group meets quarterly to monitor the progress of the annual action plan, discuss key issues and opportunities, and integrate and advocate for health and wellbeing across the City's service and decision-making areas.

#### REPORTING AND REVIEW

Quarterly reporting against the action plan will be undertaken by relevant City service areas, and provided to the Public Health Working Group, the City Executive Management Team, and Council to track progress and identify any opportunities for collaboration and/or improvement. The Action Plan will be reviewed annually to:

- Check the progress of the plan's actions and partnerships.
- · Identify any funding/partnership opportunities.
- · Identify any budget/resource changes.
- · Identify any emerging public health issues.
- Amend/update the action plan for the following year.

A major review of the Public Health Plan will begin in 2022, following the City Community Strategic Plan major review process ending in late 2021.

#### PROGRESS INDICATORS

Changes in health status across the population are usually only seen over long periods of time. Therefore, a range of progress indicators will be used to track the impact and effectiveness of the Plan's strategies and actions over the short, medium and long term.

#### **SHORT TERM:**

- Actions from the PHP annual action plan have been implemented as planned.
- Actions from the PHP annual action plan have been an effective way for the City to focus on health and wellbeing.

(DATA SOURCE/S: QUARTERLY REPORTING ON THE PROGRESS OF THE ANNUAL ACTION PLAN, AND INDIVIDUAL PROJECT/ACTION EVALUATION).

#### **MEDIUM TERM:**

- Improved community perception of community health, wellbeing, and liveability issues and status.
- Improved community perception and use of the City's health, wellbeing, and liveability services and assets.

(DATA SOURCE/S: HEALTH, WELLBEING, AND LIVEABILITY INDICATORS FROM THE CITY OF ALBANY COMMUNITY PERCEPTION SURVEY UNDERTAKEN EVERY TWO YEARS).

#### **LONG TERM:**

- Decrease or no change in prevalence of health risk factors in the community.
- Increased prevalence of protective health factors in the community.
- Decrease or no change in key Albany LGA preventable death and hospitalisation rates.
- Changes in access to socio-economic resources within the community.

(DATA SOURCE/S: LGA POPULATION HEALTH DATA – DEATH AND HOSPITALISATION RATES, RISK FACTOR PREVALENCE RATES, AND SOCIO-ECONOMIC DATA FROM AUSTRALIAN BUREAU OF STATISTICS CENSUS).



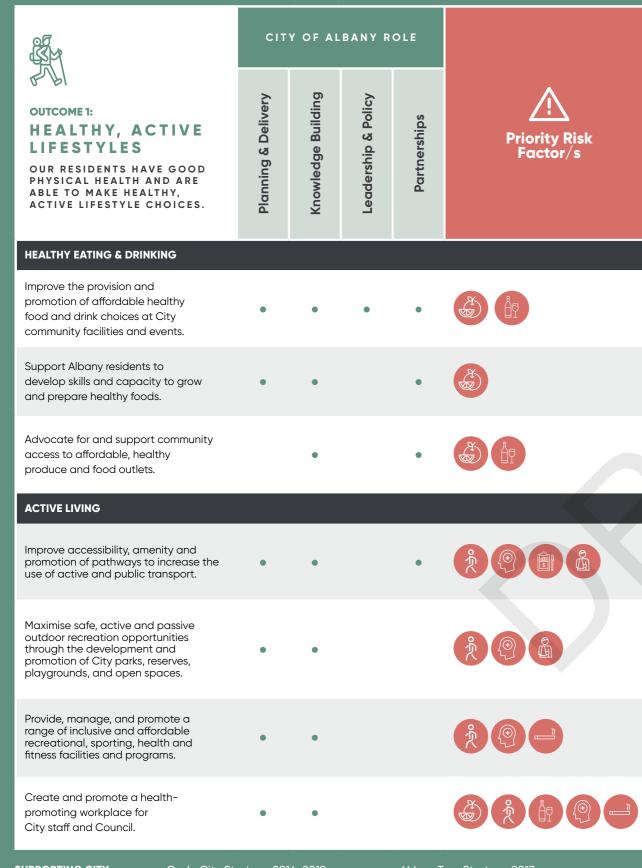






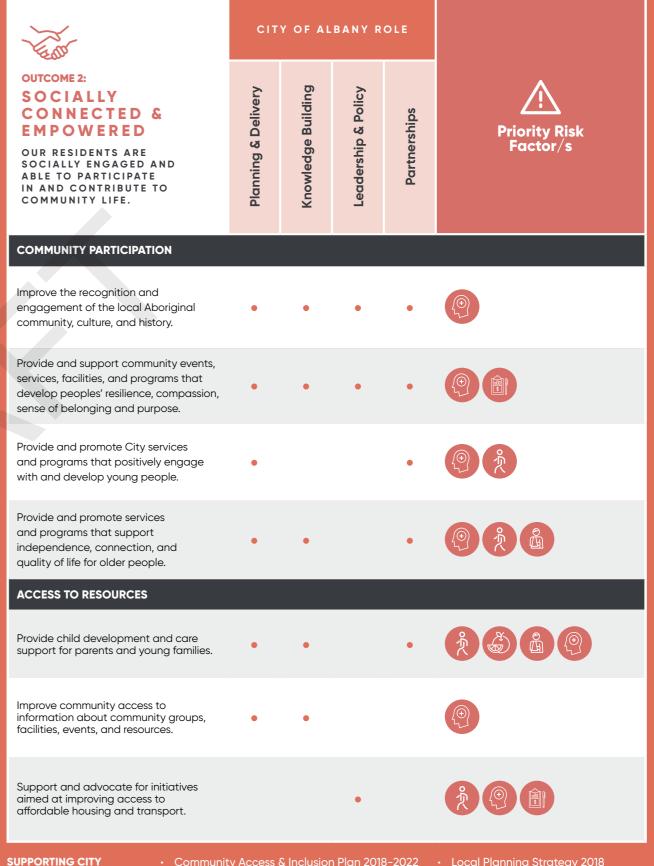


#### **OUR PUBLIC HEALTH PLAN 2018-2022**



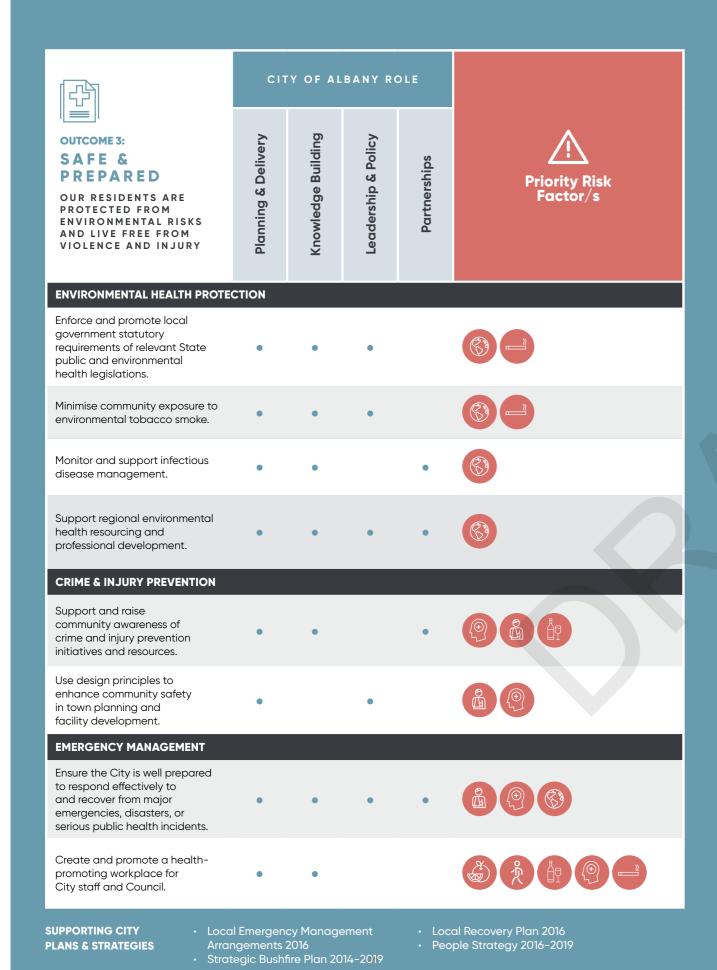
**SUPPORTING CITY PLANS & STRATEGIES** 

- · Cycle City Strategy 2014-2019
- Local Planning Strategy 2018Natural Reserves Strategy 2017-2021
- Urban Tree Strategy 2017 Trails Hub Strategy 2015-2025 Coastal Parks



**PLANS & STRATEGIES** 

- Age Friendly Albany Strategy 2016-2020Youth Friendly Strategy 2017-2020
- Local Planning Strategy 2018



#### **REPORT ITEM CCS 143 REFERS**

**APPENDIX A:** CITY OF ALBANY PUBLIC HEALTH PLAN 2016-2020, PROGRESS TO JUNE 2018.

#### ENVIRONMENTAL HEALTH PROTECTION

- Successful enforcement of and compliance with Environment Health legislation and regulations in the Albany LGA.
- Environmental Health Team Service Delivery Plan developed.
- Food safety workshops for CALD groups delivered.
- · Asbestos Management Policy developed.

#### CHRONIC DISEASE PREVENTION

- Healthy Active by Design principles incorporated into CoA Planning and Major Projects processes.
- Healthy Albany Healthy Club Canteens pilot project undertaken with Albany Junior Soccer Association.
- Healthy Albany Healthy Club Canteens Plan developed for Albany Leisure & Aquatic Centre.
- Healthy Albany Healthy Events pilot and extended program delivered.
- Draft CoA Smoke Free Outdoors Policy & Preliminary Plan for Centennial Park Precinct developed.
- Upgrades to key CoA playgrounds, trails, and cycle paths completed.

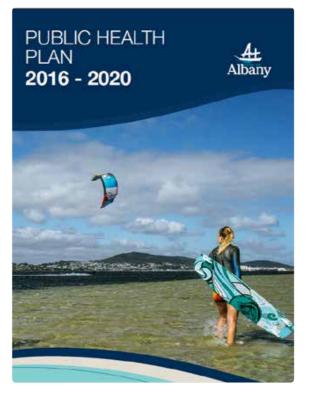
- Active Albany Program pilot and expansion.
- Jamie's Ministry of Food Program 2017 & 2018 at Lockyer Parent & Child Centre delivered.
- Annual Australia Day Event Health Hub delivered.
- · CoA Travel Smart Program and Map delivered.
- CoA Sponsorship Policy updated to include statement on alcohol, tobacco and fast food sponsors.
- PHAIWA Report Card Awards received for Transport Safety and Children's Consultation.

#### ENHANCED COMMUNITY LIFESTYLE

- Delivery of CoA Annual Community Events (Xmas Pageant, NYE Fireworks, Australia Day Festival, ANZAC etc).
- Community Development community activation and engagement events (Youth Festival, Colour Dash, Neighbourhood Days, Vancouver Street Festival etc).
- · CoA participation in Mental Health Week etc.
- · PCYC and Headspace partnerships.
- Progression of the Age Friendly Albany Plan & Youth Friendly Albany Strategy.
- Development and implementation of Access & Inclusion Plan.
- Establishment of Compassionate Communities and Aged Care Charter partnerships.

#### LEADING FROM WITHIN

- Establishment of Healthy Albany Steering Committee and Control Group to facilitate crossagency and team partnerships and activities.
- Implementation of CoA Healthy Catering Policy & Guideline.
- Monthly Staff Newsletters include Healthy & Wellbeing section.
- Development of annual schedule of staff health and wellbeing events and activities.



PUBLIC HEALTH PLAN 2016-2020

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#### APPENDIX B: ALBANY'S DEMOGRAPHICS, 2016

Name	Number	%	Regional WA %
POPULATION SUMMARY			
Total Population	36,583	100.0	100.0
Males	18,051	49.3	51.7
Females	18,528	50.6	48.3
Australian citizens	31,664	86.6	82.0
Eligible voters (citizens 18+)	24,020	65.7	61.0
Aboriginal population	1,214	3.3	8.4
Australian-born	27,191	74.3	71.7
AGE STRUCTURE			
Babies and pre-schoolers (0 to 4)	1,990	5.4	6.7
Primary schoolers (5 to 11)	3,213	8.8	9.8
Secondary schoolers (12 to 17)	3,151	8.6	7.4
Tertiary education/independence (18 to 24)	2,602	7.1	7.0
Young workforce (25 to 34)	3,862	10.6	13.6
Parents and homebuilders (35 to 49)	6,663	18.2	20.8
Older workers & pre-retirees (50 to 59)	5,090	13.9	14.1
Empty nesters and retirees (60 to 69)	4,846	13.2	11.3
Seniors (70 to 84)	4,121	11.3	7.8
Frail aged (85 and over)	1,046	2.9	1.5
Total Population	36,583	100.0	100.0
HOUSEHOLD TYPES			
Couples with children	3,638	25.4	25.8
Couples without children	4,235	29.6	26.0
One parent families	1,388	9.7	8.7
Lone person households	3,687	25.7	22.0
Group households	355	2.5	2.5
Total households (inc. non-classifiable)	14,327	100.0	100.0
DISABILITY & CARERS			
Need for assistance with core activities due to disability	2,070	5.7	3.8
Providing unpaid assistance to a person with a disability, long term illness or old age	3,522	11.8	9.5

SOURCE: AUSTRALIAN BUREAU OF STATISTICS, CENSUS OF POPULATION AND HOUSING 2016.

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#### **REPORT ITEM CCS 143 REFERS**

#### APPENDIX C: CAUSES OF PREVENTABLE DEATHS, HOSPITALISATION AND DISEASE, ALBANY LGA 2011-2015

Name	Number	Regional WA %
TOP CAUSES OF AVOIDABLE DEATH (% OF ALL CASES) 2011 – 2015	ALBANY	WA
Ischaemic heart disease	17.2%	19.7%
Chronic Obstructive Pulmonary Disease (COPD)	9.9%	5.8%
Prostate Cancer	9.4%	2.6%
Breast Cancer	7.9%	6.6%
Suicide and self-inflicted injuries	7.4%	12.7%
Colorectal cancer	6.9%	6.7%
Transport accidents	5.9%	6.1%
Diabetes	4.9%	5.1%
Skin Cancer	4.9%	4.3%
Accidental poisoning by and exposure to noxious substances	3.9%	5.0%
Cerebrovascular diseases	3.4%	5.6%
COLIDER TOD FIFTEEN CALLETS OF AVOIDABLE DEATH FOR ALBANY (C) LICA DECIDENTS EDIDEMICLION OF BRANCH DILL	BLIC HEALTH DIVISION	

SOURCE: TOP FIFTEEN CAUSES OF AVOIDABLE DEATH FOR ALBANY (C) LGA RESIDENTS, EPIDEMIOLOGY BRANCH, PUBLIC HEALTH DIVISION, DEPARTMENT OF HEALTH WA IN COLLABORATION WITH THE COOPERATIVE RESEARCH CENTRE FOR SPATIAL INFORMATION (CRC-SI).

TOP CAUSES OF POTENTIALLY PREVENTABLE HOSPITALISATIONS (% OF ALL CASES) 2011-2015					
Urinary tract infections	11.7%	11.8%			
Dental conditions	11.1%	15.0%			
Chronic Obstructive Pulmonary Disease (COPD)	11.0%	8.4%			
Cellulitis	10.8%	8.4%			
Angina	8.7%	7.0%			
Congestive cardiac failure	8.4%	8.1%			
Iron deficiency anaemia	7.7%	6.8%			
ENT infections	6.8%	7.2%			
Diabetes complications	6.2%	7.2%			
Convulsions & epilepsy	5.3%	5.5%			
Asthma	4.4%	3.7%			

SOURCE: TOP FIFTEEN CAUSES OF INPATIENT ACSC FOR ALBANY (C) LGA RESIDENTS. EPIDEMIOLOGY BRANCH, PUBLIC HEALTH DIVISION, DEPARTMENT OF HEALTH WA IN COLLABORATION WITH THE COOPERATIVE RESEARCH CENTRE FOR SPATIAL INFORMATION (CRC-SI).

INJURY (PER 100,000, 2011-2015)			
Hospitalisation for accidental falls (0-4years) per 100,000	544.0	727.0	
Hospitalisation for accidental falls (65 years & over) per 100,000	3536.9	4294	

SOURCE: SUMMARY OF POPULATION CHARACTERISTICS AND THE HEALTH AND WELLBEING OF THE ALBANY (C) LGA. EPIDEMIOLOGY BRANCH, PUBLIC HEALTH DIVISION, DEPARTMENT OF HEALTH WA IN COLLABORATION WITH THE COOPERATIVE RESEARCH CENTRE FOR SPATIAL INFORMATION (CRC-SI).

NOTIFIABLE DISEASES (PER 100,000, 2011-2015)		
Enteric disease	180.4	179.6
Vector borne diseases	102.1	87.8
Sexually Transmitted Infections (STIs)	457.9	541.6
Vaccine preventable diseases	397.0	397.2
SOURCE: SUMMARY OF POPULATION CHARACTERISTICS AND THE HEALTH AND WELLBEING (	OF THE ALBANY (C) LGA. EPIDEMIOLOGY BRANCH, PUI	BLIC HEALTH

SOURCE: SUMMARY OF POPULATION CHARACTERISTICS AND THE HEALTH AND WELLBEING OF THE ALBANY (C) LGA, EPIDEMIOLOGY BRANCH, PUBLIC HEALT DIVISION, DEPARTMENT OF HEALTH WA IN COLLABORATION WITH THE COOPERATIVE RESEARCH CENTRE FOR SPATIAL INFORMATION (CRC-SI).

MENTAL HEALTH 2011-2015		
Hospitalisation due to mental disorder (% of total hospitalisations by principal diagnosis 2011-2015)	4.0%	2.6%
Age group most affected by mental disorders 2011–2015	24-44yrs	24-44yrs
COLIDOR LIFE THE COLOT OF A CALLERY OF THE ALBERT OF THE A	EDIDENIOLO OVERDANIOLI DURILO LICALE	FI I

SOURCE: HEALTH STATUS REPORT ON MENTAL DISORDERS HOSPITALISATIONS FOR THE ALBANY (C) LGA. EPIDEMIOLOGY BRANCH, PUBLIC HEALTH DIVISION, DEPARTMENT OF HEALTH WA IN COLLABORATION WITH THE COOPERATIVE RESEARCH CENTRE FOR SPATIAL INFORMATION (CRC-SI).

YOUTH SUICIDE (PER 100,000, 2011-2015)					
Males (15 – 24 years)	31.0	19.6			
Females (15 – 24 years)	9.8	7.7			

SOURCE: SUMMARY OF POPULATION CHARACTERISTICS AND THE HEALTH AND WELLBEING OF THE ALBANY (C) LGA. EPIDEMIOLOGY BRANCH, PUBLIC HEALTH DIMISION, DEPARTMENT OF HEALTH WA IN COLLABORATION WITH THE COOPERATIVE RESEARCH CENTRE FOR SPATIAL INFORMATION (CRC-SI).

#### APPENDIX D: PREVALENT HEALTH RISK FACTORS, ALBANY LGA, 2016

Name	Number	Regional WA %
RISK FACTORS/BEHAVIOURS	PREVALENCE ESTIMATE	PREVALENCE ESTIMATE
(People aged 16 years & over, 2016)	Albany LGA	WA
East less than 2 serves of fruit daily	48.9%	52.5%
Eats less than 5 serves of vegetables daily	92.3%	89.4%
Drinks at high risk levels for long-term harm	17.0%	27.4%
Spends 21+ hours per week in sedentary leisure time	41.6%	35.3%
Less than 150mins of physical activity per week	44.0%	36.5%
Current high blood pressure	17.3%	15.6%
Current high cholesterol	15.3%	16.6%
Overweight	34.4%	37.3%
Obese	41.7%	28.4%
Eats fast food at least weekly	38.1%	33.1%
Attended a primary health care service in past 12 months	91.3%	89.6%
Arthritis	26.9%	20.1%
Injury (in past 12 months requiring treatment by health professional)	19.0%	23.0%
Mental Health Problem**	24.1%	15.9%

SOURCE: EPIDEMIOLOGY BRANCH, 2018, ALBANY (C) LGA HEALTH PROFILE, 2016, HWSS, WA DEPARTMENT OF HEALTH: PERTH.

<sup>\*\*</sup>DIAGNOSED BY A DOCTOR WITH A STRESS RELATED PROBLEM, DEPRESSION, ANXIETY OR ANY OTHER MENTAL HEALTH PROBLEM IN THE LAST 12 MONTHS

RISK FACTORS/BEHAVIOURS (CHILDREN AGED 5- 15 YEARS, 2016)	PREVALENCE ESTIMATE ALBANY LGA	PREVALENCE ESTIMATE
Overweight	14.0%	15.6%
Obese	7.6%	6.3%
Eats 2 or more serves of fruit per day	72.6%	66.1%
Eats 5 or more serves of vegetables per day	9.8%	7.4%
Never eats fast food (1-15 years)	25.2%	23.7%
Sufficient physical activity per day*	39.9%	43.7%
Been bullied in past 12 months (5 – 15 years)	39.2%	33.2%
Poor family functioning	13.3%	11.5%
Neither parent smoked during pregnancy	73.2%	77.7%
Child needed professional help with speech	29.3%	18.7%
SOLIDOE: EDIDEMIOLOGY RRANCH (2018) ALRANY (C) CHILD HEALTH PROFILE 2016 HWSS WA DEPARTMENT OF HEALTH	H- PERTH *60 MINI ITES MODERATE TO VIGOROUS PHYS	SICAL ACTIVITY

SOURCE: EPIDEMIOLOGY BRANCH (2018). ALBANY (C) CHILD HEALTH PROFILE, 2016, HWSS, WA DEPARTMENT OF HEALTH: PERTH \*60 MINUTES MODERATE TO VIGOROUS PHYSICA PER DAY AS PER 2014 AUSTRALIAN PHYSICAL ACTIVITY & SEDENTARY BEHAVIOUR GUIDELINES. "\*RESULT HAS RSE BETWEEN 25% AND 50% AND SHOULD BE USED WITH CAUTION

IMMUNISATION		
Fully immunised as at 30 March 2017 Aged 12 - 15 months	96.2%	94.0%
Fully immunised as at 30 March 2017 Aged 24 - 27 mths	91.6%	89.0%
Fully immunised as at 30 March 2017 Aged 60 - 63mths	95.7%	92.0%
SOURCE: AUSTRALIAN CHILDHOOD IMMUNISATIONS REGISTER		

PRE-NATAL AND ANTE-NATAL INDICATORS		
Mothers smoking during pregnancy 2012-2014	12.5%	n/a
Low birth weight babies 2012-2014	6.2%	n/a
Teenage births (% of total births)	4.7%	n/a
SOURCE: PUBLIC HEALTH INFORMATION DEVELOPMENT UNIT (PHIDU), SOCIAL HEALTH ATLAS OF AUSTRA (ONLINE), AT: HTTP://WWW.PHIDU.TORRENS.EDU.AU/SOCIAL-HEALTH-ATLASES/DATA (ACCESSED 23 APF		

AUSTRALIAN EARLY CHILDHOOD DEVELOPMENT INDICATORS 2015		
Physical Health & Wellbeing – developmentally at risk	10.9%	11.3%
Physical Health & Wellbeing – developmentally vulnerable	11.4%	9.9%
Developmentally vulnerable in one or more domains	21.4%	21.3%

10.5%

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SOURCE: SUMMARY OF POPULATION CHARACTERISTICS AND THE HEALTH AND WELLBEING OF THE ALBANY (C) LGA. EPIDEMIOLOGY BRANCH, PUBLIC HEALTH DIVISION, DEPARTMENT OF HEALTH WA IN COLLABORATION WITH THE COOPERATIVE RESEARCH CENTRE FOR SPATIAL INFORMATION (CRC-SI).

Developmentally vulnerable in two or more domains

**REPORT ITEM CCS 143 REFERS** 

#### APPENDIX D: PREVALENT HEALTH RISK FACTORS, ALBANY LGA, 2016

EDUCATION 2016	ALBANY	REGIONAL WA	WA
Completed Year 12 or equivalent C	40.5%	38.7%	51.7%
Completed Year 10 or equivalent C	27.4%	26.4%	20.6%
EMPLOYMENT & WORK 2016			
Employed population	94.9%	93.6%	92.2%
Employed full time	52.7%	59.1%	57.0%
Employed part time	40.5%	32.6%	33.6%
Unemployment rate (C)	5.1%	6.4%	7.8%
% of working residents who travel outside of Albany area to work	8.7%	n/a	n/a
Female labour force participation (% of females 15 years & over)*	53.0%	55.3%	58.0%
Unpaid voluntary work for an organisation or group	24.1%	23.3%	19.0%
SOURCE: AUSTRALIAN BUREAU OF STATISTICS, CENSUS OF POPULATION AND HOUSING 2016 *PROPORTION OF THE FEMALE			

POPULATION AGED 15 YEARS AND OVER THAT WAS EMPLOYED OR ACTIVELY LOOKING FOR WORK

FAMILIES WITH CHILDREN UNDER 15 YEARS 2016			
Single parent families (% of total households with children)	9.7%	8.7%	9.6%
Children in low income, welfare dependent families (16 yrs & under)	23.4%	26.0%	19.4%
SOURCE: AUSTRALIAN BUREAU OF STATISTICS, CENSUS OF POPULATION AND HOUSING 2016			
Jobless families with children 15 & under (% of total families)	11.7%	13.4%	10.8%
Children in families where the mother has low educational attainment (2016 Census)	21.6%	n/a	n/a

SOURCE: PUBLIC HEALTH INFORMATION DEVELOPMENT UNIT (PHIDU), SOCIAL HEALTH ATLAS OF AUSTRALIA: LOCAL GOVERNMENT AREA (ONLINE), AT: HTTP://WWW.PHIDU.TORRENS.EDU.AU/SOCIAL-HEALTH-ATLASES/DATA (ACCESSED 23 APRIL 2018).

INCOME & INCOME SUPPORT 2016			
Median total household income (weekly) C	\$1,209	\$1,595	\$1,210
Households with low income (\$650/week or less) C	21.1%	18.2%	16.2%
SOURCE: AUSTRALIAN BUREAU OF STATISTICS, CENSUS OF POPULATION AND HOUSING 2016			

GOVERNMENT INCOME SUPPORT (AT JUNE 2016)			
Households with low income, welfare dependent families with children (% of total families)	10.8%	12.9%	9.4%
People receiving unemployment benefits (% of people 16 – 64 yrs)	6.1%	6.8%	5.0%
People receiving long term unemployment benefits longer than six months (% of people 16 – 64 yrs)	4.8%	5.5%	3.9%
Disability support pensioners (% of people 16-64 yrs)	6.6%	4.6%	3.3%
Health Care Card Holders (% of people 0 – 64 yrs)	7.2%	7.3%	6.3%
Female sole parent beneficiaries (% of total females 15 – 54 yrs)	4.6%	5.5%	3.6%
Pensioner Concession Card holders (% of people over 15 yrs)			25.9%
Youth unemployment beneficiaries (% of people 16-24 yrs)	4.3%	5.1%	3.1%
Age pensioners (% of people aged 65 yrs & over)	69.2%	67.4%	64.9%
Seniors Health Care Card holders (% of people 65 yrs & over)	10.7%	8.8%	8.5%

SOURCE: PUBLIC HEALTH INFORMATION DEVELOPMENT UNIT (PHIDU), SOCIAL HEALTH ATLAS OF AUSTRALIA: LOCAL GOVERNMENT AREA (ONLINE). AT: HTTP://WWW.PHIDU.TORRENS.EDU.AU/SOCIAL-HEALTH-ATLASES/DATA (ACCESSED 23 APRIL 2018).

<sup>\*</sup>RESULT HAS RSE BETWEEN 25% AND 50% THEREFORE SHOULD BE USED WITH CAUTION

#### APPENDIX D: PREVALENT HEALTH RISK FACTORS, ALBANY LGA, 2016 (CONT.)

HOUSEHOLD CHARACTERISTICS 2016			
Median rent (weekly) 2016 Census	\$280	n/a	\$347
Number of total households renting (% of total households)	23%	25.4%	23.4%
Number of social housing dwellings (% of total households)	5.6%	6.4%	3.8%
Median mortgage payment (monthly)	\$1,600	n/a	\$1,993
Private dwellings with no motor vehicle (% of total dwellings)	4.4%	4.8%	4.9%
Private dwellings with no internet connection (% of total dwellings)	18.0%	16.8%	12.1%
SOURCE: AUSTRALIAN BUREAU OF STATISTICS, CENSUS OF POPULATION AND HOUSING 2016			
Low income households with mortgage stress	11.1%	10.2%	10.1%
Low income households with rental stress	32.3%	21.2%	27.8%

SOURCE: PUBLIC HEALTH INFORMATION DEVELOPMENT UNIT (PHIDU), SOCIAL HEALTH ATLAS OF AUSTRALIA; LOCAL GOVERNMENT AREA (ONLINE), AT: HTTP://WWW.PHIDU.TORRENS.EDU.AU/SOCIAL-HEALTH-ATLASES/DATA (ACCESSED 23 APRIL 2018).

CRIME STATISTICS 2016-2017, ALBANY LGA		
Type of Offence	Albany Total	% of total offences
Stealing	783	26.4%
Drug Offences	454	15.3%
Fraud & Related Offences	416	14.0%
Property Damage	356	12.0%
Assault (Family)	199	6.7%
Dwelling Burglary	195	6.6%
Breach of Violence Restraint Order	172	5.8%
Assault (Non-Family)	120	4.0%

SOURCE: WA POLICE CRIME STATISTICS 2016-2017, ONLINE PORTAL ACCESSED 12 APRIL

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#### REPORT ITEM CCS 143 REFERS

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# **City of Albany**

# LOCAL PLANNING STRATEGY 2019 Part 1

Prepared under Planning and Development Act 2005

Prepared under the Planning and Development (Local Planning Schemes) Regulations 2015
Under Clause 14 of the Regulations, this Local Planning Strategy revokes
Albany Local Planning Strategy 2010

#### **REPORT ITEM DIS 155 REFERS**

City of Albany Local Planning Strategy 2019 - Part 1

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City of Albany

Local Planning Strategy 2019 - Part 1

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# **Executive Summary**

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

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

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

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

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

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

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

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

#### 1. INTRODUCTION

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

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

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

#### 2. VISION AND ASPIRATIONS

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

#### 2.1 Vision

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

#### 2.2 Aspirations

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

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#### 3. OBJECTIVES

The objectives of the Local Planning Strategy are to:

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

#### 4. POPULATION AND SETTLEMENT

#### 4.1 Urban Growth

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

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

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

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

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

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

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

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

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

Strategic direction: Plan for predicted population growth to 2026.

#### Action/s

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

#### Strategic direction: Plan for predicted population growth to 2026.

#### Action/s

- support for existing and proposed activity centres through a diversification and intensification of land uses, including housing and community facilities and services;
- co-ordination and equitable provision of infrastructure;
- provision of appropriate levels of community services and facilities;
- provision of integrated public transport, walking and cycling infrastructure;
- provision of sufficient active and passive public open space;
- plan for development in predominantly existing cleared areas;
- protection of environmental qualities; and
- assessment of the environmental health risk in accordance with the City's Public Health Plan;
- consistent with Liveable Neighbourhoods;
- 4. Rezone land identified in endorsed structure plans through amendments to the Local Planning Scheme.
- 5. Development shall be predominately in existing cleared areas.
- 6. Development shall provide full urban services including reticulated sewerage.

#### 4.2 Urban Consolidation and Infill Development

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

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

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

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

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

#### Action/s

1. Identify 'brownfield' sites and underutilised land in the City and prepare appropriate planning responses to urban consolidation opportunities in areas designated as 'Urban' on Figure 2.

#### 2. Investigation Area 1 – Centennial Park Urban Renewal Area

Identify Centennial Park as an urban renewal area and prepare a Structure Plan to:

- investigate current zonings and land uses;
- manage the transition of land uses;
- provide for a range of residential densities in order of R40 to RAC;
- better utilise available land;
- deliver land use and housing diversity and choice;
- increase employment opportunities;
- improve community services and facilities;
- enhance the townscape, urban amenity and attractiveness of the area;
- increase social and cultural capital; and
- reduce the need for people to travel by car.

#### 3. Investigation Area 2 - Wool Stores

Facilitate the preparation of a structure plan that shows how the site can be redeveloped and addresses the following matters:

- potential mixed use development, with a focus on tourism;
- connection to sewer;
- coastal planning considerations;
- land contamination considerations;
- visual/landscape protection;
- the interface with the future Albany Ring Road;
- potential impacts of noise and vibration from the railway line and associated environmental buffer requirements; and
- any other requirements that may be determined by the City of Albany or State government agencies.
- 4. Support the collaboration between the City and State government in the redevelopment of the Spencer Park Urban Renewal Area.
- 5. Identify localities or precincts in the City suitable for increases in residential density (infill development) based on:
  - accessibility to services and facilities;
  - utility infrastructure;
  - · heritage, character and amenity; and
  - land capability.
- 6. Support actions 1-4 through appropriate Local Planning Scheme amendments and the implementation of local planning policies, including but not limited to:
  - A local planning policy to control built form outcomes and protect residential amenity and the character of localities/precincts identified for infill development.
  - Establishment of a Development Contribution Area across the whole Scheme area to obtain developer contributions for provision of infrastructure.

#### 4.3 Rural Living

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

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

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

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

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

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

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

### Action/s

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

In amending the structure plan, the full possible extent of the estate must be shown and considered.

- 4. The City will not support any further rezoning of land to the Special Residential zone.
- 5. During the review of the local planning scheme, allocate existing Special Residential zoned land to either the 'Rural Residential' or the 'Residential' zone in accordance with the prevailing lot size and other criteria as considered relevant.

# 4.4 Rural Villages

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

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

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

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

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

#### Action/s

- 1. Support settlement growth within the boundaries of the following rural villages, as identified in Figures 3 and 4, subject to the requirements of relevant State and local government policies:
  - Elleker;
  - Kalgan;
  - Many Peaks; and
  - Wellstead

to meet the needs of hinterland communities, diversify land uses and respond to growth opportunities.

- 2. Settlement growth is not supported in the following rural villages:
  - Cheynes Beach;
  - Cuthbert;
  - · Redmond;
  - South Stirling;
  - Torbay;
  - Torbay Hill; and
  - Young Siding.
- 3. Facilitate the retention and improvement of community facilities and services and support diversification of land uses in all rural villages to grow self-sufficient settlements that sustain hinterland communities.
- 4. Support potential growth and development opportunities in the commercial, tourism, agriculture and resources sectors in rural villages.
- 5. Review Local Planning Scheme provisions and zoning table relating to the 'Rural Village' zone to ensure the permissibility of a diverse range of land uses and to remove the requirement for the preparation of structure plans.

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# 4.5 Housing

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

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

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

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

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

**Strategic direction:** Deliver a diverse and affordable housing market.

#### Action/s

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

# 4.6 Community Services and Facilities

#### Sport and Recreation

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

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

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

#### **Education**

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

#### Health

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

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

# Action/s

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

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

#### Action/s

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

# 4.7 Heritage and Culture

# 4.7.1 Aboriginal Heritage

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

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

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

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

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

### Action/s

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

# 4.7.2 Historic Heritage

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

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

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**Strategic direction**: Conserve places and areas of **European** historic heritage significance.

### Action/s

- 1. Review and continuously update the Heritage Survey.
- 2. Review and update the Heritage List within the Local Planning Scheme.
- 3. Identify 'heritage areas' in the Local Planning Scheme and prepare a local planning policy that sets out the objectives and development guidelines for conserving the significant heritage fabric of these area.
- 4. Ensure that heritage matters are addressed in consideration of development and redevelopment of heritage sites places and heritage areas.

# 4.8 Public Transport, Walking and Cycling

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

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

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

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

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

#### Action/s

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

# 5. ECONOMY AND EMPLOYMENT

# 5.1 Activity Centres

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

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

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

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

# Action/s

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

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

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

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

#### Action/s

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

Ensure that prior to the approval of any major redevelopment within a neighbourhood centre to diversify land use, a Structure Plan has been prepared and endorsed.

- 6. Review the statutory framework for activity centres under the Local Planning Scheme to:
  - rationalise regional centre zones (i.e. Highway Commercial, 'Regional Mixed Use' and 'Regional Mixed Use Business'), considering model scheme text;
  - review the land use permissibility's in the Zoning Table of the Local Planning Scheme of these zones; and
  - consolidate the 'Local Centre' and 'Neighbourhood Centre' zones of the Bayonet Head activity centre.
  - maintain the maximum floor space allocation for each of the activity centres within the lifespan of this Strategy; and
  - introduce performance-based criteria to diversify neighbourhood centres into true activity centres.

# 5.2 Industry

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

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

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

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

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

### Action/s

- 1. Maintain and protect existing General Industry zoned land to ensure appropriate land supply to 2031.
- 2. Encourage land release in the existing Pendeen Estate.

# 3. Investigation Area 4 - Mirambeena Strategic Industrial Expansion Area

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

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

### 4. Investigation Area 5 - Pendeen Expansion Area

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

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

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

#### Action/s

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

#### 5. Investigation Area 6 - Proposed Ardess Estate Light Industrial Area

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

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

#### 6. Investigation Area 7 - Robinson Industrial Area

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

#### 7. Investigation Area 8 - Gledhow Industrial Area

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

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

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

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

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

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

#### Action/s

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

## 9. Investigation Area 10 - Mueller Street

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

- 10. Introduce the 'Strategic Industry' zone into the local planning scheme and identify Mirrambeena as a 'Strategic Industry' zone.
- 11. Recognise established commercial land uses by designating Lots 12, 13, 14 and 15 Albany Highway, Milpara as 'Commercial'.

### 5.3 Tourism

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

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

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

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

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

#### Action/s

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

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

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

Include Tourism zone in new Scheme.

Land identified for Tourism is shown in Figure 2. The City will not support rezoning of any land to tourism which is not identified on the strategy map, until such time as the Tourism Planning Strategy is finalised.

- 2. Support the outcomes of the Tourism Planning Strategy through appropriate Local Planning Scheme provisions and Local Planning Policies.
- 3. During the review of the Local Planning Scheme, review tourist related zones and provisions consistent with the model scheme text.

# 5.4 Rural - Agricultural Diversification

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

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

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

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

#### Action/s

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

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

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

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

#### 5.5 Education Growth

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

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

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

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

#### Action/s

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

# 6. ENVIRONMENT

# 6.1 Vegetation & Biodiversity Conservation

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

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

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

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

### Action/s

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

# 6.2 Rivers, Estuaries and Wetlands

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

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

#### Action/s

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

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

# 6.3 Rural - Land and Soil

#### Rural Land

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

#### Basic Raw Materials

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

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

## Landscape Protection

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

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

## Action/s

#### **Rural Land**

- 1. Protect agricultural land from urban sprawl and inappropriate development.
- Identify strategic agricultural industries and protect these industries from sensitive or incompatible land uses. Sensitive land uses, rural pursuits and rural industries will only be approved where it can be demonstrated that they will not limit the existing or potential operations on rural land.
- 3. Advocate for the preparation of high quality agricultural land mapping of the Great Southern through the Department of Primary Industries and Regional Development.
- 4. Designate identified high quality agricultural land as 'priority agricultural' on the Strategy map once the information becomes available.
  - Rationalise the 'Priority Agriculture' and 'General Agriculture' zones under the Local Planning Scheme, in accordance with outcome of the high quality agricultural land mapping and the model scheme text.
- 5. Support non-rural uses that are compatible with and complement the primary use of the land.
  - Formulate appropriate planning responses to potential irrigated agricultural precincts to facilitate more intensive and diverse use of agricultural land.

## **Basic Raw Materials**

- Known Basic Raw Materials deposits are identified on Figure 2 and are to be retained in the Rural zone in the local planning scheme.
- 6. Protect existing and potential sites for basic raw material and agricultural mineral extraction and consider land use conflicts, environmental values, visual impact and buffer areas where necessary.
- 7. Enable mineral exploration and extraction in accordance with acceptable environmental and amenity standards.

# **Landscape Protection**

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

#### Action/s

Identify landscape priority areas.

- 8. During the review of the Local Planning Scheme, incorporate suitable provisions to guide development in landscape priority areas.
  - Identify degraded landscapes and develop measures to rehabilitate them.
- 9. Consideration the visual quality and character of natural and rural landscapes in the assessment of land uses and development in areas designated as landscape protection.

Support subdivision of rural land only in accordance with State Planning Policy 2.5 Rural Planning, and the Western Australian Planning Commission's Development Control Policy 3.4 Subdivision of Rural Land.

Review land use table with regard to Rural and Priority Agricultural zones and appropriate land uses and provide suitable permissibility of land uses to encourage agricultural activity and carefully manage potential conflicting uses within rural zones.

# 6.4 Coastal Planning and Management

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

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

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

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

#### Action/s

- 1. Include requirements for the preparation of foreshore management plans as a condition of subdivision and development, where it is likely to have impacts on coastal and estuarine foreshore areas.
- 2. Provide for appropriate setback in areas subject to erosion sea level rise and flooding determined by an assessment of physical coastal processes in accordance with State Planning Policy 2.6 State Coastal Planning.

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

### Action/s

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

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

#### 6.5 Bushfire Risk

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

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

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

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

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

#### Action/s

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

# 7. INFRASTRUCTURE

# 7.1 Roads

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

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

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

### Action/s

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

# 7.2 Albany Regional Airport

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

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

### Action/s

- 1. Maintain the Albany Airport noise special control area under the Local Planning Scheme to protect the airport from sensitive land uses and include the Obstacle Limitation Surface as a matter that will be considered in applications for planning approval.
- 2. Investigate the need to protect land from development that could compromise future expansion of the airport.
- 3. Investigation Area 12 Potential Airport Business Area

Identify Albany Regional Airport as an investigation area and prepare a structure plan that show future expansion and development of industry and businesses associated with aviation services and logistics to create or develop competitive advantages.

# 7.3 Albany Port

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

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

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

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

#### Action/s

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

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

### Action/s

- 5. Designate boat harbour land and associated seabed area at the Waterfront and relevant City reserve land at Emu Point as 'Strategic Infrastructure' and reserve the land for this purpose during review of the Local Planning Scheme.
- 6. Investigate an appropriate zone for the 5 privately owned freehold lots zoned 'Port Industry' during the review of the Local Planning Scheme.

Consider land use diversification on private lots within the Port precinct, where it can be demonstrated that it will not compromise the ongoing operation of the Port.

# 7.4 Rail

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

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

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

### Action/s

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

# 7.5 Service Infrastructure

## Energy

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

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

## Water and Wastewater Infrastructure

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

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

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

### Waste Disposal Site Requirements

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

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

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

## Action/s

#### Energy

1. Identify land requirements for power generation facilities, reserve this land appropriately under the Local Planning Scheme and establish appropriate buffers.

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

### Action/s

#### Water and Wastewater Infrastructure

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

# Waste Disposal Site Requirements

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

# 8. IMPLEMENTATION

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

The following mechanisms will be used to implement the Strategy:

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

# **Review of the Local Planning Scheme and amendments**

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

### **Local Planning Policies**

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

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

#### **Structure Plans**

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

#### **Local Plans**

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

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

## **Preparation of further targeted strategies**

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

#### **Incentives**

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

# **Advocacy/Promotions**

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

## **Collaboration/Partnerships**

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

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# APPENDIX 1: INVESTIGATION AREAS

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

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

# Investigation Area 1(AI1) - Centennial Park Urban Renewal Area

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

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

### *Investigation Area 2 (IA2) – Wool Stores*

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

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

#### *Investigation Area 3 (IA3) – Neighbourhood and Local Centres*

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

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

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

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

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

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

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

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

### Investigation Area 5 (IA5) - Pendeen Expansion Area

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

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

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

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

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

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

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

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

### Investigation Area 8 (IA8) - Robinson Industrial Area

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

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

# Investigation Area 9 (IA9) – Gledhow Industrial Area

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

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

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

## Investigation Area 10 (IA10) - Mueller Street

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

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

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

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

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

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

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

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

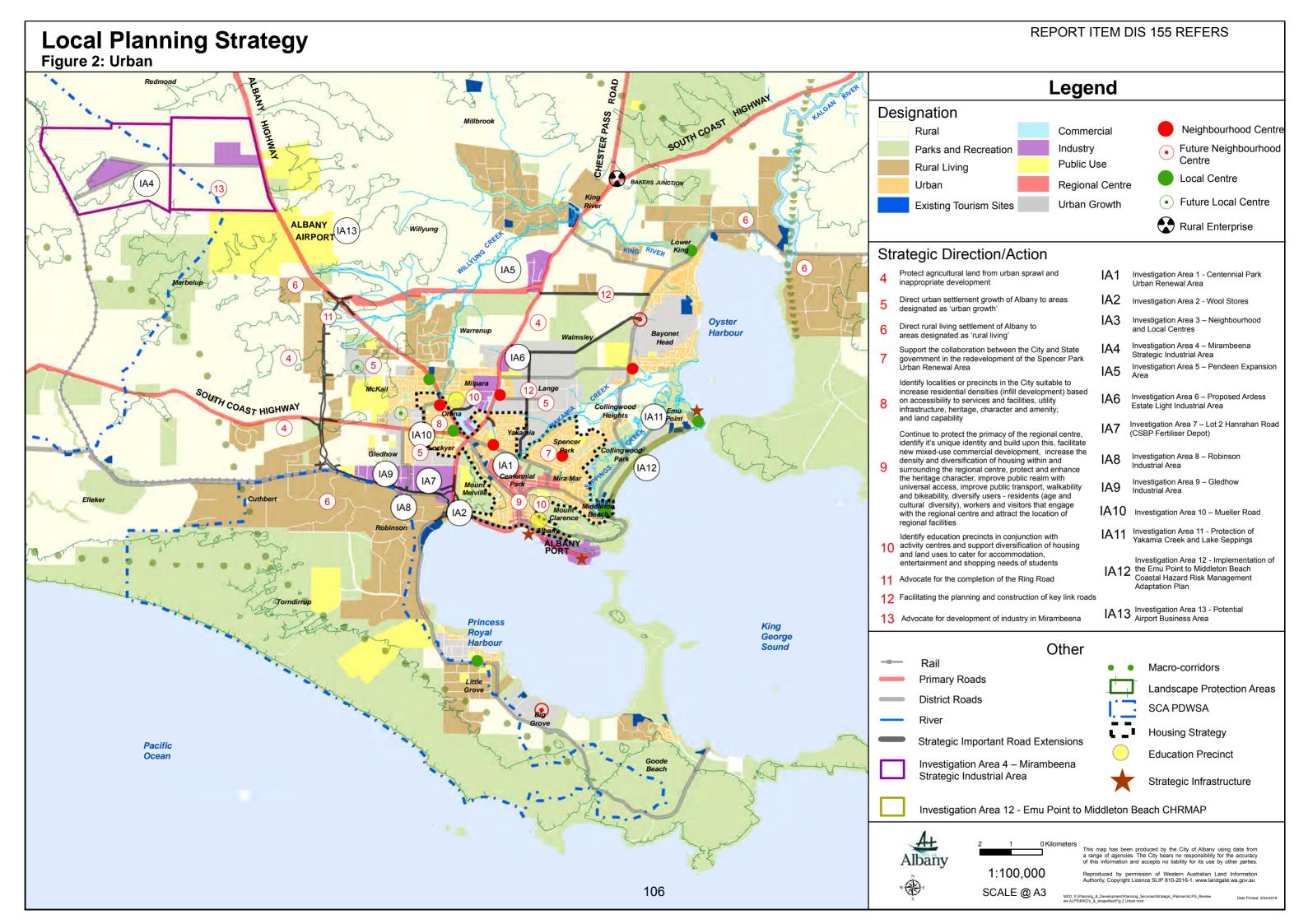
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# Investigation Area 13 (IA13) - Potential Airport Business Area

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

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



# **City of Albany**

# LOCAL PLANNING STRATEGY 2019

Part 2

City of Albany Local Planning Strategy 2019 - Part 2

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# 1 STATE, REGIONAL AND LOCAL PLANNING FRAMEWORK

# 1.1 State and Regional Planning Framework

# **1.1.1** The State Planning Framework

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

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

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

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

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

#### Legislation

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

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# **State Strategies**

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

#### **State Planning Policy**

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

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#### **EP Position Statements and Bulletins**

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

# **1.1.2** State Planning Strategy 2050

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

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

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

# **1.1.3** Great Southern Regional Planning and Infrastructure Framework

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

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

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

Its objectives are as follows:

**Economic Growth** 

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

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Population and Sustainable Settlement

Sustainable communities that are attractive places to live and work provide investment opportunities, offer a wide range of high quality education, training and health services and cultural and recreational activities, are safe and are accessible to surrounding rural areas.

**Transport Network** 

Provide an integrated, efficient and safe transport network that services the needs of community, agriculture, forestry, tourism, mining and industry.

Social Infrastructure

Provide a wide range of social services that enhance the community's health and well-being, establish a sense of social cohesion and offer high quality educational opportunities that retain and attract students to the region.

Essential Service and Infrastructure

Secure sufficient power, water, wastewater and telecommunication capacity and distribution systems to support the cost efficient delivery of services to residents, new mining and industrial operations and the agricultural and forestry sectors.

**Natural Environment** 

Provide for the protection and management of key natural assets, in order to secure the foundation of the social, economic and environmental fabric of the region.

Culture, Heritage and Visual Landscape

Recognise the region's cultural, heritage and visual landscape assets and safeguard and manage these assets to retain their intrinsic value, and acknowledge their contribution to community well-being and their role in supporting the regional economy.

# **1.1.4** Lower Great Southern Strategy

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

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

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

Economic development To enable the economic potential and growth of the Lower Great Southern to

be planned, utilised, encouraged and achieved.

Infrastructure development To ensure that well planned and adequate infrastructure is provided in

accordance with community and economic development needs of the Lower

Great Southern.

Community development To enhance the Lower Great Southern as a place to live, promote orderly urban

growth while recognising environmental and other constraints, and encourage

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

Environment

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

The key planning issues addressed in the strategy are:

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

# 1.2 Local Planning Framework

# **1.2.1** Local Planning Strategy (2010)

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

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

# 1.2.2 Local Planning Scheme No. 1

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

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

# **1.2.3** Local Planning Policies

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

#### **General Development**

Non-Habital Structures

Signs (under review)

**Ancillary Accommodation** 

Bed & Breakfast Accommodation

**Significant Tourist Accommodation Sites** 

**Temporary Accommodation** 

**Heritage Protection** 

**Public Parkland** 

**Domestic Wind Turbines** 

Holiday Accommodation

**Residential Building Policy** 

#### **Residential Development**

Variations to the Residential Design Codes

**Relocated Dwellings** 

Consulting Rooms, Public Worship & Child Care Centres

**Development Approval Exemption** 

#### **Commercial and Industrial**

Public Art

**Building Facades in Industrial Zones** 

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#### **General Agriculture, Priority Agriculture and Environment**

**Workers Accommodation** 

**Extractive Industries and Mining** 

**Extractive Industry Flow Chart** 

**Development in Flood Prone Areas** 

Agriculture Protection and Subdivision

#### **Special Development Control Areas (Residential)**

Residential Development on Steep Slopes

Albany Historic Town Design Policy

**Detailed Area Plans** 

Sloping Land

Reflective Roofs - Goode Beach

The Outlook Estate Bayonet Head

Masonic Hall Design Guidelines

**Thomas Street Design Guidelines** 

Melville Drive View Corridor

**Woodrise Estate Design Guidelines** 

Lot 100 Grey Street East

Pines Estate Setbacks

Frenchman Bay Road Residential Development Area

Lake Seppings Drive/Loftie & Wright Street

Modification to Subdivision Guide Plans

Catalina – Outline Development Plan

Kalgan Rural Village Structure Plan

Interim Outline Development Plan - Bayonet Head

Brooks Garden - Outline Development Plan

Outline Development Plan – Morgan Place

Conceptual District Structure Plan

# **Special Development Control Areas (Non Residential)**

Barker Road Industrial Area

Richard Street Light Industrial Area

**Down Road Timber Processing Precinct** 

**Albany Town Centre** 

**Albany Waterfront** 

Centennial Park Redevelopment Area

**Neighbourhood Centres** 

Middleton Beach Tourist Precinct

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

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

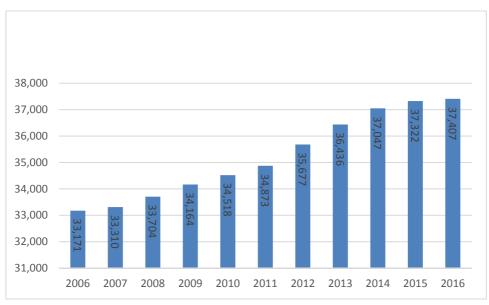
#### 2 POPULATION AND SETTLEMENT

# 2.1 Population Profile

# 2.1.1 A Steady Population Growth

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

Diagram 1: Estimated Resident Population



Source: ABS

# 2.1.2 Demographic Forecast

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

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

<sup>&</sup>lt;sup>1</sup> WAPC 2015, Albany Regional Hotspots Land Supply Assessment 2015.

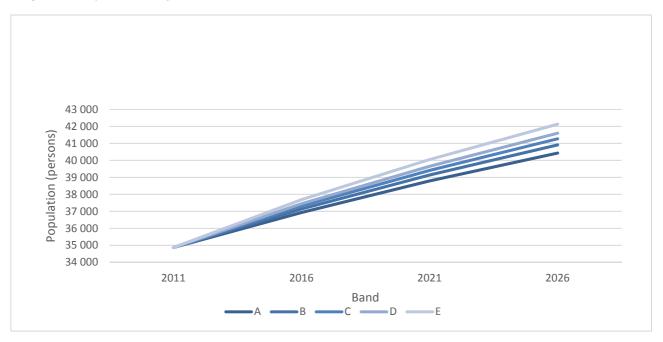
<sup>&</sup>lt;sup>2</sup> WA Tomorrow forecasts, released in 2015, are prepared using 10,000 different permutations that emulate the variability in population change shown in historical data. Each permutation shows possible growth or decline in a population, based on five variables (birth rate, death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

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

Diagram 2: Population Projections 2026



Source: Albany Hotspots Report (2015)

# 2.1.3 Age Structure

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

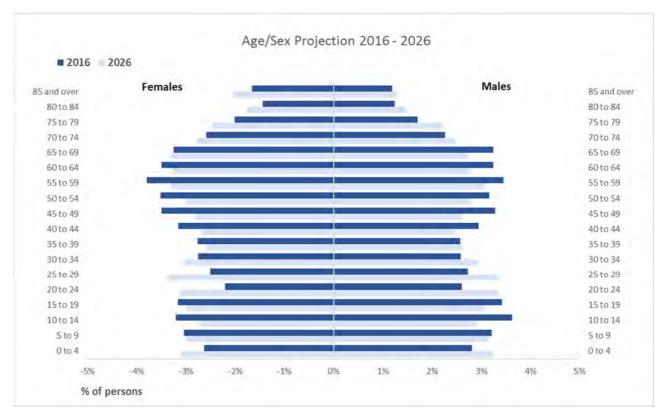
The range of WA Tomorrow forecasts are divided into five 'bands' based on the projected rate of population change produced by each simulation. Each band includes one fifth of the permutations, with Band A representing the lowest quintile of projected population growth, Band C the median and Band E the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

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

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<sup>&</sup>lt;sup>3</sup> WAPC 2015, Albany Regional Hotspots Land Supply Assessment 2015. Available from www.planning.wa.gov.au/dop\_pub.../Albany\_Hotspots\_2015\_nov.pdf

Diagram 3: Age/Sex Projections, 2016 to 2026



Source: WAPC WA Tomorrow 2015, ABS 2016

# **2.1.4** Small Households in Majority

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

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

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

A greater number of people are living alone, the City has 3687 lone person households (53% of the City's population).<sup>4</sup> Most people living alone rent, and there is a decline in homeownership among single households. Single people in housing need, are likely to experience difficulty in accessing social housing and are considered a low priority for housing<sup>5</sup> over families and people with a medical or social welfare needs.<sup>6</sup> Single persons

<sup>6</sup> ibid, p. 26.

<sup>&</sup>lt;sup>4</sup> http://profile.id.com.au/albany/households

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

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are less likely to have a car for transport and will use public transport<sup>7</sup> while younger single persons are more likely to live in the City centre.

# 2.1.5 Ethnicity

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

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

# **2.1.6** Health of Population

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

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

In 2016, 76% of adults (16 years and over) in the City were classified as overweight or obese (which is significantly higher than the State prevalence of 66%) and 44% did not undertake sufficient physical activity<sup>9</sup>. In children (5 – 15 years), these figures are 22% and 60% respectively<sup>10</sup>.

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

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

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

<sup>&</sup>lt;sup>9</sup> Epidemiology Branch (2018). Albany (C) Adult Health Profile, 2016, Health & Wellbeing Surveillance System, WA Department of Health: Perth

<sup>&</sup>lt;sup>10</sup> Epidemiology Branch (2018). Albany (C) Child Health Profile, 2016, Health & Wellbeing Surveillance System, WA Department of Health: Perth

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

# **2.1.7** Index of Relative Socio-economic Disadvantage

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

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

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

☑ SA1 ■ Suburbs Oyster City of Albany 790 to 847 848 to 952 953 to 1.008 1,009 to 1,059 1,060 to 1,107

Diagram 4: Index of Disadvantage

Source: .idcommunity

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# **Planning Implications**

The above information presents to the following planning implications:

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

#### 2.2 Settlement

#### 2.2.1 Urban Growth

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

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

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

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

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

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

McKail - Willyung Bayonet Head - Lower King 10,534 2014 ERP 2014 ERP 4,679 2009 ERP 9,254 2009 ERP 4,289 2.7% 10 year AAGR 1.5% 10 year AAGR Albany 2014 ERP 14,925 2009 ERP 14,274 10 year AAGR 0.6% Little Grove - Elleker 3.571 2014 FRP City of Albany (Remainder) 2009 ERP 3.337 2014 ERP 3.230 10 year AAGR 1.0% 2009 ERP 3,010 10 year AAGR 1.2% Source: ABS (2014) Catalogue 3218.0

Diagram 5: Population Growth (SA2)

The Integrated Regional Information System Land Supply Model (IRIS) developed by the Department of Planning, Lands and Heritage<sup>11</sup> group's major residential land use zones to provide a snapshot of residential land stocks. As at January 2015, the model showed a stock of 2,392ha of land zoned for residential purposed,

<sup>&</sup>lt;sup>11</sup> WAPC 2015, Albany Regional Hotspots Land Supply Assessment 2015.

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

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

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

Diagram 6: Dwelling Yields from identified future development areas

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

Source: Albany Hotspots Report (2015)

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

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<sup>12</sup> ibid

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

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

#### Cost of urban sprawl

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

Environmental and health costs include toxic exhaust fumes, noise, a car dominated life, stress, no walking, traffic collisions, water pollution, air pollution and sprawling development. University of Toronto researchers found that populations in less walkable neighbourhoods develop higher levels of diabetes,<sup>15</sup> the City already has a high level of diabetes recorded. While the social costs for residents are more time stuck in cars, less time for volunteering and getting involved in our communities.<sup>16</sup> Economic costs for residents include using their income on car repayments, fuel, maintenance and insurance. Suburban households drive three times more than households close to the City centre and with increased urban sprawl we have become less mobile increasing obesity rates, currently the City has 70% of adults as obese or overweight. By increasing housing densities by 50%, significant infrastructure costs can be saved<sup>17</sup> including social, health and lifestyle improvements made for the community.

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<sup>&</sup>lt;sup>13</sup> Department of Planning 2003, Costs of urban form, Discussion paper, May 2003. p. 16. Available from www.planning.wa.gov.au/dop\_pub\_pdf/gpdp7.pdf

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

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

<sup>&</sup>lt;sup>16</sup> New Urbanism n.d. Creating Liveable Sustainable communities, Sprawl costs. Available from www.newurbanism.org/sprawlcosts.html

 $<sup>^{17}</sup>$  Department of Planning 2003, Costs of urban form, Discussion paper, May 2003. p. 21.

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#### **Planning Implications**

The above information presents to the following planning implications:

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

# 2.2.2 Urban Consolidation and Infill Development

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

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

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

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

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

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

#### Notes:

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

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

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

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#### **Planning Implications**

The above information presents the following planning implications:

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

# 2.2.3 Rural Living

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

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

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

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

#### Special Residential Zone

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

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

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

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

	Special Residential Zone	Min lot size (LPS1)
SR1	Karrakatta Road, Goode Beach	4000m <sup>2</sup>
SR2	Bayonet Head Road, Bayonet Head	1400m²
SR3	Endeavour Way, McKail	4000m²
SR4	Warrenup Place, Warrenup	4000m²
SR5	Moortown Road, Gledhow	4000m²
SR6	Morilla Road, Lower King	4000m²
SR7	Rufus Street, Milpara	2000m²
SR8	La Perouse Court, Goode Beach	2000m²
SR9	Gladville Road, McKail	4000m²

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<sup>&</sup>lt;sup>18</sup> WAPC 2015, Albany Regional Hotspots Land Supply Assessment 2015.

	Special Residential Zone	Min lot size (LPS1)
SR10	Nanarup/Kula Roads, Lower King	4000m <sup>2</sup>
SR11	Willyung Road, Willyung	4000m²
SR12	Deloraine Drive/Warrenup Place, Warrenup	4000m²
SR13	Hayn Road, Goode Beach	6000m <sup>2</sup>
SR14	Lancaster Road, McKail	2000m <sup>2</sup>
SR18	King River Drive, Lower King	5000m <sup>2</sup>
SR20	Henry Street, Warrenup	4000m²
SR21	Lot 11 Nanarup Road, Kalgan	2500m <sup>2</sup>

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

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

#### Planning Implications:

The above information presents the following planning implications:

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

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# 2.2.4 Rural Villages

# Strategic Directions and Local Planning Scheme Provisions

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

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

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

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

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

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

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

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

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

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

#### Planning Implications

The above information presents the following planning implications:

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

# 2.3 Housing

# **2.3.1** Housing Profile

#### **Dominance of Single Detached Housing**

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

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

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

#### **Lack of Small Units**

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

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

# **Dwelling Approvals**

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

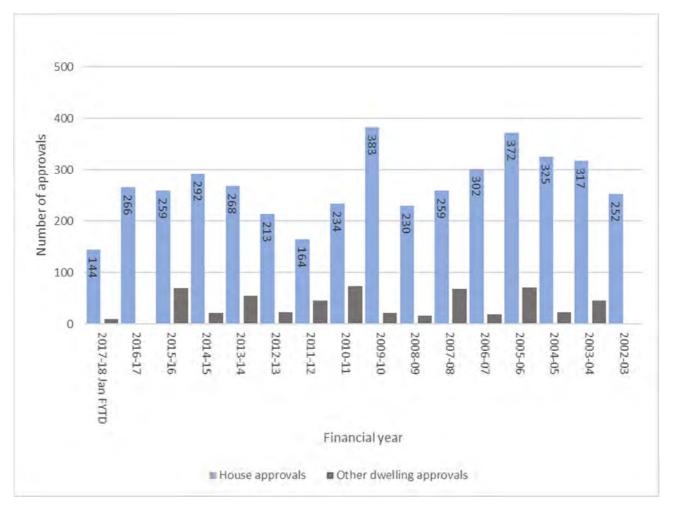
Building approvals fell in Perth between 2015-16 and Regional WA also had a decrease in the number of commencements which has been declining since 2014.<sup>19</sup> The Housing Industry Forecasting Group has predicted that dwelling commencements will continue to fall until 2017-18 and then start to increase below the 2015-16 level.<sup>20</sup>

<sup>20</sup> ibid, p. 25.

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<sup>&</sup>lt;sup>19</sup> Housing Industry Forecasting Group 2016, Forecasting Dwelling commencements in WA 2016-2017. p. 14, 19. Available from https://www.planning.wa.gov.au/dop\_pub\_pdf/HIFG\_Report\_201617.pdf

Diagram 9: Residential Building Approvals



Source: ABS, Building Approvals, Australia (8731.0)

### **High Rate of Unoccupied Houses**

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

#### Journey to Work

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

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

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### Youth Homelessness

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

### 2.3.2 Trends in House and Land Prices

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

- Median house prices in the City rose sharply between 2004 and 2007, increasing from \$192,750 to \$415,000 in 2007. The price increases where driven by favourable economic conditions of the time.
- The latest information released from the Housing Industry Forecasting Group shows the median house price is \$370,000 as of November 2016.<sup>21</sup>
- The median house price slumped after 2007, and by 2014 the medium house price was still significantly below the 2007 level by approximately 10%.
- During the period of rapid increasing prices in 2007, the city prices were tracking a similar trajectory
  to those in the Perth metropolitan area. Since 2007, the difference between median prices in the two
  centres has widened considerably. At 2016, the median house price in Perth was approximately
  \$142,000 more than that of the city.
- Similarly, the median lot price in the City increased nearly three-fold, from \$74,000 in 2004 to \$213,000 in 2007. The median lot prices slumped after the global financial crises and in 2014 it was 25% lower than in 2007.
- At the end of 2014, there were 790 residential properties listed for sale with REIWA agents (including 315 lots). The average selling time for properties in the City during the December quarter 2014 was 140 days. In comparison, the more populous Bunbury had 922 listing (including 154 lots) with an average selling time of 98 days.
- The cost of housing in the region is lower than other regional locations in WA but the median income is also lower which creates an affordability issue. For example, based on sales up to June 2017, the median house price in the Albany urban area was \$375,000 and the median unit price was \$276,000.

<sup>&</sup>lt;sup>21</sup> Housing Industry Forecasting Group 2016, Forecasting Dwelling Commencements in Western Australia. p. 10.

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## **2.3.3** Affordable Housing

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

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

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

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

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

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

#### State Policy Context

#### State Affordable Housing Strategy

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

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

WAPC 'Planning Provisions for Affordable Housing'

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

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

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

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

#### **Planning Implications**

The above information presents to the following planning implications:

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

## 2.4 Community Services and Infrastructure

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

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

#### **2.4.1** Sport and Recreation Facilities

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

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

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

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

## **2.4.2** Public Open Space

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

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

## 2.4.3 Health

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

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

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

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

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<sup>&</sup>lt;sup>22</sup> City of Albany 2014, Public Parkland Policy. Available from City offices.

<sup>&</sup>lt;sup>23</sup> GSDC 2015, Great Southern Regional Investment Blueprint. p. 9.

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#### 2.4.4 Education

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

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

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

The provision and quality of education facilities has a strong influence upon the vitality and viability of communities. Access to education plays an important role in the social and economic development of the district. The Great Southern workforce development plan stated that there is a limited number of units available for year 11 and 12 students when compared to metropolitan schools.<sup>24</sup> The WAPC<sup>25</sup> note that the 'provision of high quality education services is critical for retaining people, and particularly young people' locally.

The Great Southern Development Commission notes that:

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

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

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

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

<sup>26</sup> GSDC 2015, Great Southern Regional Investment Blueprint 2015. p. 49.

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

Department of Planning 2014, Great Southern Regional Planning and Infrastructure Framework (draft). p. 15. Available from http://www.planning.wa.gov.au/dop\_pub\_pdf/Great\_Southern\_Regional\_Planning\_and\_Infrastructure\_Framework\_Part\_A.pdf

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

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

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

### Planning Implications

The above information presents to the following planning implications:

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

### **2.4.5** Planning for Future Facilities

#### **Structure Plans**

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

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

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

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### **Developer Contributions**

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

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

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

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

#### Planning Implications

The above information presents to the following planning implications:

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

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## 2.5 Heritage and Culture

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

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

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

## 2.5.1 Aboriginal Heritage

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

The Noongar people have a close association with their country (boodja). Noongar heritage and country are interconnected. Noongar heritage encompasses laws and practices, connection to boodja and traditional ecological and cultural knowledge of country and its biodiversity. Noongar heritage also includes the archaeological records of Noongar people, areas of mythological or ceremonial importance, places where traditional and cultural events took place, and the ongoing physical and spiritual involvement of the people with country. Noongar heritage provides an essential emotional, physical and spiritual link to traditions, culture, practices and identity<sup>28</sup>.

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<sup>&</sup>lt;sup>27</sup> GSDC 2010, Great Southern Strategic Plan for Maritime Heritage Tourism. p. 11. Available from GSDC.

<sup>&</sup>lt;sup>28</sup> Conservation and Park Commission, Albany Coast Parks and Reserves Management Plan 2017

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Under traditional laws and customs, Noongar people have responsibilities for looking after country. It is recognised that heritage places are still used today and provide a means of maintaining Noongar culture and heritage. The protection of Noongar heritage is therefore a matter of protecting Noongar cultural identity, and facilitating access to country to look after these heritage places and values. This interconnectedness is explained through traditional laws and customs, creation stories, songs, and other cultural practices transferred through generations to explain Noongar 'world view' and knowledge of country. Through accessing country Menang people seek to promote and retain connectivity with the landscape, and connecting with country is a cultural practice to foster spiritual renewal<sup>29</sup>.

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

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

Noongar heritage sites, which link Noongar cultural tradition to country and people across time, hold great meaning and significance to Menang people in the area. There are 40 known registered Aboriginal sites, and 85 more sites listed as 'other heritage places', including artefact scatters, mythological sites, engravings, grinding areas, food and ceremonial sites. Based on the location of existing sites, potential sites are more likely to be located on the coast, near a water source (fresh, salt or seawater), and in areas surrounding lakes (Goode et al. 2005). However, it is likely that registered sites only represent a small proportion of the actual sites within the planning area. Under the Aboriginal Heritage Act 1972, Noongar heritage sites are protected whether registered or not, and it is an offence to, in any way, alter a Noongar heritage site or object unless permission is granted in accordance with the Aboriginal Heritage Act. If proposed management actions may disturb a site, an assessment is required before the operation proceeds. The department will work with the Department of Planning, Lands and Heritage and Noongar people and apply the State Government's Aboriginal Heritage Due Diligence Guidelines to guide management actions to ensure Noongar heritage sites are not adversely impacted<sup>30</sup>.

<sup>30</sup> Conservation and Park Commission, Albany Coast Parks and Reserves Management Plan 2017

<sup>&</sup>lt;sup>29</sup> ibid

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### Native Title

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

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

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

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

## An ILUA can be:

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

### ILUAs can cover topics such as:

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

31 ibid

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

## **2.5.2** Historic Heritage

Historic heritage places are shown in Figure 3.

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

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

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

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

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

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

#### **2.5.3** Heritage and Character Protection

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

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

#### 2.5.4 Port and Rail Culture

Albany has a strong link with our port being the first in Western Australia in  $1826^{32}$  and the rail line providing a valuable service for passages for many years. The port was the first and the only deep-water port for 70 years until Fremantle was opened in 1897. Albany was an important arrival point for many migrants with over 40,000 people arriving between 1839-1925. <sup>33</sup>

The Great Southern Railway operated from Beverley to Albany from 1886. The construction was significant for the development of economic activity in the region and lead to the establishment of grain and sheep grazing. The withdrawal of Steam locomotives from mainline work in 1971,<sup>34</sup> had serious economic effect upon some towns along the line, with many businesses closing down. A passenger train called the Albany Progress was an overnight train which run between Perth and Albany three times a week, from 1961 to 1978.<sup>35</sup> The Albany Weekender departed Perth on a Friday night, and returned on Sunday night operated as an additional service which consisted of sleeping berths and sit-up facilities. It could be possible to run similar overnight journeys from Perth to Albany and return, showing the history of the train line and Albany.<sup>36</sup>

Customs House, Old Bond Store and the Boat Shed are other assets (fishing shacks) connected to the maritime history.<sup>37</sup> There are 29 shipwrecks<sup>38</sup> located around Albany, however it is unknown if they are suitable for dive wrecks. The port remains part of our identity and heritage for the City and should be recognised as an opportunity for key tourism.

## **2.5.5** Heritage Tourism

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

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

 $<sup>^{</sup>m 33}$  State Records Office of Western Australia n.d. Passenger lists and immigration records.

<sup>&</sup>lt;sup>34</sup> WAGR n.d. The Great Southern Railway of Western Australia. Available from

http://members.westnet.com.au/rapalmer/wagr/gsrhist.htm

<sup>&</sup>lt;sup>35</sup> Morrison, L 2016, Albany to Perth by train? Yahoo 7 The West Australian. Available from

https://au.news.yahoo.com/thewest/regional/great-southern/a/31797456/cost-barrier-for-train-service-in-albany/#page1

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

 $<sup>^{\</sup>rm 37}$  GSDC 2010, Great Southern Strategic Plan for Maritime Heritage Tourism. p.20.

<sup>38</sup> ibid, p.22.

<sup>&</sup>lt;sup>39</sup> Ceda 2016, State of the Regions Series: Regional development in Western Australia. p 43.

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

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for Aboriginal Heritage as it has been dated at 19,000 years old. The main Street of Albany (York Street) and Stirling Terrace contains many historical buildings. Albany was the first European Settlement in WA. The Point King lighthouse built in 1989<sup>42</sup> was the first navigational light for the port and the second lighthouse to be built on the Western Australian coastline. Another first for the City was in 1893 Princess Royal Fortress was the first Federal defence facility in Australia. Albany has significant connections with the Anzac story as the place where troops last departed Australian shores for Gallipoli in 1914 and where the first dawn service was conducted in 1932. Albany is home to the newly-opened National Anzac Centre which is Australia's foremost museum honouring the Anzac legend. The current literature shows there is value in maritime heritage, the City wants to develop this as a tourism product<sup>44</sup> as the City has had links with maritime history since 1627. The Whaling industry has had a strong past in Albany for 178 years, the history of Albany's whaling past has been preserved at Discovery Bay (Whale World) with stories of the workers, photographs and the economic and social history of whaling in Albany. The Kinjarling Trail is linking natural environment, Indigenous and non-Indigenous culture along the foreshores of Princess Royal Harbour, King George Sound and Oyster Harbour. The project links the Waterfront, a Memorial Peace Park and surrounding trails into a new maritime story for the region.

## **Planning Implications**

The above information presents to the following planning implications:

#### Aboriginal Heritage:

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

### Historic Heritage:

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

<sup>&</sup>lt;sup>41</sup> Department of Education 2016, Aboriginal education. Available from

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

<sup>&</sup>lt;sup>42</sup> Albanygateway 2016, Point King lighthouse, accessible from the boardwalk, below Marine Drive. Available from https://www.albanygateway.com.au/visitor/historical/point-king-lighthouse

 $<sup>^{\</sup>rm 43}$  GSDC 2010, Great Southern Strategic Plan for Maritime Heritage Tourism. p. 3.

 $<sup>^{\</sup>rm 44}$  GSDC 2010, Great Southern Strategic Plan for Maritime Heritage Tourism. p. 17.

<sup>&</sup>lt;sup>45</sup> Wolfe and Associates Heritage Consultants 1994, The Albany Maritime Heritage Survey 1627-1994. p. 2. Available from http://trove.nla.gov.au/work/31726785?selectedversion=NBD11433710

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

 $<sup>^{</sup>m 47}$  GSDC 2010, Great Southern Strategic Plan for Maritime Heritage Tourism. p. 14.

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## 2.6 Public Transport, Walking & Cycling

## 2.6.1 Local Policy Context

### City Cycle Plan

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

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

#### Trail Hub Strategy

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

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

### 2.6.2 Public Transport

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

<sup>50</sup> ibid, p.111.

<sup>&</sup>lt;sup>48</sup> City of Albany 2014, Cycle City Albany 2014-2019. Available from City offices.

<sup>&</sup>lt;sup>49</sup> Ibid, p. 27.

<sup>&</sup>lt;sup>51</sup> City of Albany 2015, Trails Hub Strategy 2015 – 2025. Available from City offices.

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more active lifestyle, as well as enabling the development of knowledge economy–based centres because of their greater spatial efficiency<sup>52</sup>.

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

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

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

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

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

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

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

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

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

## 2.6.3 Walking and Cycling

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

Creating walkable environments encourages active travel (e.g. walking and cycling for transport purposes, use of public transport) by providing opportunities to habitually engage in physical activity. This, in turn, protects against many noncommunicable diseases and obesity, and there is now considerable evidence showing associations between walkability and health outcomes<sup>53</sup>.

Since World War 2, the standard in Australian cities has become sprawled, low-density suburban development, particularly on the urban fringe. A report commissioned by the Heart Foundation in 2014<sup>54</sup>, found consistent cross-sectional evidence that:

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

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

<sup>53</sup> Badland et al. 2015

<sup>&</sup>lt;sup>54</sup> Giles-Corti et al. 2014

<sup>55</sup> ibid

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

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

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

#### **Planning Implications**

The above information presents to the following planning implications:

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

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### THE ECONOMY AND EMPLOYMENT

#### 3.1 Economic Profile

The City is a central service provider for the surrounding Great Southern region with a diverse and stable local economy. It has a substantial resource base in the size of its existing population of 37,233<sup>56</sup> and offers an established market of goods, services and industry.

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

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

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

## **3.1.1** The City's Largest Industry

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

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

<sup>&</sup>lt;sup>56</sup> Australian Bureau of Statistics 2015, Estimated Residential Population (ERP). June 2015. Available from http://stat.abs.gov.au/Index.aspx?DataSetCode=ABS\_ANNUAL\_ERP\_LGA2015

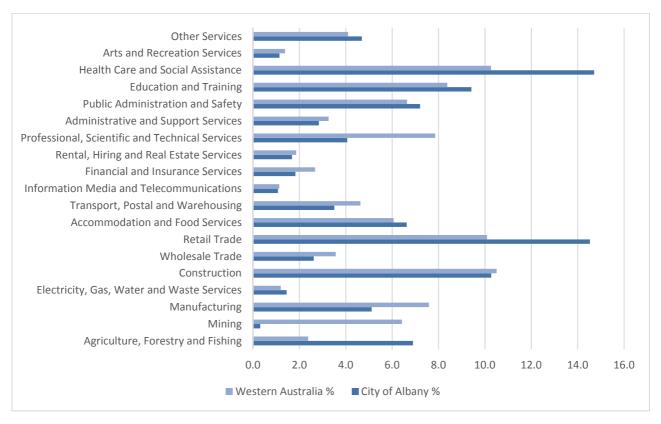
 $<sup>^{57}</sup>$  GSDC 2015, Great Southern Regional Investment Blueprint. Available from http://gsdc.wa.gov.au/activities/stratplan/blueprint

<sup>&</sup>lt;sup>58</sup> ibid, p. 7.

<sup>&</sup>lt;sup>59</sup> Regional Australia Institute 2015, Cities Beyond Perth (Profiles Report). p. 10, 11. Available from www.regionalaustralia.org.au

<sup>&</sup>lt;sup>60</sup> City of Albany 2013, Economic Development Strategy 2013-2017. Available from City offices.

Diagram 10: Employment by total industry 2015/2016



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

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

## **3.1.2** The City's most Productive Industry

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

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

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

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

# **3.1.3** An economy that predominately serves the local population

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

Western Australia All industries City of Albany 0 10 20 30 40 50 60 70 80 90 100 Percentage ■ Exports (domestic) (\$m) Exports (international) (\$m) Local Sales (\$m)

Diagram 11: Economic output by destination

Source: ABS 2016 Census

## 3.1.4 Employment Capacity

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

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

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

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## **3.1.5** The Role of Agriculture

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

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

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

The port plays a critical role in the agricultural sector exporting products around the world. Albany Port recorded decrease in trade for 2016.<sup>66</sup> Exports of grain, silica sand, woodchips and imports of petroleum and fertiliser combined to create \$1.5 billion<sup>67</sup> worth of products moving through Albany Port. Port facilities also have a large cold storage complex on site and direct rail access from Mirambeena Industrial Estate,<sup>68</sup> which could be utilized with greater efficiency in the future.

### 3.2 Activity Centres

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

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

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

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

<sup>&</sup>lt;sup>64</sup> Pracsys 2015, City of Albany: Activity Centre Planning Strategy.

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

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

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

<sup>68</sup> ihid

<sup>&</sup>lt;sup>69</sup> City of Albany 2010, Albany Local Planning Strategy 2010. Available from City offices.

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

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

## **3.2.1** Activity Centre Planning Strategy

## 3.2.2 Hierarchy of Activity Centres

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

Diagram 12: Current Activity Centre Hierarchy

Centre Type	Function	Typical Land Uses	Centre/s
Regional	The largest of activity	Full range of convenience and	Albany City
Centre	Centres, providing the	comparison retail (e.g. full range of	Centre
	most intensely	speciality shops, supermarkets,	
	concentrated	convenience goods, and personal	
	development in the	services)	
	region. It has the	Regional Government Offices,	
	greatest range of high	Strategic Business,	
	order services and jobs,	Professional and services offices,	
	and the largest	Strategic regional infrastructure,	
	commercial component	Major education and health services,	
	of any activity centre.	Tourism retail and services (including	
		accommodation)	
		High density residential,	
		Entertainment,	

<sup>&</sup>lt;sup>70</sup> Department of Planning n.d. Activity Centres. p. 1. Available from www.planning.wa.gov.au/dop\_pub\_pdf/faq\_activity\_centres.pdf

<sup>&</sup>lt;sup>71</sup> Department of Sustainability and Environment 2000, Activity Centre Design Guidelines. p. 6. Available from http://www.dtpli.vic.gov.au/\_\_data/assets/pdf\_file/0018/231282/Activity\_Centre\_Design\_Guidelines.pdf

Centre Type	Function	Typical Land Uses	Centre/s
		Civic uses and Community purpose.	
District Centre	Multipurpose centres that provide a diversity of uses. These centres provide a large range of economic and community services necessary for communities in their catchments.	Convenience and comparison retail (e.g. speciality shops, supermarkets, convenience good, personal services) Local professional and services offices, Education and health services, Medium density residential, Entertainment, Civic uses and Community purpose.	N/A
Neighbourhood Centre	A focus on servicing the daily and weekly needs of residents. Their relatively smaller scale catchment enables them to have a greater local community focus and provide services, facilities and job opportunities that reflect the particular needs to their catchments.	Convenience retail (e.g. speciality shops, supermarkets, convenience goods, personal services) Local professional and services offices and Community purpose.	<ul> <li>Bayonet Head</li> <li>Spencer Park</li> <li>Brooks Garden</li> <li>North Road</li> <li>Orana</li> <li>Oyster Harbour (future)</li> <li>Big Grove (future)</li> </ul>
Local Centre	Some daily and weekly household shopping needs, community facilities and a small range of other convenience services.	Convenience retail, Personal services, Local offices and Community purpose.	<ul> <li>Emu Point</li> <li>Little Grove</li> <li>Lockyer</li> <li>Lower King</li> <li>McKail General Store</li> <li>Middleton Beach</li> <li>Clydesdale park (future)</li> <li>McKail North (future)</li> </ul>
Specialised Centre	Provides for a regionally significant strategic purpose or service industry. The function	Industrial or light industrial, Bulky good and large format retail, Convenience retail, Offices and	Highway Commercial Zone along: Albany Highway

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Centre Type	Function	Typical Land Uses	Centre/s
	will be unique for each	Other uses as appropriate to the	(Centennial
	centre.	unique function of the centre.	Park),
			<ul> <li>Albany</li> </ul>
			Highway
			(Orana)
			• Chester Pass
			Road

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

## **3.2.3** Activity Centre Performance

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

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

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

#### 3.2.4 Performance-based Criteria

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

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

## **3.2.5** Retail Floorspace Supply and Demand

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

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

Centre Type	Centre Name	Maximum net lettable area (NLA)
Regional Centre (CBD)		+ 50,000 (see note)
	Bayonet Head South	5,000m <sup>2</sup>
		5,000m² retail uses
	Brooks Garden	8,005m <sup>2</sup> bulky goods/showrooms uses
		500m <sup>2</sup> office use
Noighbourhood Contro	North Road	5,000m <sup>2</sup>
Neighbourhood Centre	Orana	5,000m <sup>2</sup>
	Spencer Park	5,000m <sup>2</sup>
	Bayonet Head North (future)	5,000m <sup>2</sup>
	Oyster Harbour (future)	5,000m <sup>2</sup>
	Big Grove (future)	5,000m <sup>2</sup>
	Emu Point	600m <sup>2</sup>
	Little Grove	600m <sup>2</sup>
	Lockyer	600m <sup>2</sup>
	Lower King	600m <sup>2</sup>
		600m <sup>2</sup> NLA
Local Centre	McKail General Store	200m <sup>2</sup> NLA Restaurant
	Wickaii General Store	400m <sup>2</sup> Non shop/retail Commercial and
		professional uses
	Middleton Road	600m <sup>2</sup>
	McKail North (future)	600m <sup>2</sup>
	Clydesdale park (future)	600m <sup>2</sup>

<sup>73</sup> Pracsys 2015, City of Albany: Activity Centre Planning Strategy. p. 40.

<sup>&</sup>lt;sup>72</sup> Pracsys 2015, Activity Centre Planning Strategy.

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Note: Net lettable areas in the regional centre as estimated by Pracsys<sup>74</sup>

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

Based upon the current estimation of demand against known supply, modelling suggests that city retailers are currently operating at an average floorspace productivity of approximately \$6,900 per m<sup>2</sup>. This falls within the supportable floorspace bounds<sup>75</sup> and suggests that the current floorspace supply is productively meeting the demand of the community. Given the anticipated population growth and no net increase in floorspace, it is anticipated that turnover would naturally increase to above \$7,500 per m<sup>2</sup> by 2025.

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

Diagram 14: Estimates plausible future retail floorspace

Supportable Floorspace	2015 (m²)	2026 (m²)	
Maximum supportable floorspace (productivity – \$5,500/m²)	124,000	139,000	
Current floorspace supply (actual)	99,000		
Minimum supportable floorspace (productivity - \$7,500/m²)	91,000	102,000	

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

Diagram 15: Estimated retail floorspace

Supportable floorspace	2015 (m²)	2026 (m²)
Business as usual (productivity - \$6,900/m²)	99,000	110,000

-

<sup>&</sup>lt;sup>74</sup> Pracsys 2015, Activity Centre Planning Strategy.

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

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### **Planning Implications**

The above information presents to the following planning implications:

- The City's central business district function as an activity centre and offers a wide diversity of employment, retail, entertainment, services and facilities and residential in walking distance. The Strategy should continue to protect the primacy of the regional centre and build upon its unique identity, facilitate new mixed-use developments, increase density and diversification of housing, protect the heritage character, support the location of regional facilities in the centre and improve access to public transport, walkability and bikeability.
- Shopping centres within the City are retail-centric and planning should facilitate the redevelopment thereof into activity centres. The scheme should introduce performance based criteria and associated provisions which are supported by Local Planning Policy to further expand on provisions in the Scheme.
- Within the context of likely population growth scenario, the floorspace supply could increase by up to approximately 10,000m<sup>2</sup> net lettable area. This floorspace is allocated within the planned future centres, being Big Grove and Oyster Harbour Neighbourhood Centres and Clydesdale Park and McKail North Local Centres.
- There is a need to review the local planning scheme to rationalise the regional centre zones and to introduce performance-based criteria to diversify neighbourhood and local centres into true activity centres.

## 3.3 Industry

#### 3.3.1 Industrial Profile

### **Local vs Traded Industries**

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

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

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

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

Health Care and Social Assistance **Education and Training Public Administration and Safety** Professional, Scientific and Technical Services industry sector Transport, Postal and Warehousing Accommodation and Food Services Retail Trade Construction Manufacturing Agriculture, Forestry and Fishing 0 5 10 15 % of the employed

Diagram 16: Top ten industry sectors by employment

Source: ABS Census 2011

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

#### **Industrial Land Based Industries**

The Draft Industrial Land Strategy investigated industries located on industrial zoned land<sup>76</sup>. Industrial land based industries account for approximately 27% of the total employment in the City. The top ten employment industries within the City of Albany are mainly population driven in nature, with the exception of freight and logistics activities associated with the Port of Albany. The dominant local employment industries include construction, other services (e.g. automotive repair and maintenance), and electricity, gas, water and waste services.

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

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

<sup>&</sup>lt;sup>76</sup> GHD 2016, Albany Industrial Land Strategy. (Draft) p. 11

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

### **Industrial Lot Sizes**

Lot sizes, were investigate under the Draft Industrial Land Strategy<sup>77</sup> for both local and traded industry, which are associated with light and general industrial zoned land.

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

Small (0 to 1ha) Medium (1 to 3ha) Medium (3 to 5ha) Large (5 to 10ha) Large (10 to 20ha) Large (>20ha)
% of lot sizes

Lot sizes for Local Industry

Lot sizes for Traded Industry

Diagram 17: Lot sizes for local and traded industry

Source: Industrial Land Strategy 2016

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

<sup>77</sup> ibid

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### 3.3.2 Industrial Areas

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

#### Mirambeena Strategic Industrial Area

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

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

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

Mirambeena has good road and rail accessibility, being located on Albany Highway and in close proximity to the airport. Mirambeena has been identified as a potential inland storage and/or operations associated with the Port of Albany. The *Mirambeena Rail Spur Extension Rail Study Report* (2016) has shown extending the rail line to Mirambeena is not viable in the life time of this strategy, there needs to be a substantial increase in freight on the rail line. It is serviced by high voltage (1kV to 33kV) overhead power along Down Road and does not have reticulated sewerage or gas. As new industries come on stream, upgrade to power and water will be needed to meet industry requirements. Alternative energy sources, in particular gas, should also be investigated in order to provide the impetus for the establishment of major industries, in particular downstream processing. Power supplied to both the Mirambeena SIA and Down Road via the Albany town substation, means that electricity supply is a constraint to the development of various power intensive industries. Water supply may also constrain water intensive industries<sup>78</sup>.

Any future industrial development further west along Down Road of the existing industries will be affected by the need to protect the Marbellup Brook Water Reserve Public Drinking Water Source Area. Only industry with no waste discharges and minimum risk to the environment would be acceptable in the Marbellup catchment<sup>79</sup>.

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

79 Ibid.

<sup>&</sup>lt;sup>78</sup> WAPC 2016, Lower Great Southern Strategy 2016.

http://www.planning.wa.gov.au/dop\_pub\_pdf/Lower%20Great%20Southern%20Strategy%202016.pdf

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industries likely to affect local atmospheric conditions (e.g. heat plumes) or requiring a structure greater than 110 metres in height should not be developed beneath the northern approach to the airport. The obstacle limitation surface requires development that may affect the airport to be referred to the Civil Aviation Safety Authority. The potential impact of this on strategic industrial development at Mirambeena needs further examination<sup>80</sup>.

#### <u>Pendeen</u>

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

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

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

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

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

### <u>Milpara</u>

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

80 Ibid

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

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

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

### Lower Denmark Road Industrial Precinct

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

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

#### • CSBP Fertiliser Depot

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

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

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

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

#### Wool Stores

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

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

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

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

#### Gledhow Industrial Area

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

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

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

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#### • Robinson Industrial Estate

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

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

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

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

### Centennial Park Light Industry Zone

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

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

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

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

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

#### Other Industrial Areas

#### Ardess Estate

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

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

#### Mueller Road

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

#### • Baker's Junction

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

#### Wellstead

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

#### Highway Commercial Zone

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

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

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

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# **3.3.3** Supply and Demand Analysis

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

Diagram 18: Albany industrial land supply mix

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

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

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

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

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

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

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## Future demand for light industry

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

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

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

#### Future demand for general industry

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

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

## **Planning Implications**

The above information presents to the following planning implications:

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

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### 3.4 Tourism

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

# 3.4.1 Tourism and the Economy

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

- In 2015/16, the total tourism and hospitality sales in the City was \$217.6 million, the total value added was \$118.5 million.<sup>81</sup>
- In 2015/2016 there were 305,694 international visitor nights, 1,229,336 domestic overnight visitor and 278,131 domestic daytrips in the City.
- For 2015/16, there were 305,695 international visitor nights in the City of Albany, accounting for 16.9% of the total visitor nights.
- In the 5 years up to 2015/16, there were an average of 37,894 international visitors to the City of Albany. Average length stay for international visitors was 8.3 days, lower than the average for Western Australia.
- In the 5 years up to 2015/16, there were an average of 309,665 domestic overnight visitors to the City of Albany. Average length stay for domestic daytrip visitors was 3.2 days, lower than the average for Western Australia.
- In the 5 years up to 2015/16, international visitors and domestic overnight visitors to the City of Albany were more likely to be visiting on holiday, accounting for 63.3% and 53.6% respectively of all visitors<sup>82</sup>.

## **3.4.2** Key Attraction and Experiences

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

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

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

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

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

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

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

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

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

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

#### 3.4.3 Accommodation

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

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### The range includes:

- Backpackers
- · Hotels and motels
- Bed and Breakfast
- Cottages, chalets and villas
- Self-contained

Source: Albany Visitor Centre 2015

- Caravan parks
- Nature based camping
- Resorts
- Luxury retreats
- Farmstay

#### **3.4.4** Infrastructure and Services

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

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

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

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

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

<sup>&</sup>lt;sup>83</sup> Great Southern Alliance 2016, Tourism Development Strategy for the Lower Great Southern

<sup>84</sup> Agnew, R, Killalea, H & Simpson, M 2012, Destination visitor survey strategic regional research- Western Australia: Evaluating the WA cruise visitor experience. Available from http://www.tra.gov.au/documents/SRR\_WA\_Cruise\_visitor\_experience\_FINAL.pdf

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

### 3.4.5 Tourism Forecast

Tourism is one of the world's biggest and fastest growing economic sectors. On a global level, tourism ranks fifth under the fastest growing sectors in the world and is forecast to grow 4% each year from 2013 to 2033. Demand for tourism product remains strong with the number of worldwide tourists growing. The Australian tourism investment pipeline was estimated at \$53.7 billion in 2014, up \$4.3 billion (or 8.7%) from 2013. These levels indicate the enormous potential of the tourism industry and highlight the importance and attractiveness of investing in Australia's key tourism-related activities.

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

The Great Southern Regional Investment Blueprint<sup>89</sup> identifies international tourism as a global shift or 'megatrend' that will influence the trajectory of the Great Southern economy over the next thirty years. The diversity of natural amenity and destinations within the Great Southern, coupled with strong connectivity to Perth (airport, cruise ships, Albany highway), provides an opportunity for increased international tourist visitation to be captured.

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

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

<sup>&</sup>lt;sup>85</sup> Heaberlin Consulting 2014, The future of visitor centres in WA. Available from

http://www.tourism.wa.gov.au/Publications%20Library/Research%20and%20reports/The\_future\_of\_visitor\_centres\_in\_WA.pdf

 $<sup>^{\</sup>rm 86}$  GSDC 2015, Great Southern Regional Investment Blueprint.

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

<sup>88</sup> Keller, J 2001, The Importance of Rural Development in the 21st Century – Persistence, Sustainability and Futures. First National

Conference on the Future of Australia's Country Towns. Available from http://www.regional.org.au/au/countrytowns/keynote/keller.htm 89 GSDC 2015, Great Southern Regional Investment Blueprint.

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# **3.4.6** Planning for Tourism

### State and Regional Planning Context

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

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

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

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

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

<sup>&</sup>lt;sup>90</sup> GSDC 2015, Great Southern Regional Investment Blueprint.

<sup>&</sup>lt;sup>91</sup> Department of Sport and Recreation and Great Southern Development Commission 2013, Great Southern Centre for Outdoor Recreation Excellence. p. 6. Available from Department of Sport and Recreation.

<sup>&</sup>lt;sup>92</sup> ibid, p. 18.

<sup>93</sup> EC3 Global team 2013, Great South West Edge National Landscape. p. 2. Available from http://www.tourism.australia.com/documents/Campaigns/Strategy\_GSWE\_Feb14.pdf

<sup>&</sup>lt;sup>94</sup> City of Albany 2016, South Coast Nature Based Camping Alliance. Available from City offices.

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### Local Planning Context - Strategic

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

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

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

The main findings of the Strategy are as follows:

- From the report the data shows, most visitors are families who stay for 5.5 days which is longer than Margaret River, the Golden Outback has the longest stay at 10.5 days and Coral Coast with 9 days.<sup>96</sup>
- Marketing for the region is fragmented with limited resources, lack of scale and investment, which
  means there is a heavy reliance on local government funding which is unsustainable in the long
  term, alternative sources of funding needs to be made.
- The Great Southern region has 3 of the top 20<sup>97</sup> tourist attractions and promotion of these attractions to combat the market gap in visitor knowledge of the region. There are 15 ANZAC attractions in the City, these should be promoted as an experience that cannot be found anywhere else in Australia. The lifestyle of Albany as a place to retire, the conservative demographic and distance is seen as a barrier to the development of tourism, we need to promote more to families and focus on youth attractions.
- The City needs to attract more events that will draw people to visit the City and then explore the region. Most events are based around food and wine which will not appeal to the family segment. The inclusion of a high profile participation event, like adventure events which can be held annually would boost tourism in the region. There is a lack of business event space, with no flat floor exhibition and no suitable accommodation<sup>99</sup> for the business market. There are no hotels or resorts of 4-5 stars by large capacity hotel providers that offer a full range of facilities including swimming pool, restaurants and conference spaces in the region.<sup>100</sup>
- There has been a 7% growth in visitor numbers, we are losing market share to Margaret River which had growth of 10% in 2015/16.<sup>101</sup> Increasing spending of cruise ship passengers is

<sup>97</sup> ibid, p. 4.

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

<sup>&</sup>lt;sup>96</sup> ibid, p. 15.

<sup>&</sup>lt;sup>98</sup> ibid, p. 55.

<sup>99</sup> ibid, p. 16.

<sup>&</sup>lt;sup>100</sup> Churchill Consulting 2016, Tourism Development Strategy for the Lower Great Southern. (Draft) p. 49.

<sup>&</sup>lt;sup>101</sup> ibid, p. 3.

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important, currently they only spend \$56.65<sup>102</sup> per person. For cruise ship visits focus should be on enabling them to get to attractions or services that are not available on board the ship. More tours are needed to offer a greater variety to visitors as a car is needed to access many attractions in the region.

- Lack of choice and competition, high cost and changes to the route have impacted air travel with a decline of passengers using the airport in the last two years. <sup>103</sup>
- There is need to make the journey part of the experience and promote the destinations en-route to the region. There is an opportunity to collaborate with Shires such as those within the Hidden Treasures region to promote the drive down to Albany as being an experience in itself.
- Nature Based Camping Strategy (2017): The objective of the Nature Based Camping Strategy is to
  provide a sound planning, management and governance basis to guide it across the City. It considers
  opportunities and constraints of existing nature based camping in the City and makes
  recommendations on developing and promoting nature based camping activities in appropriate
  location in the municipality.

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

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

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

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

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<sup>&</sup>lt;sup>102</sup> ibid, p. 38.

<sup>&</sup>lt;sup>103</sup> ibid, p. 37.

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

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

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

### <u>Local Planning Context - Statutory</u>

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

The Scheme contains the following zones that permits tourism uses:

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

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

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

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

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

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

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

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

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

#### Planning Implications

The above information presents to the following planning implications:

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

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# 3.5 Rural - Agricultural Diversification

Agricultural production is a very important contributor to Australia's economy, and is a key industry in many rural and regional areas, including the City. Agricultural or farm diversification<sup>104</sup> is an important mechanism for improving the competitiveness and production efficiency, economic growth and is an increasingly common practice for farms and rural businesses around the world. In the face of increasing financial, environmental and market pressures, diversification offers the opportunity to spread income risk and build resilience. Diversification optimises on-farm infrastructure, increases add value to our commodity products and natural resources or utilised previously un-used part of a farm.

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

# **3.5.1** Opportunities in Agricultural Diversification

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

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

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

• Improved use and management of land

(http://www.farm diversity.com.au/about-diversification).

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

Spreading income risk

Developing opportunities for future growth

Creating opportunities for family involvement (including for succession planning)

Creating renewed interest in the farm business

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

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

# 3.5.2 Strategic Industry Development

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

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

Diagram 20: Potential growth opportunities in the agricultural sector

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

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

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

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

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

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

# 3.5.3 Rural Enterprise

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

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

<sup>&</sup>lt;sup>107</sup> GSDC 2015, A South Coast feasibility study. Available from GSDC.

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

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

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

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

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

## **3.5.4** Carbon Farming

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

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

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

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

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

### **3.5.5** Horticulture Precincts

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

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

In addition, the former Department of Water undertook an investigation into prospective groundwater resources in the Albany hinterland<sup>108</sup>. With its relatively cooler temperate climate, Albany hinterland area is considered to have strong potential for agricultural expansion. Also, the area has been recognised in the *Great Southern Regional Blueprint* as the 'most significant hotspot for competing water demand in the Great Southern. Therefore, identifying prospective sources of potable and fit-for-purpose groundwater is essential to provide diversification option for industry and agriculture.

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

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

<sup>111</sup> ibid, p. 56.

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

<sup>&</sup>lt;sup>109</sup> Department of Water (2017), Albany Hinterland – Prospective Groundwater Resources Map.

<sup>&</sup>lt;sup>110</sup> ibid, p. 21.

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

<sup>&</sup>lt;sup>113</sup> Fazakerley, V & Windsor 2013, Fresh thinking final 2013-2050. p. 19.

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

To grow enough fruit and vegetables for the Great Southern, horticulture requires an extra 471ha by 2025 and by 2050 a further 211ha<sup>115</sup>.

# 3.5.6 Aquaculture

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

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

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

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 $<sup>^{\</sup>rm 114}$  Fazakerley, V & Windsor 2013, Fresh thinking final 2013-2050. p. 62.

<sup>&</sup>lt;sup>115</sup> ibid, p. 25.

<sup>&</sup>lt;sup>116</sup> ibid, p. 35.

 $<sup>^{\</sup>rm 117}$  Department of Fisheries 2016, Aquaculture forum outlines growth strategy. Available from

https://www.mediastatements.wa.gov.au/Pages/Barnett/2016/07/Aquaculture-forum-outlines-growth-strategy.aspx

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

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

<sup>&</sup>lt;sup>120</sup> Bunbury, E 2016, Department of Fisheries comments via email.

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

<sup>122</sup> Department of Fisheries 2015, Aquaculture in Western Australia Industry Overview. p. 35. Available from www.fish.wa.gov.au/.../Aquaculture/aquaculture position paper.pdf

<sup>&</sup>lt;sup>123</sup> WAPC 2016, Lower Great Southern Strategy. p. 55.

<sup>&</sup>lt;sup>124</sup> ibid, p. 55.

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

## 3.5.7 Forestry

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

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

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

Plantations for Australia want to treble areas under plantations by 2020, this is an Australia wide program developed by industry and Government for plantation forestry in Australia.<sup>130</sup> The City was one of the first towns in the Great Southern to grow, harvest and chip Eucalyptus for export. The City is a major export and timber processor,<sup>131</sup> the Albany Port Authority had estimated wood chip exports had a value of \$89 million.<sup>132</sup> In the City currently 140,000 ha of Tasmanian Blue Gum plantations are grown for pulpwood, chipped and exported through the Port for paper in the Japanese market. APEC has 2200 ha<sup>133</sup> ready for harvesting annually, there is a ten year wait before trees can be harvested and APEC has stock to continue well into the future.

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

<sup>&</sup>lt;sup>125</sup> Bunbury, E 2016, Department of Fisheries comments via email.

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

 $<sup>^{127}\,</sup>http://www.agriculture.gov.au/SiteCollectionDocuments/forestry/national-forest-industries-plan.pdf$ 

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

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

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

<sup>131</sup> Department of Agriculture and Water Resources 2016, Agriculture, Fisheries and Forestry in the Wheat belt Region of WA.

Research by the Australian Bureau of Agricultural and Resource Economics and Sciences. Available from http://data.daff.gov.au/data/warehouse/9aa/regionalReports/201609/ABS2011SA4\_50900000000.html

<sup>&</sup>lt;sup>132</sup> Department of Regional Development 2014, Great Southern: A region in profile 2014. p. 9. Available from

http://www.drd.wa.gov.au/Publications/Documents/A\_region\_in\_profile\_2014\_Great\_Southern.pdf

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

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

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

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

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

## 3.5.8 The Role of Technology and NBN

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

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

<sup>136</sup> ibid, p. 5.

<sup>&</sup>lt;sup>135</sup> ibid, p.2.

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

<sup>&</sup>lt;sup>138</sup> Fitzgerald, B 2014, WA timber industry harnesses emerging Indian market. Available from http://www.abc.net.au/news/2014-06-16/timber-exports-to-india/5522174

<sup>139</sup> Pepper, F 2015, Western Australian abattoir moves to burning woodchips to generate energy. Available from http://www.abc.net.au/news/2015-12-09/western-australian-abattoir-moves-to-burning-woodchips/7013870

<sup>140</sup> WA Sandalwood Plantations 2015, Australian Sandalwood: History. Available from http://www.wasandalwood.com/index.php?id=65

<sup>&</sup>lt;sup>141</sup> Mount Romance 2016, Market update. Available from http://www.mtromance.com.au/market-update/

<sup>142</sup> WA Sandalwood Plantations 2015, Australian Sandalwood: Markets. Available from http://www.wasandalwood.com/index.php?id=67

<sup>&</sup>lt;sup>143</sup> Gascoyne Development Commission 2015, Gascoyne Regional Investment Blueprint. p. 69. Available from

http://www.gdc.wa.gov.au/publications-statistics/gascoyne-regional-investment-blueprint/

 $<sup>^{144}</sup>$  Ceda 2016, State of the Regions Series: Regional Development in Western Australia.

<sup>&</sup>lt;sup>145</sup> South West Development Commission 2014, South West Regional Blueprint. p. 17. Available from http://www.swdc.wa.gov.au/what-we-do/strategic-planning/south-west-regional-blueprint.aspx

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barrier to regional residents, businesses and service providers, fully engaging with the digital economy. Digital illiteracy can also be an issue. 146

E-commerce, telecommuting and freelancing allow regional businesses to look to opportunities in the global economy. Innovation is a key driver of economic growth and improved living standards. Using technology on the farm can help improve diversification with Sensors, Automation and engineering. Currently there are two robotic dairy farms in the South Coast region located in Denmark, the WA College of Agriculture has commissioned two robotic dairies for training, giving the region a competitive advantage in robotic dairies. Particular interest will be synthetic biology, to make fuels, byproducts accessible from organic chemistry and smart devices.

# **3.5.9** Equine Industry

In 2011 the industry contributed nearly \$20 million dollars to the regional economy with 230 full-time employees. Activities included thoroughbred and harness racing, eventing, dressage, polo-cross, showing, camp drafting, riding for the disabled, and horse breeding. Thoroughbred horse production offers significant potential for the region. <sup>150</sup>

# 3.5.10 Regional Food System

A regional food system considers the production, distribution, marketing and consumption of food and produce in the region as the outcomes of complex and diverse relationships and interactions. The main challenge for the Great Southern food system is to build constructive stakeholder relationships and it is important to have regional labelling and premium branding for local products. By showing the importance of the food system it is hoped that increased spending through greater local consumption is achieved. Promotion and branding are key tools for value adding and product identification in the marketplace, a tool for differentiating producers through labelling is critical.<sup>151</sup>

Great Southern premium food needs strong promotion to ensure it is recognised as quality locally grown produce and superior produced food, not industrially farmed or imported food products so that premium regional products are locally distinct, not generically available. Currently local supply is seasonal, and at times sporadic, continuity of supply is important to engage more consumers.

If collaboration could be developed to provide a common well-equipped distribution facility, this will create a valuable resource to stakeholders in the GS food system. Limitations to growth are poor coordination in the

<sup>147</sup> Ceda 2016, State of the Regions Series: Regional Development in Western Australia.

Great Southern Region. p. 4. Available from https://www.agric.wa.gov.au/newsletters/fii/food-industry-innovation-%E2%94%82august-2016-%E2%94%82volume-1?page=0%2C3#smartpaging\_toc\_p3\_s0\_h2

<sup>&</sup>lt;sup>146</sup> ibid

<sup>&</sup>lt;sup>148</sup> Pracsys 2015, South Coast Industrial Ecology Mapping and Industry Attraction Strategy.

<sup>&</sup>lt;sup>149</sup> Zappa, M 2014, 15 Emerging Agriculture Technologies That Will Change The World. Available from

http://www.businessinsider.com.au/15-emerging-agriculture-technologies-2014-4

 $<sup>^{150}</sup>$  Great Southern Development Commission 2015, Great Southern Regional Blueprint. p. 37.

<sup>&</sup>lt;sup>151</sup> Department of Agriculture and Food 2016, Food Industry Innovation: Specialised Food Centre- understanding the capability of the

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supply and distribution system; ineffective marketing and promotion of produce; and inadequate or dysfunctional engagement of stakeholders.

The one number issue is getting more food to more customers, retailers and consumers, if the food system is to generate a significant contribution to economic development. The opportunity exists for a physical space to become a place where the premium produce and boutique products of the region can be presented and traded to retailers, customers and consolidated for distributors.

## **Planning Implications**

The above information presents to the following planning implications:

- Agriculture offers many growth and diversification opportunities in aquaculture, regional food system, livestock and meat processing infrastructure etc. which planning should respond to through zoning, land use permissibility's and identification and protection of land r in appropriate locations.
- Further investigation into an appropriate strategic and statutory planning response to potential
  irrigation precincts identified (based on annual rainfall, groundwater salinity and soils) in the City
  should occur.
- There are the potential to utilise Rural Enterprise Zones to rural and industrial areas where industrial land uses in conjunction with residential houses occur. Bakers Junction has established land uses that meets the needs of the hinterland farming community that fulfil the definition of a Rural Enterprise zone under the WAPC Rural Planning Guidelines. There is need to designate Bakers Junction as a Rural Enterprise and during the review of the Local Planning Scheme, zone it for this purpose and to identify land use permissibility and development standards.
- There is a need to identify and protect existing strategic agricultural enterprises from sensitive and inappropriate land uses at structure plan stage.
- Department of Primary Industries and Regional Development intent to undertake high quality mapping of the Great Southern. Zoning and provisions under the local planning scheme should be reviewed at finalisation of these maps.

### 3.6 Education Growth

The vision to become a 'university town' is held by many stakeholders in the region including the University of WA, GSDC and the City.

The City's Community Strategic Plan contains five strategic challenges to achieve the City's vision. One of these challenges is 'Smart, Prosperous and Growing' aims to foster education, training and employment opportunities that support economic development. The City aims to achieve this by:

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- identifying and advocating for education, training and research around what drives our regional economy;
- advocating for flexible education programs that meet the needs of diverse sectors or our community;
   and
- Supporting the establishment of a learning precinct in our CBD to enhance the learning experience.

Knowledge and innovation is a regional imperative identified under the Great Southern Regional Investment Blueprint<sup>152</sup> which envisages that by 2040:

- The region will have a vibrant tertiary education sector that hosts over 3,000 full-time equivalent tertiary students, 30% of whom will be from overseas; and
- The region's tertiary education sector will be recognised as adding value to regional industry and the wider community through engagement with artistic, scientific and cultural activities.

The university requires more space to accommodate increasing student numbers and the offering of more full courses, currently UWA provides limited options, other than full courses in Science and Teaching. The provision of sufficient student accommodation is seen as a major problem. The Norman House redevelopment is expected to be completed by 2017 for five four-bed residential units for affordable student accommodation to encourage more students to attend tertiary institutions in the Great Southern. A 40 bed facility on the old Albany Primary School site on Serpentine Road will help attract and retain higher education students who would otherwise leave the region. Increasing tertiary student accommodation options in the Great Southern encourages students to stay in their community longer and builds a broader skill base in the region, leading to a stronger regional economy.

A major direction for the City is promoting tertiary education growth, to promote a 'Learning City', to develop a regional university, along with developing an Outdoor Centre of Excellence or other specialist programs which draw on regional industries and opportunities. For instance, the Community Strategy Plan states:

'We will partner business and education providers to diversify our economy and establish a culture of learning to support and grow local employment'.

The University of Western Australia, Albany campus includes Curtin University, Centre of Excellence in Natural Resource Management, Rural Clinical School and Perth International Arts Festival and are closely linked with education in the City. There has been a constant increase in student numbers of 20% per year and Curtin University has strong links with the Great Southern Institute of Technology. International students from Bristol University and Asian markets are increasing, as Albany is seen as a safer community than Perth.

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<sup>&</sup>lt;sup>152</sup> GSDC 2015, Great Southern Regional Investment Blueprint.

 $<sup>^{\</sup>rm 153}$  The University of Western Australia 2016, The Albany Centre.

<sup>&</sup>lt;sup>154</sup> GSDC 2016, Great Southern Major Projects. Available from

http://www.gsdc.wa.gov.au/sites/www.gsdc.wa.gov.au/files/pdf/Great%20Southern%20Major%20Projects%20May2014.pdf

<sup>&</sup>lt;sup>155</sup> Department of the Premier and Cabinet 2016, Boost for Student accommodation in Albany. Available from

https://www.mediastatements.wa.gov.au/Pages/Barnett/2016/07/Boost-for-student-accommodation-in-Albany.aspx

<sup>156</sup> The University of Western Australia 2016, The Albany Centre. Available from http://www.albany.uwa.edu.au/

<sup>157</sup> ibid

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UWA works with South Coast NRM, Shire of Collie, City of Albany, Great Southern Development Commission, Department of Water and Environmental Regulation and Department of Biodiversity Conservation and Attractions. Research staff for UWA are contributing to the economy and environment of the city.

A number of schools in the Great Southern have received funding for Trade Training Centres including St Joseph's College, and Australian Christian College offering Trades and Engineering and North Albany Senior High School have Health and Community services offering nursing, aged care and hospitality. 2011 census data in the Great Southern showed 48.8% of year 12's achieved a Tertiary Admission Rank compared with 59.2% for WA, suggesting a lower proportion for Great Southern students are seeking admission to university courses. <sup>158</sup>

A Learning City places innovation and learning at the core of economic development. A Learning City sustains economic activity through various combinations of individual and institutional learning, innovation and creative uses of information and communication technologies. Stakeholder partnerships are considered essential where learning and knowledge dissemination are at the centre of development.

### **Planning Implications**

The above information presents to the following planning implications:

Growth in the tertiary sector is a vision held by state, local government and education providers. It is
important to understand the future land requirements to accommodation growth, and to meet the
needs of students by providing housing in close proximity to TAFE and UWA, to diversify housing and
provide in the social, active and recreational needs of students.

<sup>158</sup> Department of Regional Education, Skills and Jobs 2012, Regional Education, Skills and Jobs Plan, Great Southern. p. 15. Available from https://docs.employment.gov.au/system/files/doc/other/resj\_western\_australia\_great\_southern.pdf

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## 4 NATURAL ENVIRONMENT

#### 4.1 Fauna and Flora

# 4.1.1 Biodiversity

The district forms part of the Southwest Australia Biodiversity Hotspot which is globally significant due to its diversity of plants, animals and habitat types. Various plant species are endemic to the area. The District contains numerous biodiversity assets, including declared rare and priority flora and threatened fauna. Figure 5 shows the spatial extent of vegetation protected under reserves and state forests.

Biodiversity is dependent on a combination of characteristics including climate, geology and soils, landform and vegetation.

The district's biodiversity and natural environment are highly valued and provide a range of benefits. Protection of native vegetation is important for a number of reasons including maintaining biodiversity, wildlife habitats, scenic values, and in minimising the risk of soil erosion and rising water tables.

Retaining the district's biodiversity assists to sustain life and has important social, cultural, economic and environmental benefits. Ecosystem functions underpin the capacity of the district to support economic growth and attract residents. The natural environment is a key attractor for many residents and visitors to the district.

Most threatened flora, fauna and ecological communities within the district are in conservation reserves and National Parks managed by Department of Biodiversity Conservation and Attractions and in City of Albany reserves and road reserves. Outside of these reserves, a considerable amount of native vegetation exists on private property. Many natural areas need active management to ensure that they are resilient against ongoing impacts such as weeds, Phytophthora dieback, altered fire regimes and feral animals.

The natural environment is vulnerable and once damaged takes many years to return, if at all, to its original condition. As outlined in publications such as *An Overview of Biodiversity Values and Threats in the South Coast Region (2013)*, there are significant threats along with potential for flora and fauna extinction.

Threats to biodiversity in the district include:

- Clearing remnant vegetation for urban development, agriculture, infrastructure and other uses;
- bushfire and altered fire management;
- salinity, Phytophthora dieback, weeds and inappropriate chemical use;
- unmanaged grazing extending into conservation areas;
- biosecurity risks including animal and plant pests, invasive species and disease;
- hydrological change and nutrient enrichment;
- unmanaged recreational use;
- cumulative changes such as degradation and fragmentation of habitat; and

<sup>&</sup>lt;sup>159</sup> Department of Parks and Wildlife 2013, South Coast Biodiversity: An overview of Biodiversity Values, threats and Conservation in the South Coast Region.

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Climate change.

Active management of these threats is needed to maintain biodiversity values. Active management is particularly costly in fragmented landscapes, so the retention and protection of large, consolidated areas with lower susceptibility to threats is cost effective and more viable.

### **4.1.2** Protection of Trees

Trees add value to our community by providing shade, protection from weather events, reducing heat and glare, improves mental health and well-being, provides habitats for fauna and adds moisture and oxygen to the air and enhanced aesthetics within the streetscapes. 160 The vision of the Urban Tree Strategy is to create a tree network that will be resilient, healthy and diverse, and contribute to the sustainability and wellbeing of our community. 161 Objectives of the Urban Tree Strategy are:

- Precinct planning taken into consideration with road network hierarchy;
- Develop infill planting programmes;
- Instil good best practice design practices (access & inclusion); and
- Support the community in planting initiatives.

Street trees, and heritage trees on private properties are protected on the City of Albany Municipal Heritage Inventory and by the Heritage Council of WA, National Trust, Australian Heritage Commission and State Register of Heritage Places. No development can be completed near the trees without planning approval. The City is completing a tree strategy and ALPS will be updated with the information when available.

# **4.1.3** Roadside Vegetation

Roadsides act as valuable corridors for small animals that find it difficult to cross large open spaces such as paddocks. 162 They protect roads from wash-outs in high rainfall events, are more difficult to ignite and can provide a wind break for adjoining farmland. The Roadside Conservation Committee has mapped all roadside vegetation in the City area and have found some high value conservation vegetation. 163 The areas of high conservation value include Albany Highway, Albany-Lake Grace Road, South Coast Highway and South Western Highway. 164 These vegetation corridors are protected under the ALPS No1.

<sup>161</sup> ibid, p.5.

<sup>&</sup>lt;sup>160</sup> City of Albany 2017, Urban Tree Strategy. p. 6. Available from City offices.

 $<sup>^{162}</sup>$  Roadside Conservation Committee 2014, Verge Notes: A roadside note for landholders. Available from https://www.dpaw.wa.gov.au/images/documents/conservation-management/off-roadconservation/rcc/A\_roadside\_note\_for\_landholders.PDF

 $<sup>^{163}</sup>$  Department of Parks and Wildlife 2013, Roadside conservation value mapping program. Available from https://www.dpaw.wa.gov.au/management/off-reserve-conservation/roadside-conservation/132-roadside-conservation-value-mappingprogram?showall=&start=2

<sup>164</sup> Department of Parks and Wildlife 2000, A survey of the roadside conservation values in the City of Albany and roadside management guidelines. p. https://www.dpaw.wa.gov.au/images/documents/conservation-management/off-road $conservation/rcc/reports/city\_of\_albany\_technical\_report\_2000.pdf$ 

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# **4.1.4** Mapping of Conservation Values

The Australian Bureau of Agricultural and Resource Economics and Sciences (ABARES) has developed a spatial multi-criteria Analysis shell (MCAS) approach to mapping biodiversity and conservation values in the region. The aim of the project is to update the Southern Prospects 2011-2016 to include climate change science information that plan for climate change impacts, the prospects will be updated in 2017. The mapping identifies significant areas of vegetation present in small, scattered patches inland in the City. The mapping identifies significant areas of vegetation present in small, scattered patches inland in the City.

The Biodiversity Prioritisation and Bio sequestration Modelling and Analysis report has indicated that the City has top value and high value biodiversity with no protection currently. <sup>167</sup> The report suggests moderate priority conservation biodiversity plantings in the region because of the high conservation value. This needs protecting and will allow greater landscape linkages or corridors. The City is at risk of a high salinity hazard <sup>168</sup> in areas near Mount Barker. The City is seen as an important area to identify potential climate impacts on species and to revegetate areas that are seen as the best place based on likely survivability of plant species. <sup>169</sup> The research allows for future planning of revegetation areas that will provide the best habitat and corridor linkages, while improving other climate change related features. These areas will require greater protection under the LUD.

The main aim is to increase the habitat under private and local government management that is actively managed for wildlife conservation. A number of organisations are pursing the acquisition of privately owned areas of native vegetation for management as conservation reserves, these include Australian Bush Heritage, Greening Australia, Friends of the Porongurups and Gondwana link. These groups work in partnership with other community-driven groups to make up the Gondwana Link project.

### 4.1.5 Gondwana Link

After many years of clearing land for agriculture, the Gondwana link has become fragmented. Owning three large parcels of land, the project plans to restore native vegetation on these properties and privately-owned land, to restore ecological linkages on which the unique plants and animals of the region depend. The project covers 113,000 hectares of South West Australian woodlands extending from the upper catchment areas of the Kalgan River straddling the Stirling Range and Porongurup National Park. The Gondwana link wants to engage private landholders to undertake on-ground works and increase predator control of feral honeybee, fox, cat and rabbit. The group also aims to manage threatening processes such as inappropriate fire regimes, impacts from adjoining agriculture; and the development of compatible economic enterprises and lifestyle opportunities. As well as increased protection for habitat and revegetation of endangered animals. To

<sup>165</sup> South Coast Natural Resource Management 2016, Regional Mapping for climate Change. Available from http://southcoastnrm.com.au/our-projects/regional-mapping-for-climate-change

<sup>&</sup>lt;sup>166</sup> Department of Conservation and Land Management 2004, South Coast Biodiversity: An Overview of Biodiversity Values, Threats and Conservation in the South Coast Region. p. 22. Available from http://southcoastnrm.com.au/category/reports

<sup>&</sup>lt;sup>167</sup> ibid, p. xi.

<sup>&</sup>lt;sup>168</sup> ibid, p. 77.

<sup>&</sup>lt;sup>169</sup> Department of Conservation and Land Management 2004, South Coast Biodiversity: An Overview of Biodiversity Values, Threats and Conservation in the South Coast Region. p. 92.

<sup>&</sup>lt;sup>170</sup> ibid, p. 28.

<sup>&</sup>lt;sup>171</sup> ConPro 2013, Gondwana Link: Ranges Link (Stirling To Porongurup) (ID:1722) Available from http://www.gondwanalink.org/pdf/RangesLinkCAPdetails.pdf

<sup>172</sup> Department of Conservation and Land Management 2004, South Coast Biodiversity: An Overview of Biodiversity Values, Threats and Conservation in the South Coast Region. p. 29.

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improve the condition and connectivity of vegetation community's two key areas include Lindesay to Porongurups link area and Two Peoples Bay to Manypeaks area.<sup>173</sup> Activities include securing areas of bush; rehabilitation of degraded bush; restoration of habitat in areas that are critical for maintaining and restoring function or for enhancing poorly represented vegetation associations. The Gondwana link will help protect and preserve the biodiversity of the region.

## **4.1.6** Native Vegetation

Native vegetation of the district is highly diverse in both structure and floristics. Many species are rare, with restricted distributions and specific habitat requirements and some are endemic to the district. Vegetation includes Jarrah-Marri forest, Marri, scrub heath, damplands and wetlands. Native vegetation is located on private and public land and plays an important role in the district's landscape and character.

The district has been subject to the following broad-scale vegetation surveys:

- Vegetation of the Albany and Mount Barker Areas, Western Australia; 174
- Vegetation Survey of the Albany Hinterland; 175 and
- Albany Regional Vegetation Survey.<sup>176</sup>

The *Albany Regional Vegetation Survey* (ARVS) is an important technical study that contributes to understanding of the natural environmental assets within a 35km radius from the centre of Albany. It outlines that around 65% of the native vegetation within the survey area has been cleared (or 35% of the original vegetation remains), over 800 species were recorded during the survey including six Declared Rare Flora, 43 Priority listed species and 19 species occurring beyond their previously known distribution. Particularly high vegetation diversity was found in wetland habitats, on granite outcrops and along the coastal fringe. Some vegetation units have less than 30% of their total pre-clearing extent remaining in Western Australia, while a number of units are likely to have less than 30% of their pre-clearing extent remaining within the ARVS survey area.

ARVS has been endorsed by the Environmental Protection Authority (EPA) as a key information source to guide land use planning in the district. The EPA's endorsement is set out in *Environmental Protection Bulletin No. 13 Guidance for the use of the Albany Regional Vegetation Survey in Environmental Impact Assessment* (2011) – to be called EP Bulletin 13. The EPA considers that:

 The protection of remnant native vegetation is best achieved by locating development in cleared areas in preference to uncleared lands;

<sup>&</sup>lt;sup>173</sup> South Coast Natural Resource Management 2013, Gondwana Link and South Coast NRM connecting community through conservation action planning. Available from http://southcoastnrm.com.au/item/gondwana-link-and-south-coast-nrm-connecting-community-through-conservation-action-planning

<sup>&</sup>lt;sup>174</sup> Beard 1979, Vegetation of the Albany and Mount Barker Areas, Western Australia. Available from http://trove.nla.gov.au/work/20066339?selectedversion=NBD8004442

<sup>&</sup>lt;sup>175</sup> Connell & ATA 2001, Vegetation Survey of the Albany Hinterland. Available from City offices.

 $<sup>^{176}</sup>$  Sandiford & Barrett 2010, *Albany Regional Vegetation Survey.* Available from

http://www.epa.wa.gov.au/Policies\_guidelines/envprotectbulltn/Documents/Albany%20Regional%20Vegetation%20Survey/arvs\_report\_aug\_2010.pdf

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- the survey report provides a key resource to inform State and Local government authorities, industry and developers considering proposals and planning schemes where flora and vegetation is a factor;
- the information contained in the survey report will be used by the EPA to assess the impact proposals on ARVS vegetation units;
- the ARVS does not replace the need for site specific flora and vegetation surveys consistent with EPA Guidance Statement 51;
- the ARVS provides a detailed and contemporary regional context of flora and vegetation in the Albany Region and should therefore be used for environmental impact assessment of proposals;
- where information is required on pre-clearing and current extent of vegetation, Vegetation Associations<sup>177</sup> should be used until more up-to-date information is available; and
- Proponents will also need to undertake fauna surveys and any other survey as dictated by individual site conditions consistent with EPA Guidance Statements and Environmental Assessment Guidelines, for example, EPA Guidance Statement numbers 10, 20, 54 and 56.

ARVS is consistent with the *Environmental Protection Bulletin No. 20 – Protection of naturally vegetated areas through planning and development*. It seeks to protect naturally vegetated areas during all stages of the planning process. Protection of naturally vegetated areas are addressed at each stage of planning. The bulletin sets out design guidelines for planning and development as follows:

- Locate development on cleared land;
- consider the impact of fire protection requirements on biodiversity;
- protect large consolidated naturally vegetated areas;
- ensure clear and ongoing management responsibilities in retained naturally vegetated areas; and
- Infrastructure should not be located within consolidated retained naturally vegetated areas.

The ARVS report contained various recommendations for future work including to prioritise the vegetation units in terms of conservation status to assist land use planning. This matter was progressed through the draft *Albany Regional Vegetation Survey Phase 2 Conservation Planning Report (2013).* The second phase of the ARVS project is underway and involves closer examination of the findings to identify priority areas for conservation of vegetation; inform priority areas for fauna conservation; and identify critical areas requiring restoration.

The City is currently preparing the Natural Reserves Strategic Action Plan. Its objectives are to develop a financially sustainable natural reserves strategic plan that reflects environmental best practice and balances bio-diversity conservation with community and user needs. The plan will address five key reserve management themes as follows:

- Environmental biodiversity;
- community safety & access;
- recreational services & facilities;

<sup>177</sup> Shepherd DP, Beeston GR and Hopkins AJM 2002. Native Vegetation in Western Australia: Extent, types and status. Department of Agriculture, Western Australia., Department of Agriculture and Food (DAFWA) 2005. Pre-European Vegetation – Western Australia (NVIS Compliant version). Department of Agriculture and Food, Perth, Western Australia.

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- heritage values; and
- Sustainable management.

### 4.1.7 Fauna

The district is rich in fauna including vertebrate and invertebrate species.<sup>178</sup> Some species are listed as threatened in the *Environment Protection and Biodiversity Conservation Act 1999*, there are threatened and priority species listed in the *Wildlife Conservation Act 1950* and there are nominated locally significant species.

Native vegetation, watercourses and wetlands provide refuge habitat for fauna. Subject to the species and its habitat, some populations can be prone to the effects of fire, competition, predation and human impacts. A reduction in the size and number of these remnants will increase the pressure on various fauna species. There is on-going survey work to be completed for various species to develop suitable management responses.

#### Planning Implications

The above information presents to the following planning implications:

- Various strategies (State and local) in relation to biodiversity have been prepared since the preparation of ALPS (2010) which guides the City of Albany and developers in the preparation of amendments, structure plans, subdivision and development. There is a need to finalise ARVS stage 2. Following this, there may be a need to prepare a local planning policy, amend strategy or scheme to guide developers and the City on the implementation thereof.
- Identify Gondwana vegetation linkages in the strategy map and formulate strategies to assist in the protection and development thereof.
- Development should be directed towards areas that are already cleared.
- There is an opportunity to protect significant trees through scheme provisions.
- Investigate the change in land use allocation in LPS and reserves in LPS1 in accordance with Planning and Development (Local Planning Schemes) Regulations 2015 by zoning land commensurate with its land use or purpose.

<sup>&</sup>lt;sup>178</sup> Danks, A 2004, Overview of Biodiversity Values and Threats in the South Coast Region (unpublished). Available from http://southcoastnrm.com.au/category/reports

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#### 4.2 Water

The district's water resources consists of rivers, watercourses, estuaries, lakes, wetlands, damplands and groundwater. Water resources within the district have important environmental, social and economic values.<sup>179</sup>

The district contains limited fresh groundwater, with the exception of coastal dune aquifers which provide critical supplies for the City of Albany. In some parts of the district, the groundwater resources are either poorly known or have limitations on quantity and quality.<sup>180</sup>

Groundwater and surface water are finite resources which have limits to their availability and suitability for use while still maintaining water dependent environments. The availability and the quality of these water resources are critical to the district's environment and economy.

Increasing population and economic activity is increasing water demand, whilst rainfall is and will continue to decline. One of the major challenges for the district is sustainably managing its water resources and ensuring there is water security. It is also imperative that water and associated land use are appropriately managed.

Inappropriate land uses can present a significant risk to water quality through contamination of groundwater, waterways, wetlands and other water resources. Inappropriate land use can cause contamination of groundwater, waterways, wetlands and other water resources. Potential contaminants include nutrient runoff, pathogens, hydrocarbons and chemicals.

There is an established planning and environmental framework for water resources which includes *State Planning Policy 2.7 Public Drinking Water Source Policy, State Planning Policy 2.9 Water Resources* and *Better Urban Water Management* (2008). At a regional level, a recent strategy include the *Lower Great Southern Water Resource Development Strategy* (2010) and *Great Southern Regional Water Supply Strategy* (2014).

Effectively managing water will, in part, require a coordinated approach with land use planning consistent with Better Urban Water Management.<sup>181</sup> This includes ensuring that new development/subdivision is appropriately located and serviced, and supporting best practice water sensitive urban design (WSUD).

### **4.2.1** Water Source Protection Areas

ALPS (2010) highlights the importance of protecting public drinking water source areas. LPS1 incorporated Public Drinking Water Special Control Area (PDWSCA) to protect existing and future proclaimed public drinking water sources. These are Marbellup Brook, South Coast Water Reserve and Limeburners Creek however, Angove Creek catchment area also needs to be included under LPS1. The objectives of the Special Control Areas are to assist in the implementation of any adopted Water Source Protection Plan and to protect the area from uses and/or developments which may adversely impact on the quality and quantity of public drinking

Department of Water 2014, Great Southern Regional Water Supply Strategy: A Long-Term Outlook of Water Demand and Supply. Available from www.water.wa.gov.au/\_\_data/assets/pdf\_file/0005/2939/108261.pdf

<sup>181</sup> Department of Water 2008, Better Urban Water Management. Available from http://www.water.wa.gov.au/planning-for-the-future/water-and-land-use-planning/better-urban-water-management

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water sources. There is potential conflict between the proclaimed Angove Creek Catchment Area PDWSA near the potential irrigated agricultural precincts identified at Manypeaks (as discussed in detail under Section 3.5.4 Horticulture precincts). Department of Water and Environmental Regulation has reviewed guidelines for the Land use compatibility tables for public drinking water source areas. The guidelines together with Drinking Water Source Protection reports determine risk management objectives for land within PDWSCA.

The district's water resources are limited and there is a need for on-going water conservation, efficiencies, recycling and promoting water that is fit-for-purpose. The Department of Water and Environmental Regulation and Water Corporation have and will continue with groundwater investigations for both potable and non-potable water supply requirements including opportunities to expand the South Coast borefield. The investigation has allowed the Department of Water and Environmental Regulation to increase the Water Corporation's license by 0.5 GL/year to a total of 4.45 GL/year, the short term this gives some security to the water supply. Projections produced by the Department of Water and Environmental Regulation show that under high growth rates a new water supply will be required by 2023, while if medium growth by 2030.

As part of the Great Southern Regional Water Supply Strategy serval options have been planned for and ensure the security of water supply. The promotion of water conservation/efficiency programs as these programs can delay the need for development of new large sources (seawater desalinisation and Marbellup Brook). The first option include expanding planning for use of non-potable, fit-for-purpose water supplies, wastewater recycling and stormwater harvesting to minimise use of potable supplies. Options in the strategy are dependent on timing, growth, source capacity and have planned timeframes for being brought into effect.

The district will require secure and sufficient water resources to enable the planned urban and economic growth of the City and to address the predicted declining rainfall. Department of Water and Environmental Regulation has completed groundwater investigations in the Albany hinterland. The results of these investigations will help to inform implementation of the Lower Great Southern town's water supply scheme water supply strategy.

### Planning Implications

The above information present that following planning implications:

- Special Control Areas under the Local Planning Scheme needs to be maintained to protect current and future drinking water sources. Angove Creek Catchment Area needs to be incorporated as a Special Control Area under the Local Planning Scheme.
- There is a need to recognise the potential conflict between the Angove Creek Catchment Area and the potential irrigated agricultural precincts identified at Manypeaks.
- Where possible, planning should facilitate waterwise development to conserve limited drinking water supplies.

<sup>185</sup> ibid, p. 23.

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<sup>&</sup>lt;sup>182</sup> Department of Water 2016, Land use compatibility tables for public drinking water source. Available from https://www.water.wa.gov.au/\_\_data/assets/pdf\_file/0014/.../12441.pdf

<sup>&</sup>lt;sup>183</sup> Department of Water 2014, Great southern regional water supply strategy: A long-term outlook of water demand and supply.

<sup>&</sup>lt;sup>184</sup> ibid, p. 22.

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### **4.2.2** Rivers and Watercourses

The district has various river, tributary and creek systems that flow south and discharge into the Southern Ocean. The two largest river systems flowing into the urban area are the Kalgan and King catchments which discharge into Oyster Harbour. Princess Royal harbour and Oyster harbour are significant waterways. LPS1 has environmental protections measures in place for all coastal development. All buildings must be set back from the water course by 30 metres to 100 metres depending on whether the watercourse is a seasoning watercourse, a permanent or river/estuary. Stormwater drainage, revegetation, fencing water monitoring can also be included as a condition.

Rivers and watercourses are highly valued including for environmental, economic, recreational, cultural and landscape reasons. They provide important habitat and often form environmental corridors. Watercourses and their catchments are protected in the LPS1 because of the direct, indirect and cumulative impacts of development on our waterway values and functions within the catchment. The land use planning system seeks to ensure development is appropriately setback from rivers and watercourses to address flood risk and environmental impact, development is appropriately serviced (wastewater disposal and stormwater management), to promote effective management (including foreshore management plans) and for foreshore reserves to be ceded for public access and/or conservation.

Water resources in the South Coast are tremendously varied, with over 100 rivers or major tributaries, 33 estuaries, more than 300 conservation category wetlands and regionally significant coastal freshwater aquifers. Princess Royal harbour and Oyster Harbour have experienced eutrophication events associated with high nutrient loads from adjacent land-based activity. Protection of water resources and land use control for the priority waterways and their foreshores should be maintained. Because of the linkages between other water resources such as wetlands, water source areas, groundwater, and drainage and stormwater quality, water resources are protected in the LPS. Public open space or major vegetation networks which make a significant contribution to the drainage function of waterways within an area are located near Centennial Park, North road and Yakamia Creek near North road.

At the time of Structure Plan preparation or subdivision approval, foreshore reserves are determined using biophysical criteria in accordance with relevant state policies and guidelines. Where significant waterways (identified by the Department of Water and Environmental Regulation) are located within Structure Plans and/or proposed subdivisions, it is preferable that the identified foreshore reserves be ceded to the Crown as a public reserve for the purpose of waterway protection and recreation and measures to rehabilitate the waterway identified at this time.

Where development is proposed in the rural zones and other zones (not subject to Structure Planning and/or subidivision), there is need to determine foreshore areas using biophysical criteria for all waterways in general

<sup>&</sup>lt;sup>186</sup> City of Albany 2010, Local Planning Scheme no1. p. 25.

<sup>187</sup> Department of Environment 2009, Water resources in the South Coast Region. Available from http://southcoastnrm.com.au/index.php?option=com\_zoo&Itemid=235&args%5B0%5D=0&element=8d01dbcc-c6b0-4bbc-a044-

f38183548459&format=raw&item id=934&lang=en&method=download&task=callelement

<sup>&</sup>lt;sup>188</sup> Department of Fisheries 2011, South Coast Bioregion. p. 250. Available from

http://www.fish.wa.gov.au/Documents/sofar/status\_reports\_of\_the\_fisheries\_2011-12\_south\_coast\_bioregion.pdf

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using biophysical criteria. In this instance, foreshore areas should remain under private management and ownership and measures to rehabilitate the waterway identified at this time.

### Planning Implications

The above information present that following planning implications:

 Waterways need to be protected to provide multiple benefits to the environment and the community. Identified priority waterways and foreshore areas should be ceded and protected at the time of development."

#### 4.2.3 Wetlands and Lakes

The district contains a number of wetlands, lakes and damplands (to be called 'wetlands' in this Background Paper). Wetlands are among the most diverse and complex ecosystems, however they are also amongst the most threatened. They provide significant ecological functions such as:

- water purification and groundwater recharge;
- · habitat for a wide variety of flora and fauna; and
- Can support threatened and priority ecological communities.

Wetlands also have cultural significance and have high customary value for Aboriginal people, activities involve traditional practices to do with food, medicine, ceremonies and other cultural activities. There are three wetlands of national significance as identified in the Draft Albany Coast management plan 2016, they include the Moates Lake system within Two Peoples Bay Nature Reserve, the Lake Pleasant View System and Oyster Harbour. Harbour. 191

The Department of Water and Environmental Regulation has carried out studies to determine the conservation status of wetlands. Key outcomes are outlined in the South Coast Significant Wetlands dataset which displays the location and boundary of known regionally and internationally significant wetlands across a portion of the South Coast Region.

The extensive wetland areas on the Lower King River, Oyster Harbour on its north and east side, and along the southern fringes of Princess Royal Harbour are examples of unprotected areas having a high conservation value. Protection of these areas is required through appropriate mechanisms, which may include public ownership, development restrictions and creation of foreshore reserves.<sup>192</sup>

<sup>&</sup>lt;sup>189</sup> WAPC 2016, Lower Great Southern Strategy. p. 72.

<sup>&</sup>lt;sup>190</sup> Department of Parks and Wildlife 2013, Customary activities. Available from

https://www.dpaw.wa.gov.au/parks/aboriginal-involvement/92-customary-activities

<sup>&</sup>lt;sup>191</sup> Department of Parks and Wildlife 2016, Albany Coast Draft management plan. p. 20.

<sup>&</sup>lt;sup>192</sup> WAPC 2015, Lower Great Southern Strategy 2015. (draft). Available from

www.planning.wa.gov.au/dop\_pub\_pdf/Lwr\_Great\_Southern\_strategy.pdf

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## 4.2.4 Flooding

Floodprone areas are shown on Figure 5.

Parts of the district adjacent to some rivers, watercourses and estuaries and other low-lying areas are subject to flooding. Flood mapping of the Department of Water and Environmental Regulation has however only been prepared for small parts of the City of Albany which is outlined in the City's *Development in Flood Prone Areas* Policy. Additional floodplain studies are a high priority, especially for the development footprint and for the major urban river system catchments. The maintenance of natural flow regimes and variability are important elements of flood management strategies and these are considered when assessing flooding issues. *Better urban water management guidelines* now refer to Annual Exceedance Probability for flooding which takes "the probability that a given rainfall total, accumulated over a given duration, will be exceeded in any one year."

The planning system takes a precautionary approach to flood risk. This includes discouraging the subdivision of land with potential for flooding and controlling the location of new development, associated works or structures which obstruct or divert waters in the 1-in-100 year annual exceedance probability (AEP) floodplain. The retention and enhancement of natural streams and vegetation is an important element of any flood management strategy. This can be achieved in new urban developments by ensuring adequate land is set aside for drainage purposes as part of rezoning and subdivision proposals.

### Planning Implications

The above information present that following planning implications:

 Floodplains need to be protected from inappropriate development. The identification of a Special Control Area around the floodplains should be explored during the review of the Local Planning Scheme as a mechanism to protect floodplains from inappropriate development.

## **4.2.5** Coastal Planning and Management

The district's coastline is spectacular and diverse, drawing thousands of people each year who contribute to the area's economy. Increasing population pressures and changing community expectations regarding use and access to the coast need to be taken into account and balanced with the need to protect and enhance the environment. The coastal area is sensitive environment and forms an important environmental corridor. Various publications, including Threats and Management Targets of the South Coast Region's Coastal Zone (2004), set out threats and opportunities for the coastal area.

About 71% of the terrestrial coastal environment is within reserved areas such as national parks or nature reserves managed by Department of Biodiversity Conservation and Attractions. <sup>194</sup> The coast includes 'hard'

<sup>193</sup> Bureau of Meteorology 2016, Glossary. Available from http://www.bom.gov.au/water/designRainfalls/ifd/glossary.shtml

<sup>194</sup> SCRIPT 2004, Natural Resource Management Issues, Risks And Suggested Actions To The South Coast Regional Strategy. Available from http://southcoastnrm.com.au/index.php?option=com\_zoo&Itemid=235&args%5B0%5D=0&element=8d01dbcc-c6b0-4bbc-a044-f38183548459&format=raw&item\_id=937&lang=en&method=download&task=callelement.

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and 'soft' areas. Some 'soft' coastal areas are inherently unstable environments and are subject to processes such as erosion and severe storm events. As an example, the Emu Point to Middleton Beach Coastal Adaptation and Protection Strategy (2013) aims to develop a long term coastal management strategy. Currently, a monitoring program is gathering data to assist in better understanding natural processes and informing future coastal planning. Coastal planning needs to consider the impacts from flood levels from inland flooding in conjunction with sea level rise in estuarine and near coastal environments.

State Planning Policy 2.6 State Coastal Planning Policy provides the policy basis for coastal areas. The Policy supports the conservation and enhancement of coastal values and the provision of public foreshore areas and access. The Policy provide a framework for more detailed assessment of coastal vulnerability by local governments to address storm surge and to prepare for possible impacts of sea level rise.

Coastal areas require sustainable management to ensure that the opportunities for future generations to use and appreciate the coast are not diminished by current decisions and actions. Settlement has potential to impact on infrastructure from coastal processes and potential impacts on the coastal environment from human use and development. There is a need to balance development, access and usage of the coast with retention of the natural beauty and values that the city is known for. The coast should be managed to ensure that fundamental physical and natural processes can continue indefinitely. While the rights and interests of Indigenous people and their unique relationship with the coast should be recognised, and Indigenous culture and heritage protected.

Applying site-specific management approaches to coastal management should involve doing as much as needed and as little as possible. The relative intensity of the tides, waves and sea level fluctuations, determines the nature of shoreline change, an extreme storm will produce significant changes in the position of the shoreline and shape of the beach. It is important to consider extreme changes in shoreline position that have occurred in the past, as they have a high probability of recurring in the future. Sea level predictions with climate change estimate a rise of sea level of 0.09 to 0.88 to 2100. Although a small change, a 1cm rise will cause a 1metre retreat of the shoreline. Worst case scenarios should be considered in planning as a precautionary measure.

Planning is a fundamental component of coastal management that:

- provides a framework for decision making
- allows for a better understanding of the issues affecting an area
- allows for all members of the community and interested parties to have a say and participate in, management decisions
- creates a prioritised action plan that can be implemented over time
- provides a basis for the allocation of financial resources.

There is a need to protect coastal areas from uncontrolled access and the desire of people to access secluded and unspoilt areas. Public expectation of access around coastal areas is high and supported by SPP 2.6<sup>196</sup> through the objective to provide for public foreshore areas and access, but uncontrolled access by four-wheel-drives, pedestrians and horse riders can lead to significant erosion. Recreation is one of the primary activities

 <sup>&</sup>lt;sup>195</sup> WAPC 2003, Coastal Planning and Management Manual. Available from https://www.planning.wa.gov.au/publications/768.aspx
 <sup>196</sup> WAPC 2016, Lower Great Southern Strategy. p. 63

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along our coastline. It is essential to consider recreational uses and the needs of various user groups if efforts to manage the coast are to be successful.

Fire management is important to coastal areas because they are particularly vulnerable to degradation following fires. Vegetation cover is the primary means of stabilising coastal environments, and creates a protective barrier from strong winds and damage from vehicles, people and animals. The sparse nature of coastal vegetation, negligible nutrient storage in the soil, the low moisture content of coastal sands and strong on-shore winds can make plant establishment following fires very difficult. Fires which occur too frequently can deplete regenerative plant stocks, change the structure of plant communities, and leave the area susceptible to weed invasion and erosion.

Coastal development should manage water resources in accordance with the principles of water sensitive urban design and integrated water cycle management. Development should restore environmental flows and hydrological cycles, so no discharge of any waste or stormwater that could significantly degrade the coastal environment will be allowed to enter.

Albany's harbours should continue to have foreshore reserves particularly where private ownership down to the water's edge prevents public access. Seasonal fishing leases can have impact on the level of development and environmental management of each site, including conflicts with other beach users. Foreshore management plans should guide the management of facilities and vest suitable areas for recreation nodes to reduce damage by coastal processes. While identifying land suitable for protection and enhancement of the coastal vegetation corridor, in order to protect biodiversity.

#### Albany Coast Parks and Reserves Management Plan

The Albany Coast Parks and Reserves Managament Plan was gazetted and released in August 2017. This management plan, covers 56 existing parks and reserves totalling 32,457 ha.<sup>197</sup> The area extends from Hay River in the west to the Pallinup River and Beaufort Inlet in the northeast including nine island nature reserves and four small islands that are part of Two Peoples Bay Nature Reserve. Three statutory management plans have been prepared for the South Coast Regional Management Plan, Two peoples Bay Nature Reserve Management Plan and West Cape Howe National Park Management Plan. Interim management guidelines also exist for Torndirrup, Gull Rock and Waychinicup national parks, as well as Mount Manypeaks and Arpenteur nature reserves. A non-statutory management plan also exists for Cheyne Bay: Cape Riche to Pallinup River. This management plan, once gazetted, will replace these plans as the statutory management plan for the parks and reserves within the planning area. This plan protects the parks and reserves of the Albany coast and their unique values such as threatened plant and animal species, wetlands, Noongar and other cultural heritage, spectacular scenic landscapes and diverse recreation opportunities, are conserved.

The strategic objectives of this plan, which provide overall guidance for the planning area, are:

- To conserve and protect biodiversity and ecological integrity;
- to conserve and protect the value of the land to the culture and heritage of Noongar people, and conserve and protect other cultural heritage;

<sup>&</sup>lt;sup>197</sup> Department of Parks and Wildlife 2016, Albany Coast Draft Management Plan. p. 2. Available from https://www.dpaw.wa.gov.au/images/documents/parks/management-plans/albany\_coast\_draft\_management\_plan\_1.pdf

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- to provide for recreation, tourism and community use for the appreciation of the area's landscape, natural and cultural heritage values; and
- To provide for sustainable resource use.<sup>198</sup>

The Albany Coast Draft Management Plan will improve the level of protection of native ecosystems in the conservation reserve system. As there are a number of poorly reserved vegetation associations, particularly within proposed reserves, which highlights the importance of proposed additions to the conservation reserve system. Any development within the planning area needs to take into account the effect on the vegetation associations, particularly those that are extensively cleared, poorly reserved and of limited extent.<sup>199</sup>

#### Emu Point to Middleton Beach Coastal Hazard Risk Management Adaptation Plan

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

The CHRMAP provides overarching recommendations and others specific to management units identified. The recommendation relevant to planning are the identification of an investigation area under this Strategy and identification of a Special Control Area over the vulnerable zone under the Local Planning Scheme. The Special Control Area will provide a signal to landowners when buying land if they seek information from the City, and will also enable notification to landowners if they seek a development approval.

#### **Planning Implications**

The above information present that following planning implications:

- Consideration of SPP 2.6 Coastal Planning and Management in the assessment of structure plans, subdivision and development which impacts on coastal values.
- Preparation of foreshore management plans and appropriate setback of land subject to sea level rise and flooding.
- The implementation of the recommendations of the CHRMAP requires further consideration under statutory planning processes during the review of the local planning scheme.

<sup>199</sup> ibid, p. 37.

<sup>&</sup>lt;sup>198</sup> ibid, p. 5.

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#### 4.3 Rural - Land and Soil

## **4.3.1** Soils for Agriculture

State Planning Policy 2.5 Land Use Planning in Rural Areas (2012) outlines that all rural land has value including for primary production, public purposes, natural resource management, biodiversity conservation and protection of landscapes and views. The planning system seeks to protect rural land areas which includes providing long-term direction for urban and peri-urban development.

The current availability of 'best agricultural land' identified is 'Priority Agricultural Land' (PAL) mapping that was prepared for the Lower Great Southern Region Strategy (2007). ALPS (2010) designated priority and general agricultural land in accordance with this mapping and made recommendations that priority agricultural land be zoned as Priority Agriculture and that designated as general agriculture be zone General Agriculture under LPS1. These zonings, together with zone objectives, land use permissibility and development standards where incorporated in LPS1.

A challenge for the land use planning system is how to set aside the most productive and versatile areas of rural land identified to secure food production for a growing State and district population, supporting the district/regional economy and planning for an expanding local community.

Agriculture is a key economic driver for the district and region, including both through production and export. Land and soil quality, matched together with sustainable water supply are important characteristics for maintaining agricultural production. Some land in the district and region have higher capability soils which, with access to water (rain and opportunities for surface water catchments, dams or irrigation) present the most productive and flexible opportunities for securing longer-term agricultural production.

Underpinning the preservation of the 'best' areas for agricultural production in the district and the region is having an understanding of the location and distribution of the highest quality land and soil resources together with acknowledgment of the condition or status (constraints) of the soil resource. The identification of 'fit for purpose' high capability land and the mapping of high quality agricultural land (HQAL) are major planning considerations. PAL is not to the same quality as HQAL mapping but is sufficient for identifying areas with a mixed distribution of good soils for intensive agricultural production. Wherever possible, this high quality agricultural land (best soil and water combination) should be protected.

Key threats to agriculture in the district and region include biosecurity, salinity and acidification. <sup>200</sup> Biosecurity is managed by the *Biosecurity and Agricultural Act 2017* and *Soil and Land Conservation Act 1945*. Salinity impacts agricultural productivity, degrades water resources and native vegetation, and can damage infrastructure and is detrimental to landscape qualities. Land impacted by salinity can rarely be recovered and addressing salinity cannot be resolved by isolated actions, however positive actions at the regional, district and local scale can be undertaken. Soil acidity is also a major constraint to agriculture in the region with the majority of farmers now placing soil acidity in their top three management priorities. Unlike salinity, however,

<sup>200</sup> DAFWA et al 2014, Salinity risk mapping for assessing Carbon Farming Initiative proposals: decision support and data requirements. Available from https://www.agric.wa.gov.au/sites/gateway/files/Salinity%20risk%20mapping%20for%20assessing%20Carbon%20Farming%20Initiative%2

Oproposals%20-%20RMTR%20390%20(900kb).pdf

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soil acidity, is manageable through regular amelioration with good quality liming materials. However the city would encourage forms of innovative agriculture which seek to maximise use of existing (and potentially naturally occurring) soil conditions without need for lime amelioration e.g. suitable perennials, crops which can tolerate higher acidity levels.

## **Planning Implications**

The above information presents to the following planning implications:

High quality agricultural mapping which identifies both soil suitability and access to water should be
pursued for the region and strategic planning responses formulated around the spatial location and
extent thereof.

# **4.3.2** Landscape Protection

The district has a highly attractive combination of city, country and nature. The district has a picturesque landscape due to its undulating topography, farmland, waterways, conservation areas, and the way in which these blend together. The City of Albany has a distinctive character and identity and is one of its greatest assets. The quality of these attributes directly relates to the tourism and recreation industries and they support the area's lifestyle. Additionally, the area's landscape, combined with its culture and heritage, provides a strong sense of place to locals and visitors, and it connects people to the places in which they live.

As the district develops, it will be increasingly important to ensure that landscapes valued by the community are protected. Land uses and characteristics that may impact the landscape character of the Lower Great Southern include:

- plantations and other agricultural practices;
- infrastructure such as roads, power lines, and communication installations;
- redevelopment of existing residential areas and/or town centres;
- rural-residential subdivision;
- wind turbines;
- soil salinity;
- urbansiations and industrialisation of town fringes;
- poorly designed and sites signage and advertising on tourist routes; and
- mining and extractive industries. <sup>201</sup>

The Visual Landscape Planning in Western Australia: A Manual for Evaluation, Assessment, Siting and Design provides guidance on techniques for incorporating visual landscape planning into the planning system. It provides method on visual landscape planning and guidelines for location, siting and design.

Figure 5 identifies landscape protection areas. The identification was based on areas higher than the 60m contour line. The areas are considered sensitive due to it being visually prominent and visible from more than

<sup>&</sup>lt;sup>201</sup> WAPC 2015, Lower Great Southern Strategy 2015

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one viewpoint. Within the urban area, Mt Clarence and Mt Adelaide are identified and within the rural area the following areas have been identified:

- parts of Torndirrup National Parks and Sandpatch
- Mount Martin;
- parts of Gull Rock National Park, including Mount Martin
- parts of Kalgan;
- an area that extents over parts of King River and Millbrook; and
- and area that extents over Drome, Willyung, Redmond and Green Valley.

Some of these areas already afford protection through state or local reservation for conservation purposes. These are Mt Clarence, Mt Adelaide and the Torndirrup and Gull Rock National Parks, Mount Martin and other pockets of reserved land. Proposed development on land identified as 'landscape protection' (not located within a state or local reserve), the City will consider the impact of development on the landscape and visual amenity qualities.

#### **Planning Implications**

The above information presents to the following planning implications:

Parts of urban and rural areas identified as landscape protections already afford some measure of
protection through state and local reserves. During the review of the Local Planning Scheme, suitable
provisions should be incorporated to guide development in landscape priority areas identified.

# **4.3.3** Acid Sulphate Soils

Acid sulphate soils are naturally occurring soils and sediments containing sulphide minerals, predominantly pyrite (an iron sulphide). In an undisturbed state, below the water table, these soils are benign and not acidic. Inappropriate disturbance of these soils, causing oxidation of the pyrites, can however generate sulphuric acid and leaching of contaminants which can be detrimental to ecosystems, human health and infrastructure.

There are acid sulphate soils in portions of the district such as in low-lying coastal, wetland and estuarine areas. There are well established guidelines for identifying and managing acid sulphate soils. New urban and peri-urban development should generally avoid areas subject to acid sulphate soils.

### **Planning Implications**

The above information presents to the following planning implications:

There are well established guidelines for identifying and managing acid sulphate soils and no further
action is required under the Strategy. The spatial distribution thereof informs the City in its strategic
and statutory planning responses.

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#### 4.3.4 Mineral Resources and Basic Raw Materials

Figure 6 depicts known deposits of Basic Raw Materials – commodity and bedrock.

Mineral resources and basic raw materials are vital to the agricultural, construction and mining industries. The sustainable extraction of these resources is important for the district's economic and population growth. The Albany Regional Basic Raw Materials Study (1996) identified occurrences of basic raw materials in the region based on soil assessment. The draft Lower Great Southern Strategy provides an update of this and maps the distribution and location of basic raw materials and minerals.

There are magnetite deposits in Wellstead and a range of basic raw materials in the district including gravel, sand, limestone, clay and hard rock. Limestone access is particularly important since agricultural limestone and lime sand are required to neutralise environmental impacts by minimising farm soil acidity.<sup>202</sup>

Mineral resources and basic raw materials are different from other forms of development because they can only be worked where they naturally occur. The supply of minerals and basic raw materials should be accompanied by strategies to promote sequential land use (extraction of material before urban or associated development) and ensure that these finite resources are used in the most efficient and effective ways possible.

A balance is needed between significant environmental assets and extracting minerals/basic raw material. There is a need to focus on strategic supply areas and prioritise resolving land use constraints in these areas. This will maximise basic raw material supply and provide the opportunity for strategic environmental solutions.

### <u>Planning Implications</u>

The above information presents to the following planning implications:

- Mapping of mineral resources and basic raw materials informs the City of in its strategic and statutory planning responses and decision making.
- There is a need to protect existing and potential sites for basic raw material and agricultural mineral extraction and consider land use conflicts, visual impact and buffer areas where necessary.

#### **4.3.5** Lime Sand and Limestone Resources

The Department of Mines, Industry Regulation and Safety has recently published an evaluation of lime sand and limestone resources along the South Coast.<sup>203</sup> The quality of lime is determined on the particle size, under 0.5mm is best, while greater than 1mm the particles are not very effective at neutralizing the soil. South Coast soil is considered to be acidic or at high risk of developing subsurface acidity.<sup>204</sup> Most of the dune sediments around Albany are fine –grained siliceous sands.<sup>205</sup> Major deposits of limestone and lime sand deposits along

<sup>&</sup>lt;sup>202</sup> WAPC 2015, Lower Great Southern Strategy 2015 (draft).

<sup>&</sup>lt;sup>203</sup> Fry, J 2015, Lime Situation Report: South Coast NRM Region. p. 35. Available from SCNRM.

<sup>&</sup>lt;sup>204</sup> ibid, p. 32.

<sup>&</sup>lt;sup>205</sup> ibid, p. 43.

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the costal belt are found at Elleker, Torbay, Herald Point, and south of Princess Royal Harbour. The limestone sediments on the South Coast are in environmentally sensitive areas. The thickest deposits near Albany are where the City borefields are located or are within the Torndirrup National Park.<sup>206</sup> There are limited lime supplies on the South Coast because there are few young carbonate rich mobile sand dunes and fewer coastal limestone deposits.<sup>207</sup> The estimated demand for lime on the South Coast from 2001-2050 will be close to 10 million tonnes for construction and roads and 53 million tonnes for agriculture.<sup>208</sup>

The total South Coast supply from all pits, estimated in 1999<sup>209</sup> was 40 million tonnes this amount of lime would last at least 125 years. Farmers would require 1.3 million tonnes per year this would mean there is less than 30 years supplies left. Anderson only used NV in determining lime quality. On current estimates, if lime was applied to ameliorate acidic soils, the remaining lime would last less than 10 years, because of low efficiency and needs to be applied at two or three times the recommended rate.<sup>210</sup>

#### Planning Implications

The above information presents to the following planning implications:

• The Lower Great Southern Strategy notes that basic raw materials and agricultural mineral extraction areas need to identified in local planning strategies and protected in local planning schemes, with consideration given to neighbouring land uses, visual impact issues and buffer areas to accord with acceptable environmental and amenity standards. A strategic assessment of limestone and limes sand locations within the local government area should be undertaken. This may occur as part of the review of the Albany Regional Basic Raw Material Study (1996).

#### 4.4 Bushfire Protection

The district is prone to bushfires. The reasons include due to topography, vegetation, fuel loads, its established pattern of development including extensive peri-urban areas, a growing population (with a proportion of this population seeking lifestyle opportunities that involve living in or near areas of native vegetation), and a drying and warming climate, with resulting increase in duration and intensity of the annual 'fire season'<sup>211</sup>.

The community, State Government and the City have become more aware of bushfire risks and issues. There have been a number of recent publications including *A Shared Responsibility – The Report of the Perth Hills Bushfire February 2011 Review* (otherwise known as 'The Keelty Report') (2011). Areas in WA have now been designated as bushfire prone (shown in Figure 7). This order was gazetted in tandem with the Planning and development (Local Planning Scheme) Amendment Regulations 2015 and *State Planning Policy 3.7 - Planning in Bushfire Prone Areas* (Dec 2015), *Guidelines for Planning in Bushfire Prone Areas* (Dec 2015) and *Planning* 

<sup>207</sup> ibid, p. 46.

<sup>&</sup>lt;sup>206</sup> ibid, p. 41.

<sup>&</sup>lt;sup>208</sup> Fry, J 2015, Lime Situation Report: South Coast NRM Region. p. 50.

Anderson, B 1999, The Current and Future Demand for South Coast Lime to Ameliorate Soil Acidity, Thesis Bachelor of Science Agriculture, University of Western Australia. p. 53. Available from http://agric.firstsoftwaresolutions.com/fullRecord.jsp?recno=11282

<sup>&</sup>lt;sup>210</sup> Fry, J 2015, Lime Situation Report: South Coast NRM Region. p. 53.

 $<sup>^{211}</sup>$  City of Albany 2014, Bushfire Hazard Mitigation Strategy. Available from City offices.

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Bulletin 111/2016 - Planning in Bushfire Prone Areas. In summary, the documents seek a more strategic and precautionary approach to fire risks and raising design and construction standards in bushfire prone areas.

In March 2010, the *Australian Standard 3959-2009: Construction of buildings in bushfire-prone areas* (AS3959-2009) was approved nationally to ensure that new buildings in bush fire prone areas are built to standards that improve their performance when subject to burning debris, radiant heat and flame contact. Building in a bushfire prone areas introduces a number of additional design, specification and construction parameters. Sites are now defined under six Bushfire Attack Level (BAL) categories from low to extreme. There are increasing construction requirements ranging from ember protection to direct flame contact protection. This will depend on the Fire Danger Index (FDI), type of vegetation, distance from the site to the vegetation, and slope of the site. BAL standards specify requirements for the construction of buildings in bushfire prone areas in order to improve their resistance to bushfire attack from burning embers, flame contact, radiant heat and combinations of all three.

The City of Albany *Bush Fire Hazard Mitigation Strategy* (BFHMS) addressed the absence of an overall approach to bush fire hazard and risk management across all land tenures in the district. The BFHMS was prepared as a strategic bush fire management tool on the basis of assessing the classified vegetation class, slope under classified vegetation, bush fire hazard levels and location of bush fire prone areas across the district in accordance with methodology outlined in *Planning for Bush Fire Protection Guidelines (Edition 2)* and AS 3959–2009.

Strategic Bushfire Plan 2014 - 2019 for the City of Albany was adopted by Council in November 2014 and documents the City's strategic plans in relation to prevention, preparedness and response to bush fire. It provides six key principles with regard to the relationship of the City to volunteer management, emergency management, the use of Australasian Inter-Agency Incident Management System, emergency management training and its obligation to Bush Fire Brigades. This document therefore does not influence land use and spatial planning in the review of ALPS.

Fire events can cause property damage, impacts on habitat and biodiversity, the local economy, and loss of human life.

## **Planning Implications**

The above information presents to the following planning implications:

- The district is susceptible to bushfires, the planning framework has changed and agencies are taking
  a more strategic and precautionary approach to bushfire risks and associated subdivision/
  development.
- There is a need to address those matters as set out under the Guidelines for Planning in Bushfire Prone Areas (WAPC, 2015).

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#### 5 INFRASTRUCTURE AND SERVICES

#### 5.1 Roads

The district is well serviced by State, regional and local roads. State and regional roads are managed by Main Roads Western Australia (MRWA), while local roads are managed by the City. The road network consists of both sealed and unsealed roads that provide for the movement of freight, people and services throughout the district. Highways, main roads and minor roads are depicted in Figure 8.

ALPS (2010) identified the following key issues with regard to road infrastructure:

- the lack of overall strategic plans has allowed urban development to occur in locations where better transport solutions may have been incorporated;
- truck access to the port and completion of the ring road; and
- Management of trucks and commuter traffic at the main roundabout.

The Draft Great Southern Regional Planning Infrastructure Framework (WAPC)<sup>212</sup> points out that the amount of freight has been steadily increasing and is predicted to grow significantly as agricultural production firms and the mining industry develops. Growth in regional grain production, changes to strategic grain receival facilities and changes to the rail network are also expected to further add to the amount of freight. Road infrastructure will need additional investment in maintenance and capacity development.

It will be important to mitigate the impact of increased road traffic of heavy haulage vehicles on major transportation routes where conflict exists with passenger vehicles, particularly for tourism purposes.

## **5.1.1** Priority Regional Road Projects

Priority regional road projects primarily seek to reduce road use conflict between freight and urban/tourist traffic and to accommodate an expected increase in grain and other freight. This will be achieved through upgrading important freight routes such as Chester Pass Road, Albany Highway and South Coast Highway. The Department of Transport<sup>213</sup> identify freight priorities to include a road renewal program for the Albany-Lake Grace Road (includes Chester Pass Road) and completing the Albany Ring Road – Stages Two and Three, while the Great Southern Development Commission (GSDC)<sup>214</sup> outline that more passing lanes are needed on the Albany Highway. The City is investigating ways of improving the South Coast Highway and Albany Highway near the roundabout in Lockyer.

Mainroads WA and the City are working together to improve access between South Coast Highway and Albany Highway near the roundabout, some options include road widening in some locations to direct traffic away

<sup>&</sup>lt;sup>212</sup> Department of Planning 2015, Great Southern Regional Planning and Infrastructure Framework (draft). Available from http://www.planning.wa.gov.au/dop\_pub\_pdf/Great\_Southern\_Regional\_Planning\_and\_Infrastructure\_Framework\_Part\_A.pdf

<sup>&</sup>lt;sup>213</sup> Department of Transport 2013, Western Australian Regional Freight Transport Network Plan. Various pages. Available from www.transport.wa.gov.au/mediaFiles/.../ABOUT\_P\_RegionalFreightPlan\_FullA3.pdf

<sup>&</sup>lt;sup>214</sup> GSDC 2015, Great Southern Regional Investment Blueprint.

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from the intersection, or closing access to allow left turning only. It is hoped the ring road will also help relieve problems with this intersection.

Other than the ring road, which is discussed below, priority road regional projects identified by various agencies include:

- extending the dual carriageway (also called 'duplication') on Albany Highway between Le Grande Avenue/Anson Street and Federal Street;<sup>215</sup>
- extending the dual carriageway on Albany Highway between Federal Street and the ring road;<sup>216</sup>
- upgrading the main roundabout; and
- Creating a dual carriageway on the South Coast Highway between the ring road and Albany Highway. 217

# **5.1.2** Albany Highway to Port Link

Currently, heavy vehicles travelling from inland areas to the Albany port traverse the urban areas of Albany, including the main roundabout which requires heavy vehicles to interact with a high volume of general commuter traffic.

The Albany Highway to port link is a proposed heavy haulage route around Albany for the transport of product including grain, fertiliser and woodchips. The ring road will link the existing major arterial main roads and highways radiating from Albany, and will also provide improved access to the Mirambeena Industrial Estate.

The first stage (Menang Drive) between Chester Pass Road and Albany Highway, were constructed in 2007.

MRWA have completed preliminary concept designs over Stage Two and Stage Three and are progressively securing necessary land. Stage Two provides the connection from George Street through to Princess Royal Drive. Stage Three connects Albany Highway to the Lower Denmark Road via the Link Road/George Street alignment. It is anticipated that Stages Two and Three will be delivered together to form a connection to the port. Implementation of the remaining stages is subject to securing funding. Currently there is no funding available for Stage two and Stage three of the ring road in the next four years at least, funding may become available after that time, and total funding required is estimated to be \$172 million.<sup>218</sup>

The ring road is an integral part of Albany's urban transport plan. The WAPC note 'The ring road will provide the most expedient and safer route for freight transport to the port' and 'Completion of the ring road will provide more efficient heavy vehicle access to the Port of Albany'. <sup>219</sup> The GSDC state the ring road will 'improve transportation safety within Albany. This will reduce port-related traffic on Albany Highway and South Coast Highway, all of which pass through Albany's urban areas resulting in road use conflicts. <sup>220</sup>

<sup>&</sup>lt;sup>215</sup> Department of Planning 2015, Great Southern Regional Planning and Infrastructure Framework (draft), 2014.

<sup>&</sup>lt;sup>216</sup> GSDC 2015, Great Southern Regional Investment Blueprint.

<sup>&</sup>lt;sup>217</sup> WAPC 2015, Albany Regional Hotspots Land Supply Assessment (draft).

<sup>&</sup>lt;sup>218</sup> Mainroads WA 2016, Albany Ring Road. Available from

https://www.mainroads.wa.gov.au/BuildingRoads/Projects/planning/Pages/AlbanyRingRoad.aspx

<sup>&</sup>lt;sup>219</sup> Department of Planning 2015, Great Southern Regional Planning and Infrastructure Framework (draft), 2014.

<sup>&</sup>lt;sup>220</sup> GSDC 2015, Great Southern Regional Investment Blueprint.

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The ring road will allow trucks to bypass the main roundabout, create time efficiencies and minimise delay-associated risks, improve road safety outcomes, improve the level of service for the freight industry, enhance access to the port and enhance social amenity on various roads. Importantly, the completed ring road will reduce the number of heavy vehicles sharing roads with residents and tourists and reduce the risk of accidents.

Given the benefits of the ring road, there is associated support to complete land acquisition, secure funding, proceed with detailed design and undertake construction for Stages Two and Three to enhance access to the port. As part of the detailed design, the WAPC<sup>221</sup> note that considerations include optimising road and rail alignment along Lower Denmark Road and intersection with Hanrahan Road and grade separation between Princess Royal Drive and the railway line at the eastern end of Princess Royal Drive.

Currently, sections of Stages Two and Three are not reserved in LPS1 including in the vicinity of George Street between South Coast Highway and Lower Denmark Road.

# **5.1.3** New Roads and Road Widening

The City and developers will progressively construct new roads. This includes important link roads such as connecting Mueller Street and Cull Road, and extending Newbey Street, Barnesby Drive, Range Road, Greatex Road and Hooper Road. There is also expected to be the widening of various key roads including Sanford Road and parts of Frenchman Bay Road.

Construction of Range Road will improve accessibility in large parts of Albany and will reduce local traffic on Chester Pass Road and the use of Ulster Road for non-local traffic. It is expected that part of the construction costs will be from landowners and developers in the Yakamia-Lange Structure Plan area through a development contribution plan.

The WAPC<sup>222</sup> suggest that access options should be investigated to Down Road to facilitate truck movements from the south-west and west to the woodchip mill in the vicinity of Marbellup North Road.

## **5.1.4** Albany Traffic Model

The Albany Transport Model is being refined by MRWA in conjunction with the Department of Planning, Lands and Heritage and the City. The model will assist to develop and evaluate options for the provision of a legible distributor road network within Albany, to manage cross-traffic movements, to determine the most suitable road network relative to predicted urban growth and to assist in determining which roads need to be widened to address anticipated traffic numbers.

<sup>222</sup> ibid

<sup>&</sup>lt;sup>221</sup> WAPC 2015, Lower Great Southern Strategy (draft).

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## **Planning Implications**

The above information presents to the following planning implications:

- The identification of measures to minimise impact between the proposed Albany Ring Road to minimise impact between the Ring Road and other heavy freight routes and adjacent land uses.
- Facilitating the planning and construction of key link roads including Mueller Street and Cull Road and extending Newby Street, Barnesby Drive, Range Road, Greatex Road and Hooper Road.

# 5.2 Albany Regional Airport

The City operates the Harry Riggs Albany Regional Airport which is 10km north-west of the city centre. The airport is a regionally significant asset that makes an important contribution to Albany including connecting locals and visitors for business, leisure and facilitating tourism.

The airport has a main 2100 metre runway to accommodate jet aircraft and a 1096 metre cross strip to support smaller aircraft.

There are no plans to relocate the airport. Given the importance of the airport, there is a need to protect it from incompatible development. Urban growth has not occurred near the airport's approach paths and detailed modelling has been undertaken by the city to identify appropriate buffer areas.

Noise modelling and the associated *Albany Regional Airport Noise Buffer Policy* have been incorporated into LPS1 as the Albany Airport Noise SCA. The purpose of the SCA is to protect the continued operations of the airport and minimise the potential for sensitive land uses to be introduced on adjacent land.

## **5.2.1** Obstacle Limitation Surface

The Civil Aviation Safety Authority's Obstacle Limitation Surface (OLS) map for the airport identifies the maximum height for buildings and structures. The OLS extends well outside of the airport land including the Mirambeena Industrial Estate and other freehold land.

Currently, LPS1 does not include specific controls regarding OLS, there is no SCA relating to OLS and there is no associated Local Planning Policy. To ensure the airport's on-going operation is not compromised and to increase transparency to landowners, the community and other stakeholders, it is suggested the LPS include reference to OLS which is complemented by a Local Planning Policy. This would set out maximum building heights and provide guidance for uses that may create heat or air emissions potentially impacting aircraft visibility. Further consideration is required as to whether to include the OLS as a SCA in LPS1 given it covers an extensive area.

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### 5.2.2 Review of Master Plan

The Albany Airport 2001 Master Plan<sup>223</sup> is being reviewed by the City. The GSDC note that passenger numbers are forecast to grow in the coming 20 years based on 'the anticipated growth of FIFO customers and tourist travel. These forecasts outline a need for gradual expansion of aviation and terminal facilities.'<sup>224</sup>

It is expected that the masterplan review will:

- determine the potential land requirements for expansion of the airport;
- consider complementary commercial uses for aviation-related industrial uses, logistics and transport facilities (outlined below); and
- Recommend the retention of rural land uses surrounding the airport.

# **5.2.3** Future Opportunities

It is anticipated that aircraft activity will increase and there will be an associated need to upgrade and extend infrastructure at the airport over the coming decades. The GSDC<sup>225</sup> note that investments will include a new taxiway, replacing the Royal Flying Doctor Service apron parking area and replacing the current instrument landing system.

There are opportunities for adjacent compatible airport business and commercial activities (including aviation-related industrial uses, logistics and transport facilities) to take advantage of proximity to the airport. This could take the form of an appropriately located and designed business park. Subject to the final updated masterplan, there is support to undertake conceptual design and planning to guide consideration and establishment of complementary commercial uses.

Subject to not compromising airport activities and safety, there may also be opportunities to investigate the potential for co-location of land uses that may be able to utilise existing airport noise buffers.

<sup>&</sup>lt;sup>223</sup> City of Albany 2001, Albany Airport 2001 Master Plan. Available from City offices.

<sup>&</sup>lt;sup>224</sup> GSDC 2015, Great Southern Regional Investment Blueprint.

<sup>&</sup>lt;sup>225</sup> GSDC 2015, Great Southern Regional Investment Blueprint.

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## **Planning Implications**

The above information presents to the following planning implications:

- Continuing to protect the airport from sensitive land uses and land use conflict including retaining the Albany Airport Noise SCA under the local planning scheme;
- Reviewing planning controls following the Council adopting the reviewed masterplan including any
  potential land requirements for expansion of the airport and zoning for a business park for aviation
  related services;
- Identify Albany Regional Airport as an investigation area for future expansion of industry complementary to air freight services and other relevant industries. Airports seen as activity centres, need to develop an airport centred business hub, development of complementary businesses with height and noise restrictions. Logistics with an aviation focus where low weight/high value can be moved quickly.<sup>226</sup>

# 5.3 Albany Port

The port is a significant import/export gateway for the Great Southern and for Western Australia and it is one of the best natural harbours in the southern hemisphere. The port is a key State and regional asset which is crucial to the economic development of the City and the Great Southern. The WAPC note that 'any changes to its operation or inefficiencies in gaining access will also affect areas outside the Lower Great Southern area.'227

The Albany Port has strong links with agriculture and has provided local producers export opportunities for many years. The port remains a valuable asset for the City and the agricultural community. The port is primarily export-orientated mainly servicing the grain industry. Wood products and silica sand are the next largest exports. Imports include fertiliser and petroleum products. There is a growing tourist visitation role through cruise ships. The Port does not however have a containerisation facility. Other smaller trades are the export of silica sand and the import of fertiliser and fuel. Total yearly trade is strongly influenced by seasonal conditions and the resulting impact that has on agricultural production. Annual trade can therefore vary between 3 million - 4 million tonnes with an estimated value of \$1.5 billion.

The port is managed by the Southern Ports Authority. Recently, infrastructure has been restored to Berths 1 and 2 which will increase the port's efficiency.

The Albany Port Noise Buffer policy was integrated into the local planning scheme as the Albany Port Special Control Area (SCA). The purpose of the SCA is to protect the continued operations of the port and minimise the potential for sensitive land uses to be introduced on adjacent land. LPS1 also contains a Port Industry Zone with associated objectives and permissible uses in the Zoning Table. The revision of the Scheme should

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<sup>&</sup>lt;sup>226</sup> Pracsys 2009, Flying High: Making the most of airports. Available from <a href="http://pracsys.com.au/flying-high-making-the-most-of-airports/">http://pracsys.com.au/flying-high-making-the-most-of-airports/</a>

<sup>&</sup>lt;sup>228</sup> Southern Ports Authority 2016, Albany Port Authority. Available from <a href="http://www.albanyport.com.au/">http://www.albanyport.com.au/</a>

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investigate potentially changing "Port Industry Zone" to "Strategic Infrastructure Reserve" based on the Regulations (for reserved land and where land is owned freehold by the Southern Ports Authority.

The port is naturally constrained including a lack of storage on site. Some of the constraints could be addressed including establishing an inland port, upgrading road access to the port, providing a loop rail in the port and the longer term ability to handle shipping containers. Addressing the constraints could see a growth of exports and imports through the port.

#### **5.3.1** Port Access

The need to improve and protect rail and road to the port has previously been considered. The port is critical to the regional economy including that 'freight transport to and from the Port is expected to increase. Planning for road and rail access to the Port through Albany's urban areas and the central city is therefore important.'<sup>229</sup> There is peak congestion on arterial roads in high seasons, completion of the ring road is necessary. The ring road is needed to access port and industrial areas to improve efficiency, connectivity and safety. Stage 1 was completed in 2007, there has been no funding since for stage 2 and 3. Unlike many ports in Australia the Albany port lacks a federally funded access route.<sup>230</sup>

#### **5.3.2** Inland Port

Industrial zoned land at the port is constrained. The establishment of an inland port, with efficient road and rail transport links to the port, can:

- allow for additional storage/logistic, industrial and other land uses that could not otherwise be accommodated in the port;
- free up land at the port including enabling the potential relocation of industrial activities that are complementary to, but not directly involved in the port operations; and
- Improve the efficiency of the transport system if associated with an intermodal transport facility.

Possible locations for an inland port include Mirambeena or the CSBP fertiliser site on Hanrahan Road. In relation to the privately owned CSBP site, the WAPC note that 'Investigations are required relating to land use suitability, appropriate zoning, potential environmental impacts, amenity impacts on urban areas to the north, buffers, access and impacts on the future Albany Ring Road.'<sup>231</sup>

#### **5.3.3** Future Growth

The longer vision of the GSDC and other agencies is to expand the port to accommodate new export trades in minerals and value added products.

The capacity of the port is critical to capitalising on potential export opportunities. The GSDC outline that 'The port has spare capacity in terms of the shipping channel, berths and land. However, the Port also has capacity

<sup>&</sup>lt;sup>229</sup> Department of Planning 2014, Great Southern Regional Planning and Infrastructure Framework (draft).

<sup>&</sup>lt;sup>230</sup> GHD 2016, Albany Industrial Land Strategy. (Draft) p. 36.

<sup>&</sup>lt;sup>231</sup> WAPC 2015, Lower Great Southern Strategy (draft).

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constraints in the efficiency of loading operations, particularly in its road/ rail mix and its capacity to deal with deliveries of bulk and break bulk commodities. The capacity of the Port is critical to capitalising on potential export opportunities.'232

Subject to demand, including if mining projects in the region proceed, the port will require significant infrastructure expenditure. This includes constructing Berth No. 7, reclaiming land to accommodate a concentrated storage facility and ship loading infrastructure, widening, deepening and extending the existing shipping channel to facilitate the access of Capesize vessels, and extending the rail line to include a rail loop.<sup>233</sup>

Grange Resources Southdown Project is anticipated to inject \$60 million per year into the city's economy. The export of magnetite will triple the trade of the Albany Port to over 13 million tonnes per annum. The project will see \$250 million spent at the port for dredging, a new berth and associated infrastructure. This project has potential to create 600 new jobs<sup>234</sup> however when the project will start is unknown.<sup>235</sup>

# Waterfront Project

The City is reviewing planning guidelines for the waterfront project, next to the port, including the mix of land uses and development height. It is expected that final outcomes will include noise-reduction measures to protect land uses and developments sensitive to noise generated by port and related transport activities.

# **5.3.4** Maritime Planning

The Marine and Harbours Act 1881 specifically provides extensive rights to develop and maintain facilities for maritime purposes associated with recreational and commercial purposes and includes the right to lease land and waters to third parties. The Coastal Infrastructure Business Unit provides the Minister for Transport with departmental administration in the care and management of these facilities.

The Planning and Development (Local Planning Schemes) Regulations 2015 allows for a consistent state-wide approach in the treatment of marine infrastructure and aligning the land use classification with their tenure and vesting. Department of Transport's vested assets such as Albany Port, boat harbour land and associated seabed (vested waters) and the City's reserve 49354 (Lot 7031) Swarbrick Street, Emu Point are therefore designated 'strategic infrastructure' with the intent that the land will be reserved for this purpose under the Local Planning Scheme.

#### **Planning Implications**

The above information presents to the following planning implications:

 continuing to protect the port from sensitive land uses and land use conflict including retaining the Albany Port SCA;

<sup>&</sup>lt;sup>232</sup> GSDC 2015, Great Southern Regional Investment Blueprint.

<sup>&</sup>lt;sup>233</sup> Department of Planning 2014, Great Southern Regional Planning and Infrastructure Framework (draft).

<sup>&</sup>lt;sup>234</sup> Regional Development Australia 2012, Regional Education, Skills and Job Plan- Great Southern. p. 35. Available from

http://www.rdagreatsouthern.com.au/Reports%20Research/RegionalEducationSkillsJobsPlanWesternAustraliaGreatSouthern201214.pdf

<sup>&</sup>lt;sup>235</sup> Grange Resources 2016, About the Project. Available from http://www.grangeresources.com.au/php/page.php?grangeS+18

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- protecting the existing rail corridor;
- accommodating and securing enhanced road access to the port from the ring road and Princess Royal Drive;
- supporting the establishment of an intermodal facility and/or inland port to increase the efficiency and expand the port's operations; and
- Land at Albany Port, Waterfront and Emu Point should be designated as 'strategic infrastructure' with the intent to reserve the land for this purpose under the Local Planning Strategy.

### **5.4** Rail

Figure 8 shows the alignment of the railway line in the City.

The Great Southern Railway Line, linking Albany and Perth, is operated by Arc Infrastructure. The railway connects the Albany port with the inter-capital standard gauge line, Perth and the CBH grain bin network. The railway is predominantly used for the transport of grain and timber products to Albany Port. There is no passenger service on the line.

The WAPC<sup>236</sup> note that the rail line to the port has the capacity to handle the freight task for grain and woodchips in the short term.

There are no confirmed major upgrades to rail infrastructure in the Albany area.<sup>237</sup>

## **5.4.1** Protection of Railway Corridors

Protection of the rail line is important as a major link to the port for both woodchips and grain, including any future capacity on the line. Incompatible development can constrain the network performance, reduce productivity and prevent the planned capacity of assets being reached in the future.<sup>238</sup> The rail line should be protected with corridors to allow for future development and expansion, as well as protecting nearby landholders from noise and vibration. Excessive noise has the potential to affect the health and amenity of a community as well as the health and wellbeing of an individual.<sup>239</sup>

Residential developments along the rail line include Lowana, Albany Green, Festing, and Elleker Cottage lots. Development may adversely impact the railway's performance due to health, safety and amenity concerns of nearby resident's.<sup>240</sup>

<sup>237</sup> WAPC 2015, Albany Regional Hotspots Land Supply Assessment 2015 (draft).

<sup>&</sup>lt;sup>236</sup> WAPC 2015, Lower Great Southern Strategy (draft).

<sup>&</sup>lt;sup>238</sup> Department of Planning 2014, Infrastructure Corridors Issues Paper. p. 8. Available from www.planning.wa.gov.au/dop\_pub\_pdf/InfrastructureCorridorsIssuesPaper.pdf

<sup>&</sup>lt;sup>239</sup> WAPC 2009, State Planning Policy 5.4.: Road and Rail Transport noise and freight considerations in land use planning. Available from http://www.planning.wa.gov.au/dop\_pub\_pdf/SPP\_5\_4.pdf

<sup>&</sup>lt;sup>240</sup>Department of Planning 2014, Infrastructure Corridors Issues Paper. p. 2.

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There are outdoor noise criteria that apply to development near rail<sup>241</sup> to achieve acceptable noise levels, if above this level transport infrastructure is required to design mitigation measures to reduce the noise.<sup>242</sup> A range of noise mitigation measures can include distance to separate land uses, construction of noise attenuation barriers, building design can locate living areas away from noise and construction techniques such as upgraded glazing.<sup>243</sup> There may also be notification on the title for potential transport noise and the use for quite house design. Compulsory acquisition of land can cause significant public concerns and a lack of strategic planning for corridors can have significant cost of land acquisition, increasing the costs for infrastructure projects. This can threaten the economic viability of a project. Protection of the Rail corridor is of particular relevance with increasing housing density, planned areas should be mapped out for the future.

Under Local Planning Scheme No. 1, Clause 5.6.7 requires that development proposed for tourist and residential, located within 100 metres from the outer edge of the railway line, the City shall have regard for policy statements and recommendations in the WAPC's statement of Planning Policy 5.4 – Road and Rail Transport Noise and Freight Conditions in Land Use Planning.

# **5.4.2** Transferring Increased Freight from Road to Rail

Transferring increased freight from road to rail is outlined in various regional planning documents. Implementing the objectives will depend on the viability of rail and how it's pricing competes with road haulage along with associated efficiency.

A strategic objective in the *Lower Great Southern Strategy*<sup>244</sup> is to 'Maximise the use of rail for freight haulage into the Albany port; and protect the railway corridor between Albany port and South Coast Highway.' It is noted that shifting freight, such as grain and woodchips, from truck to rail has environmental, social and safety benefits.

The WAPC<sup>245</sup> state 'There is a desire to shift freight transport off roads and onto the rail system, with intermodal transfer facilities located at strategic sites to enable the transfer of road and rail freight. To enable a greater volume of freight to be transferred from road to rail will require additional upgrades and new extensions to the current rail system.'

Some of the upgrades to support increasing freight from road to rail include:

- A loop line within the port;
- grade separation between Princess Royal Drive and the rail line at the eastern end of Princess Royal Drive;
- locating future industrial land near the railway line; and
- Extending the existing rail spur into Mirambeena and establishing an intermodal transfer facility.<sup>246</sup>

<sup>&</sup>lt;sup>241</sup> WAPC 2009, State Planning Policy 5.4. p. 3730.

<sup>&</sup>lt;sup>242</sup> ibid, p. 3731.

<sup>&</sup>lt;sup>243</sup> ibid, p. 3732.

<sup>&</sup>lt;sup>244</sup>WAPC 2007, Lower Great Southern Strategy.

<sup>&</sup>lt;sup>245</sup> Department of Planning 2015, Great Southern Regional Planning and Infrastructure Framework (draft).

<sup>&</sup>lt;sup>246</sup> WAPC 2015, Lower Great Southern Strategy (draft).

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# **5.4.3** Spur Line to the Mirambeena Industrial Estate

The Mirambeena industrial estate is located near the Great Southern Railway line. There is an existing rail spur that services the timber processing precinct. There are opportunities to extend the spur line to support other industries and an intermodal transfer facility. The concept is supported by various agencies including the Department of Transport,<sup>247</sup> GSDC and WAPC.

The *Mirambeena Rail Spur Extension Rail Study Report* (2016) has shown extending the rail line to Mirambeena SIA is not viable in the life time of this strategy.<sup>248</sup> A costs and benefits analysis resulted in the costs of the project being greater than the benefits generated by it. There are particularly significant downstream infrastructure requirements by users to facilitate the project. Transport cost comparisons demonstrated that the volume generated by individual users is likely to be insufficient to generate the economies of scale and utilisation of train capacity to make rail cost competitive from SIA. For rail transport to be competitive with road, large volume users need to be attracted to the SIA, requiring common infrastructure and shared transport operations to increase economies of scale to socialise fixed costs.<sup>249</sup>

# **5.4.4** Inland Port/Storage

To increase the efficiency of the transport system and free up land at the port, there are opportunities to establish inland storage (to be called an 'inland port') to support the port at locations such as Mirambeena or the CSBP site near Hanrahan Road. This matter is further considered in section 3.3.

# 5.4.5 Passenger Rail Service

The WAPC<sup>250</sup> state there are 'Opportunities to provide a passenger rail service from Perth to Albany that utilises the existing railway line and historic stations should be investigated.' It is highlighted that this matter is largely outside of the scope of the land use planning process, other than ensuring that the rail corridor is protected. It is suggested there are likely to be feasibility issues in providing a passenger service in the foreseeable future.

## **Planning Implications**

The above information presents to the following planning implications:

- Facilitating a rail link to the Mirambeena Industrial Estate;
- Protecting the existing rail corridor for freight and potential passenger purposes;
- Protecting the rail access to the port from land use conflict; and
- Supporting efforts to shift freight transport off roads and onto the rail system including developing an intermodal facility and/or inland port.

<sup>&</sup>lt;sup>247</sup> Department of Transport n.d. Western Australian Regional Freight Transport Network Plan. p. 37.

<sup>&</sup>lt;sup>248</sup> GHD 2016, Mirambeena (Albany) Rail Spur Extension Rail Study Report (Draft). p. 57.

<sup>&</sup>lt;sup>249</sup> ibid, p. 58.

<sup>&</sup>lt;sup>250</sup> WAPC 2015, Lower Great Southern Strategy (draft).

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## 5.5 SERVICES INFRASTRUCTURE

## **5.5.1** Potable and non-potable water

Figure 9 depicts the alignment of potable water in Albany.

The district contains limited fresh groundwater, with the exception of coastal dune aquifers which provide critical supplies for Albany. In some parts of the district, the groundwater resources are either poorly known or have limitations on quantity and quality.<sup>251</sup>

Groundwater and surface water are finite resources which have limits to their availability and suitability for use while still maintaining water dependent environments. The availability and the quality of these water resources are critical to the district's environment and economy.

Demand for water resources is increasing as the population and economy of the district expand. Corresponding, there has been a trend of predicted declining rainfall. One of the major challenges for the district is sustainably managing its water resources and ensuring there is water security. It is also imperative that water and associated land use are appropriately managed.

There is an established planning and environmental framework for potable and non-potable water resources which includes *State Planning Policy 2.7 Public Drinking Water Source Policy* and *Department of Water and Environmental Regulation Guidelines for the approval of non-drinking water systems in Western Australia. At a regional level, a recent strategy include <u>Lower Great Southern Water Resource Development Strategy</u> (2010) the <i>Great Southern Regional Water Supply Strategy* (2014).

The Local Planning Scheme established Public Drinking Water Source Special Control Areas (PDWSCA). Land use planning seeks to ensure that land uses within the PDWSCA are consistent with best management practices to minimise contamination risks.

Given the district's water resources are limited, there is a need for on-going water conservation, efficiencies, recycling and promoting water that is fit-for-purpose.

The Department of Water and Environmental Regulations has recently completed a survey of the papaeochannels of the Albany Hinterland. New locations of fresh water for drinking and agriculture have been found around Elleker through the King River zone, Nanarup and Manypeaks area. This new source has a volume of more than 5 gigalitres per year of water, which will help to provide some of the extra 20GL/year required for regional growth by 2043.

In the short term (up to 5 years), water for public water supply is available from the proclaimed Albany groundwater area. Expansion of available resources in this area should allow for supply until 2030. In the medium to long term water supply may be through the Hinterland source, seawater desalinations or from the Marbellup Brook acquifer storage and recovery. <sup>252</sup>

<sup>&</sup>lt;sup>251</sup> Department of Water 2014, Great Southern Regional Water Supply Strategy: A Long-Term Outlook of Water Demand and Supply.

<sup>&</sup>lt;sup>252</sup> Department of Water 2016, Mapping water availability in the palaeochannels of the Albany Hinterland. Available from www.water.wa.gov.au

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In the medium term (5-15 years), water supply may be through seawater desalination or from the Marbellup Brook aquifer storage and recovery. The WAPC observe:

'If demand for water in the scheme area exceeds sustainable groundwater extraction capacity, the most likely alternative source of water is a desalination plant. Although such a solution would come with high energy demands and operating costs it would not be climate dependent, which is an important factor given the drying climate along the south coast.' 253

There has been a growing interest in non-potable water supply, this is water for non-drinking purposes to supplement or replace scheme water. Non-potable water is of a lower standard than potable water but still has many uses such as irrigating parks, public and private gardens, and toilet flushing. Non-potable water is collected from Elleker from a local bore and in the Porongurup's from the Bolganup Dam.<sup>254</sup> Non-potable water can also be collected from stormwater and grey wastewater.

Securing future water sources should not be considered as a potential constraint to economic growth. Accordingly, the district will require secure and sufficient water resources to enable the planned urban and economic growth of the City of Albany (including horticultural, agricultural and mining projects) and to address the predicted declining rainfall. Supply for the Lower Great Southern scheme is secure for predicted growth and demand under current circumstances. The GSRWS strategy is a long term outlook with a 30 year projection for demand and supply.<sup>255</sup>

The land use planning system can support the protection and provision of sustainable potable water supplies and assist in the implementation of water conservation strategies including installing rainwater tanks, sustainable water management and encouraging appropriate use of greywater.

The reticulated water system in Albany is operated by Water Corporation. Outside Albany, including in rural settlements, development is provided by on-site water capture particularly through roof catchment and rainwater tanks.

## **Planning Implications**

The above information presents to the following planning implications:

- There is a need to meet sustainable potable water needs of new planned areas.
- The provision of water supply is critical for sustaining current population and future growth of the city.
- Water use should be fit-for-purpose e.g. non-potable water for irrigation or other non-consumptive purposes

<sup>254</sup> ibid, p. 5.

<sup>&</sup>lt;sup>253</sup> WAPC 2015, Albany Regional Hotspots Land Supply Assessment (draft).

<sup>&</sup>lt;sup>255</sup> Department of Water 2014, Great Southern Regional Water Supply Strategy. p. 45.

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#### 5.5.2 Sewer

Some parts of Albany are connected to reticulated (deep) sewerage while other areas are served by on-site effluent disposal.

Water Corporation is responsible for the treatment of Albany's wastewater. This incorporates various pump stations, the Timewell Road Wastewater Treatment Plant (WWTP) and woodlot irrigation near the airport. The WWTP has been upgraded to meet demand in the long-term.<sup>256</sup> Other town sites in the district rely on onsite effluent disposal systems.

The Infill Sewerage Program is funded by the State Government and is administered by the Water Corporation. While funding has been curtailed and deferred in recent years due to State budget constraints, consideration will be given to new infill projects on a case-by-case basis subject to funding availability and priority.<sup>257</sup>

ALPS provides actions such as the staged settlement to guide development towards priority sewerage areas and supporting Water Corporation with an ongoing backlog sewerage program within Albany. LPS1 contains a Water Corporation Wastewater Treatment Plan Odour Buffer SCA along with various provisions relating to sewerage and on-site effluent disposal. Figure 9 depicts the location of the Sewer Treatment Plant and buffer area.

Reticulated sewerage is considered a superior method of treating wastewater than conventional septic tanks and leach drains on human health, environmental and development grounds. Issues with on-site effluent disposal include proximity to waterways and estuaries, that some parts of the district have high groundwater levels, impervious soils, or contain rock close to the surface which are not conducive to adequate effluent disposal and ongoing maintenance. Alternative treatment units do not necessarily facilitate long-term smaller lot/medium density development. However they provide an improved outcome over traditional septic systems, but require regular maintenance that the City if required will need to regulate.

Reticulated deep sewerage is critical to Albany's urban expansion. Developers will be responsible for providing sewerage to new residential estates to the satisfaction WAPC and of Water Corporation. Water Corporation will upgrade the system to cater for future growth. This in part will include an upgrade to the Le Grande Avenue Pump station and new pump stations and pressure mains in the northern area of Albany. <sup>258</sup> Land requirements are generally addressed early on with Water Corporation in the structure plan process.

The City seeks associated funding from the State Government to extend the sewerage infill program when funding becomes available. The WAPC<sup>259</sup> outline that priority areas include Milpara, Gledhow, Robinson and Yakamia. Other areas include parts of McKail and in locations where high density development is appropriate.

The land use planning system can support the staged extension of existing sewer infrastructure to facilitate urban growth, infill sewerage within existing urban areas and minimise the impact of onsite effluent disposal on the environment.

<sup>&</sup>lt;sup>256</sup> Department of Planning 2014, Great Southern Regional Planning and Infrastructure Framework (draft).

<sup>&</sup>lt;sup>257</sup> WAPC 2015, Lower Great Southern Strategy (draft).

<sup>&</sup>lt;sup>258</sup> WAPC 2015, Albany Regional Hotspots Land Supply Assessment (draft).

<sup>&</sup>lt;sup>259</sup> WAPC 2015, Lower Great Southern Strategy (draft).

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## **Draft Government Sewerage Policy 2016**

The Western Australian Government has released the draft Government Sewerage Policy 2016, which supersedes the Government Sewerage Policy Perth Metropolitan Region and the Draft Country Sewerage Policy. The State government has developed the policy to reduce the risks involved and determine instances where reticulated sewerage will be required and provide guidance on assessment of on-site sewerage disposal. Connection to reticulated sewerage is generally required for all new subdivisions and development. Where a subdivision or development cannot be reasonably connected to reticulated sewerage. The policy sets out the minimum requirements for on-site sewerage disposal.

The policy identifies sewerage sensitive areas, which are shown in Figure 10. In the City of Albany sewerage sensitive areas are those that are:

- land that drains to and is within two kilometres of Torbay Inlet, Lake Powell, Princess Royal Harbour and Oyster Harbour; and
- land within one kilometre of a significant wetland.

### **Planning Implications**

The above information presents to the following planning implications:

- Seeking State Government support to extend the infill sewerage program in Albany.
- Maintaining the Timewell Road Waste Water Treatment Plant Odour Buffer Special Control Area under the Local Planning Scheme.
- Ensure that structure planning and subdivision of land complies with the minimum lot size and separation distances from inlets, harbours and wetland as set out under the Draft State Sewerage Policy 2016.

## **5.5.3** Power/Energy

Figure 9 shows the alignment and location of the City's main electricity supply line.

Electricity and liquefied petroleum gas (LPG) are the City of Albany's key energy sources.

The district forms part of the South West Interconnected Network (SWIS) operated by Western Power. The SWIS includes the Albany Wind Farm, operated by Verve Energy, which provides most of the City's electricity.

ATCO Gas supplies LPG though a reticulation system for domestic use within parts of the City. The system's extension will be based on domestic demand. Other parts of the district are supplied by bottled gas.

The district has a long established commitment to renewable energy particularly with the wind farm at the Sandpatch and widespread installation of solar panels and Photovoltaic (PV) panels.

Due to population growth, escalating energy costs and the expected impacts of climate change; the demand and cost of energy are increasingly becoming a significant issue to consumers and government.

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## Reliability and Capacity

Key energy issues in the district are unreliability (including blackouts) and lack of capacity to meet the growth in industry demand. The GSDC note 'The capacity of the existing power infrastructure and the cost of upgrading feeder lines have the potential to limit major development at industrial sites in the region.<sup>260</sup> For instance, the development of the Mirambeena Industrial Estate is restricted by unreliable and limited power supply and the cost of infrastructure upgrades to service new industries. Additionally, major industrial land in Albany cannot be supplied due to the limited capacity of the LPG plant.

The Department of Planning, Lands and Heritage states 'Although existing infrastructure is sufficient to meet anticipated demand in the Albany area for some time, the development of new power intensive industries (such as mining) has the potential to increase load requirements within a relatively short timeframe.' The lack of available power can hamper job creation and economic development in the district and region.

There are also considerable expenses involved in funding new transmission infrastructure to lots, both within industrial areas and throughout the rural zoned land. Understandably, it is not feasible to prepare all land in the Region for growth, however targeted infrastructure and working with infrastructure agencies to provide procedural pathways that help facilitate the supply of infrastructure would potentially remove a significant capacity constraint that may inhibit inter/intraregional investment.<sup>262</sup>

There is a need for energy infrastructure providers to review load forecast on an ongoing basis and implement appropriate network reinforcements as required. This is a goal to improve supply and reliability and plan to meet growing demand by industrial and residential consumers. Pre-planning from servicing and regulatory authorities is required to ensure there is reliable and well maintained power infrastructure given it is critical to the economic development of the district and to provide for future residential, commercial and industrial development.

It is noted there are various ways to boost the district's power supply, however most involve major capital outlays, with a goal of creating energy security. Some of the options are outlined below.

#### Energy Security

Various agencies seek energy security for the district and region including the GSDC which state:

'Ensure the Great Southern has access to a range of energy sources that are affordable and secure and able to meet the requirements of industry and the community.'263

Accordingly, investment in power supply capacity has the potential to future proof the energy needs of the district. The City needs to limit development within or adjoining the substation site on Albany Highway in McKail and the Depot on Chester Pass Road and protect the substation on Catalina Road.<sup>264</sup>

<sup>&</sup>lt;sup>260</sup> GSDC 2015, Great Southern Regional Investment Blueprint.

<sup>&</sup>lt;sup>261</sup> WAPC 2015, Albany Regional Hotspots Land Supply Assessment (draft).

<sup>&</sup>lt;sup>262</sup> Pracsys 2015, South Coast Industrial Ecology Mapping and Industry Attraction Strategy.

<sup>&</sup>lt;sup>263</sup> GSDC 2015, Great Southern Regional Investment Blueprint.

<sup>&</sup>lt;sup>264</sup> Western Power 2016, pers.comm

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### Electricity Network Upgrade

The Kojonup-Albany transmission line pole reinforcement project has been completed which allows increased transfer capacity to the Albany area. The network capacity in the Albany area is 'sufficient to cater for natural load growth, and it is expected that no further reinforcement will be required for the next few years.' Hotspots report stated transfer capacity at Albany substation will be exceeded in 2017/2018, Albany's power will need to be augmented by new overhead transmission lines from Albany to Kojonup and from Muja to Kojonup. However, with forecast load growth now at a lower rate, the need for new transmission lines has been deferred.

Western Power own Lot 36 Catalina Road, Lange which is planned in the future (15-20 years) as a substation. There is a need to protect the substation as part of structure planning and associated subdivision.

## Bunbury-Albany Gas Pipeline

Various studies have been made into extending the natural gas pipeline from Bunbury to Albany. There has also been a State Government commitment for land assembly and construction of the pipeline. Implementation of the pipeline would provide a long-term and secure energy supply to the district. It would also facilitate growth in the mining sector and attract other industries that require substantial and secure energy. Accordingly, there is support for the construction and protection of the pipeline that maximises benefits to the district and promotes economic development. This year ATCO have suggested putting the pipeline through Katanning instead of Manjimup. Accordingly.

#### **Gas-fired Power Station**

Related to the above, the GSDC<sup>268</sup> note there is the potential to construct a 40MW gas-fired power station at the Mirambeena Industrial Estate to address future demand for energy.

## Renewable Energy

Due to population growth, escalating energy costs and the expected impacts of climate change; the demand and cost of energy are increasingly becoming a significant issue to consumers and government. The district has wide-ranging potential to generate electricity from renewable energy sources including solar, wind, wave, biofuels, bio-energy and possible geothermal energy. If feasible, renewable energy sourced within the district can assist in providing important energy supply for a growing City and for industrial and other development. It is suggested that renewable energy production should generally be encouraged where relevant planning considerations have been suitably met.

<sup>&</sup>lt;sup>265</sup> WAPC 2015, Albany Regional Hotspots Land Supply Assessment (draft).

<sup>&</sup>lt;sup>266</sup> Department of Planning 2014, Great Southern Regional Planning and Infrastructure Framework (draft).

<sup>&</sup>lt;sup>267</sup> ABC 2016, Albany-Bunbury gas pipeline should include Manjimup and Katanning: WA Nationals. Available from http://www.abc.net.au/news/2016-07-18/albany-bunbury-gas-pipeline-could-go-to-manjimup-katanning-nats/7638098

<sup>&</sup>lt;sup>268</sup> GSDC 2015, Great Southern Regional Investment Blueprint.

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The coast of Albany has significant potential for wave energy. Carnegie Wave Energy has a licence for an offshore wave resource, associated water desalination and an adjacent onshore area at the Sandpatch.<sup>269</sup>

There is substantial current and future demand for hybrid energy solutions.<sup>270</sup> Hybrid technology integrates a renewable energy generation technology with other energy generation systems. An example of hybrid technology would be one that combines solar-based thermal energy with thermal energy from gas.<sup>271</sup> While wind turbines and solar power have been combined with great savings for streetlights and communications towers in other countries.<sup>272</sup>

There are opportunities to develop a biomass energy plant at the Mirambeena timber processing precinct or in other locations. Harvest residues such as stumps and branches from blue gum plantations would be used to fuel a biomass plant. There is a significant opportunity for the district to increase local demand for biofuel as a means to build production capacity across the economy and create a viable form of affordable, decentralised energy. The demand could be met through various sources. Uses waste products from various agricultural activities to produce energy. Range of products, from tanked fuel to direct heat (for neighbouring facilities).'273

There may be scope to produce energy from landfill sites, especially if there is a region wide approach that results in all solid waste being recycled into energy production.

There are a number of initiatives being undertaken in the district and by partner agencies such as LandCorp to promote renewable energy. This includes determining the commercial feasibility of community battery energy storage device powered by Photovoltaic (PV) panels, and encouraging the development of renewable energy systems. It is important to note that power system studies will be required to determine the technical feasibility of connecting the generation.

## **Planning Implications**

The above information presents to the following planning implications:

- The provision of power to planned settlement growth areas.
- identifying land requirements for power generation facilities and establishing appropriate buffers.

<sup>&</sup>lt;sup>269</sup> ibid

<sup>270</sup> All-energy 2015, Hybrid Energy Systems: Hybridisation of renewable energy systems. Available from http://www.all-energy.com.au/en/Sessions/13720/Hybrid-Energy-Systems-Hybridisation-of-renewable-energy-systems

<sup>&</sup>lt;sup>271</sup> Australian Renewable Energy Agency n.d. Hybrid and related technology. Available from http://arena.gov.au/about-renewable-energy/hybrid-and-related-technologies/

<sup>&</sup>lt;sup>272</sup> Giges, N 2013, Growth spurt for Hybrid Renewable Energy Systems. Available from https://www.asme.org/engineering-topics/articles/renewable-energy/growth-spurt-hybrid-renewable-energy-systems

 $<sup>^{273}</sup>$  Pracsys 2015, South Coast Industrial Ecology Mapping and Industry Attraction Strategy.

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# **5.5.4** Drainage/Stormwater Management

There is an established planning and environmental framework for drainage/stormwater management which includes *State Planning Policy 2.9 Water Resources* and *Better Urban Water Management* (2008). All stormwater management must be in accordance with Department of Water and Environmental Regulation decision process for stormwater management in WA and the Stormwater management manual for Western Australia guidelines.

Better Urban Water Management sets the framework for water management to be applied in the development catchment. In summary, this requires treatment of water quality and quantity which integrates the urban water cycle incorporating water supply, wastewater, stormwater and groundwater management and environmental protection. Strategies and plans are required to be consistent with the Policy. This includes ensuring that new development/subdivision is appropriately located (including avoiding flood risk land), appropriately serviced, and considered as a development priority. ALPS identifies a number of actions in relation to undertaking of floodplain studies, identification of flood prone land, preparation of flood and drainage management plans and the improvement of stormwater management. LPS1 contains wide ranging provisions relating to flooding, inundation and WSUD.

In recent years, the City has prepared a Water Management Strategy for the Yakamia-Lange Structure Plan which applies to the Yakamia Creek catchment. The City is also undertaking a programme of drainage infrastructure upgrades to address deficiencies in the drainage network.

In a drying climate there are increasing pressures on the City of Albany's water resources. Stormwater is a valuable resource that can be more effectively managed.

Stormwater management is an important consideration in identifying appropriate areas for development. Areas of high water table require more comprehensive drainage systems and environmental objectives for water quality may not be met. The location of development and the design of new drainage systems must be undertaken in a way that does not exacerbate the existing nutrient issues for rivers, watercourses and other water resources in the district.

As part of the structure planning process, there is a need to identify flood risk land, protect drainage infrastructure and channels, identify land requirements for drainage network upgrades e.g. attenuation basins, and treat stormwater before it enters watercourses/water bodies.

A major challenge faced by the City is retrofitting detention capacity to resolve downstream flooding issues. The City wants to see more multi-function linear corridors, which include open space, ecological corridors, drainage management and flood conveyance and detention. Shallow-sided retention basins, swales, porous pavement, stream and riparian vegetation rehabilitation are suitable options to provide ecological corridors, drainage management and detention of stormwater. Where new development is occurring, there are opportunities to incorporate more detention and properly planned and designed overland flood routes, integrating this into useable areas of public open space that have good public amenity. However not all POS are suitable for detention and drainage reserves may be required in addition to POS in some instances.

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Drainage detention is not suitable for sporting ovals or playgrounds. The development of active recreation areas next to drainage facilities can introduce some elements of public safety and health risks.<sup>274</sup>

There is opportunity for water conservation and efficiency though the structure planning process with the development of integrated water management strategies. Strategies can minimise irrigation demands for domestic irrigation and for public open space including the use of drought tolerant species. Whilst the planning system does not have operational control over water consumption post construction, it can seek to influence end-use (i.e. household, commercial use) water efficiency and source substitution.

Flood mapping covers part of Albany and it is suggested that flood mapping (and an associated Flood Mitigation Strategy) should be extended to cover the entire development footprint. This is supported by the WAPC which states 'Undertake a program of floodplain mapping in priority areas. Map floodplains to guide development in flood risk areas in urban and peri-urban areas.'275

In accordance with *Better Urban Water Management*, it is suggested that a District Water Management Strategy be prepared for the entire development footprint to address matters including arterial drainage, flood risk and identify broad 'no go' areas. This could use various existing studies including the water management strategy prepared to support the Yakamia-Lange Structure Plan.

### **Planning Implications**

The above information presents to the following planning implications:

- Maintain special control areas under the local planning scheme to protect the Marbellup Brook
   Catchment, South Coast Water Reserve and Limeburners Creek Catchment Public Drinking Water

   Source Areas.
- Where practicle, structure planning and/or subdivision should consider water planning using the framework identified in Better Urban Water Management.
- Stormwater Management should be consistent with the Department of Water and Environmental Regulation's decision process for stormwater management in WA and the Stormwater management manual for Western Australia guidelines.
- Where practicle, structure planning and/or subdivision should incorporate Water Sensitive Urban
   Design principles and opportunities for retrofitting should be considered where possible.

<sup>&</sup>lt;sup>274</sup> BMT WBM Pty Ltd 2009, Evaluating options for Water sensitive urban design- A National guide. p. 25. Available from https://www.environment.gov.au/system/files/.../wsud-guidelines.doc

<sup>&</sup>lt;sup>275</sup> Department of Planning 2014, Great Southern Regional Planning and Infrastructure Framework (draft).

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### **5.5.5** Telecommunications

Effective telecommunications infrastructure, including phone and internet services, is essential for social connectivity, for households, businesses, and the district economy and to ensure safety. Mobile phone, television, radio reception and broadband availability in the district vary in quality or sometimes availability. This has a major impact on current and future commercial activities along with impacting the lifestyle of residents. Access to mobile phone coverage in the district is patchy but has improved. There is an on-going need to address mobile phone 'black spots' to obtain greater coverage.

There are a series of transmitters and repeaters that provide VHF radio coverage along portions of the coast.

The National Broadband Network (NBN) is an Australian Government initiative which is progressively delivering high-speed broadband throughout Australia. This includes fibre network, fixed wireless and satellite technologies. The NBN offers significant benefits to local residents including for business, education, health and personal use. Data communications need to improve to accommodate information sharing and effective communication to grow.

State Planning Policy 5.2 Telecommunications Infrastructure (SPP 5.2) was recently updated and gazetted. SPP 5.2 is required to be considered by the City in determining development applications for telecommunications infrastructure.

It is imperative that planning for telecommunications/broadband and the digital economy, and the infrastructure that will deliver it, be incorporated into planning considerations. The provision of telecommunications/broadband services is an integral driving force which can provide opportunities for the development of the district. Quality telecommunications/broadband infrastructure (the 'communications highway') can, for instance, assist in the implementation, coordination and sharing of service delivery in the district. The land use planning system can assist to encourage the extension and maintenance of high-quality telecommunications for the district.

There is support for the district to have well developed telecommunications infrastructure. Improvements of access and speeds to any communication network provide opportunities for residents and businesses to communicate more effectively, improve service levels and streamline their operations.<sup>276</sup>

The GSDC note the 'NBN is being progressively delivered and other communications improvements but the imperative for the area is to maximise the benefits. This includes ensuring communities are connected by preferred modes of delivery (fibre over wireless, wireless over satellite) and that they develop and continually upgrade their capacity to exploit communication technology.'277

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<sup>&</sup>lt;sup>276</sup> Department of Planning 2014, Great Southern Regional Planning and Infrastructure Framework (draft).

<sup>&</sup>lt;sup>277</sup> GSDC 2015, Great Southern Regional Investment Blueprint.

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## **Planning Implications**

The above information presents to the following planning implications:

- Advocate for telecommunication infrastructure upgrades;
- Considering telecommunication infrastructure requirements in the structure planning process; and
- Taking account of SPP 5.2 in determining development applications for telecommunications infrastructure.

# **5.5.6** Waste Disposal/Recycling

The district contains two landfill sites which are the Hanrahan Road Waste Management Facility and Bakers Junction Landfill. Both landfills are licensed as Class II sites and offer disposal services of materials as stipulated in their licenses. Both landfills also collect salvageable materials such as oil, scrap steel, timber and batteries for recycling. There are also six rural transfer stations.<sup>278</sup>

The City notes 'the life expectancy from 1 January 2013 for Hanrahan Road is approximately 10 years and Bakers Junction 50 years. Bakers Junction landfill site's life expectancy would be approximately 10 years if Hanrahan was to close and Albany's waste diverted to this site. The use of Bakers Junction as the main disposal point for the City's waste is likely to incur a small increase in collection costs. Potentially between the two sites there is a landfill capability of twenty years.'<sup>279</sup>

The City is working to reduce the amount of waste generated, increase the proportion of material recovered from the waste stream and limit the proportion of waste going to landfill. Additionally, the City is working to improve its waste management practices with nearby local governments.

The Hanrahan Road Waste Management Facility is considered the best option for energy recovery. The City is proposing to undertake a feasibility study into the viability of methane gas extraction for power generation.<sup>280</sup>

Even with advances in waste treatment technology there will be some residue that will require burying. The City needs to determine the future of its waste management especially given the landfills are reaching their life expectancy and the time required to find an alternative site, gain necessary approvals and establish the facility. Accordingly, as outlined by the City<sup>281</sup> there is a need to investigate and plan for waste disposal alternatives. As part of this, there is a need to consider the long term future of the Hanrahan Road Waste Management Facility such as whether it will be closed or used as a transfer station.

A Waste Mitigation Strategy is currently being developed to identify a new land fill site, and new technology that might be available to use with a new site along with working with other councils to jointly consider waste options.

<sup>&</sup>lt;sup>278</sup> City of Albany 2014, Strategic Waste Management Plan. Available from City offices.

<sup>&</sup>lt;sup>279</sup> ibid

<sup>&</sup>lt;sup>280</sup> City of Albany 2014, Strategic Waste Management Plan.

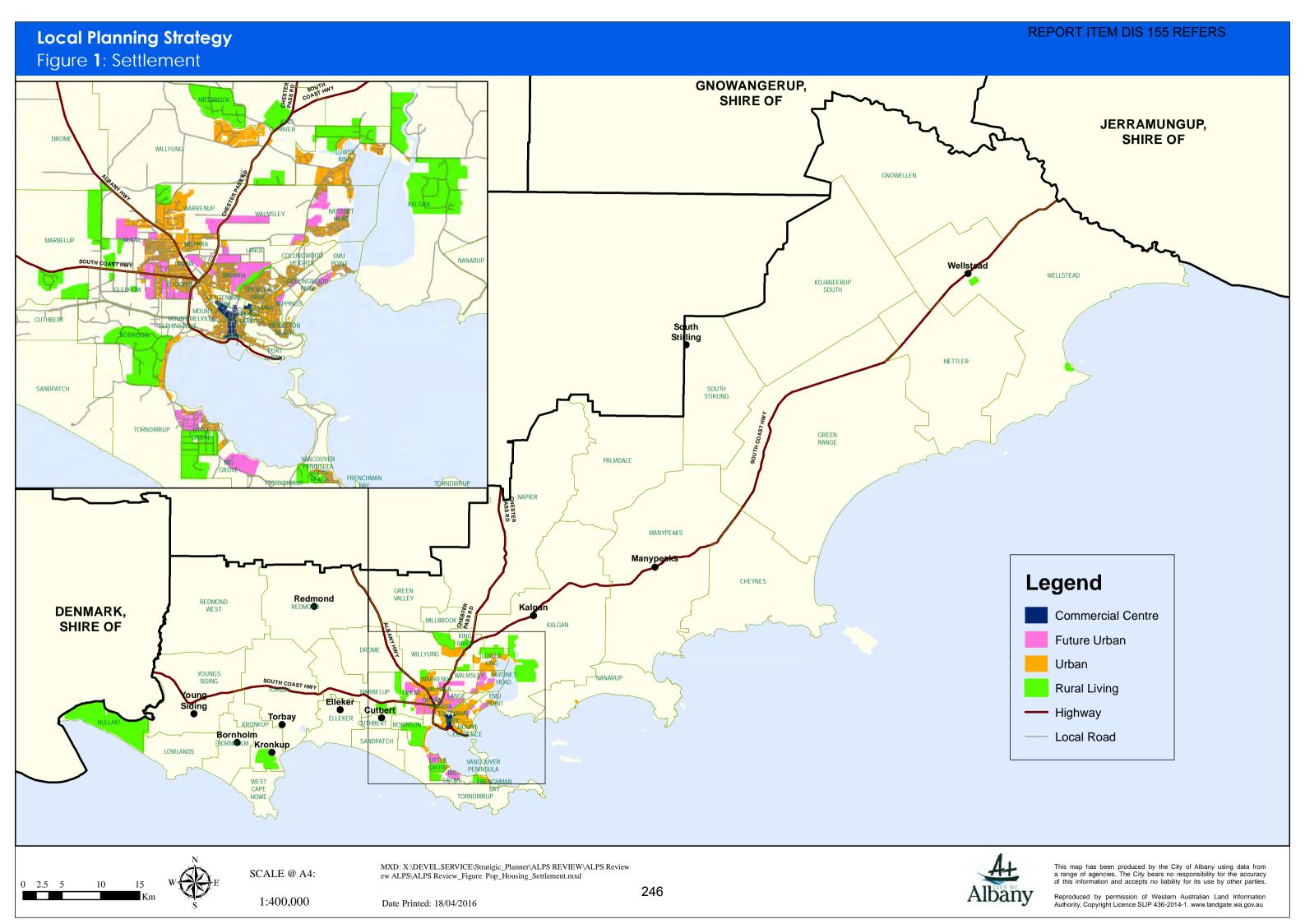
<sup>&</sup>lt;sup>281</sup> ibid

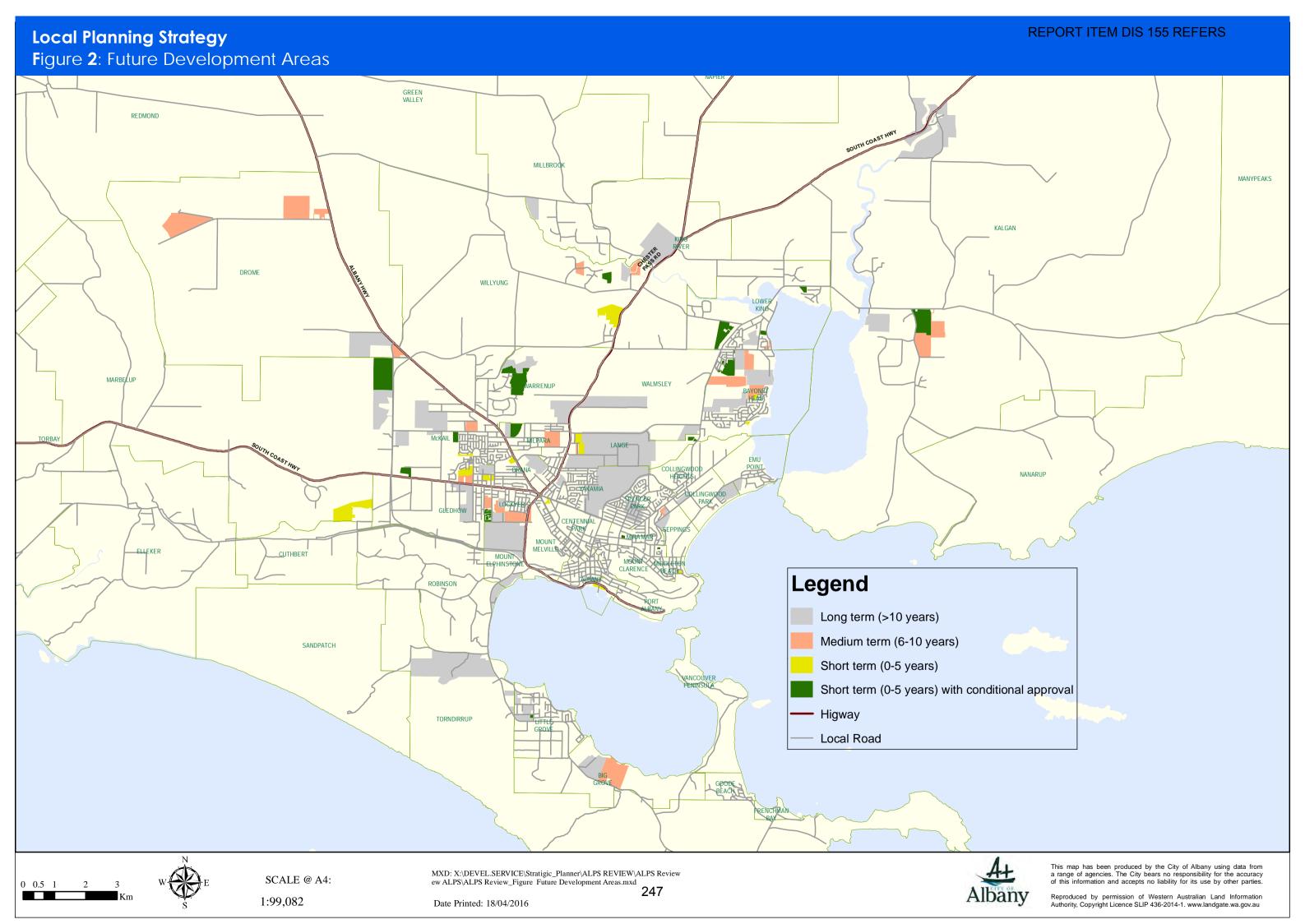
City of Albany Local Planning Strategy 2019 - Part 2

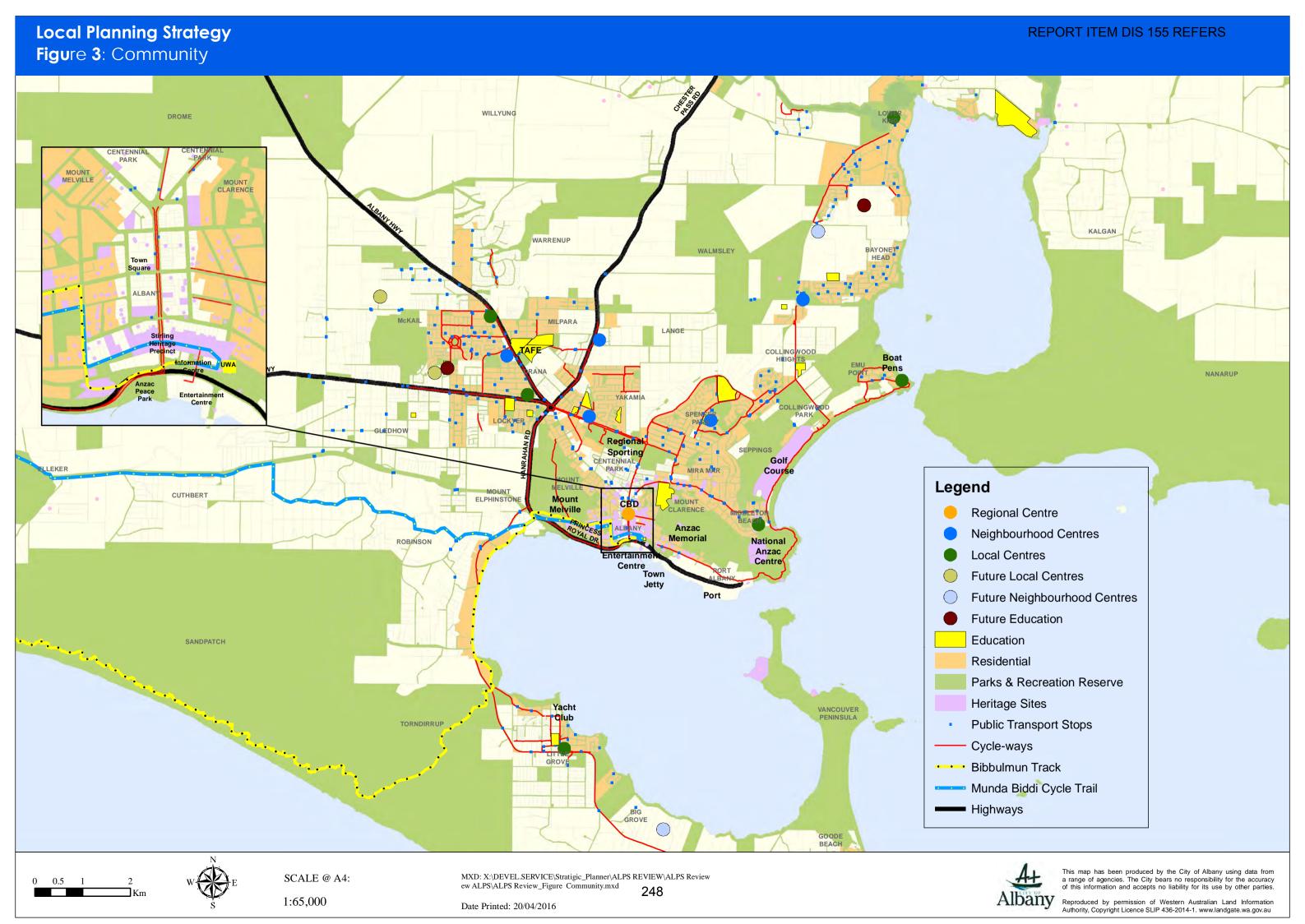
# **Planning Implications**

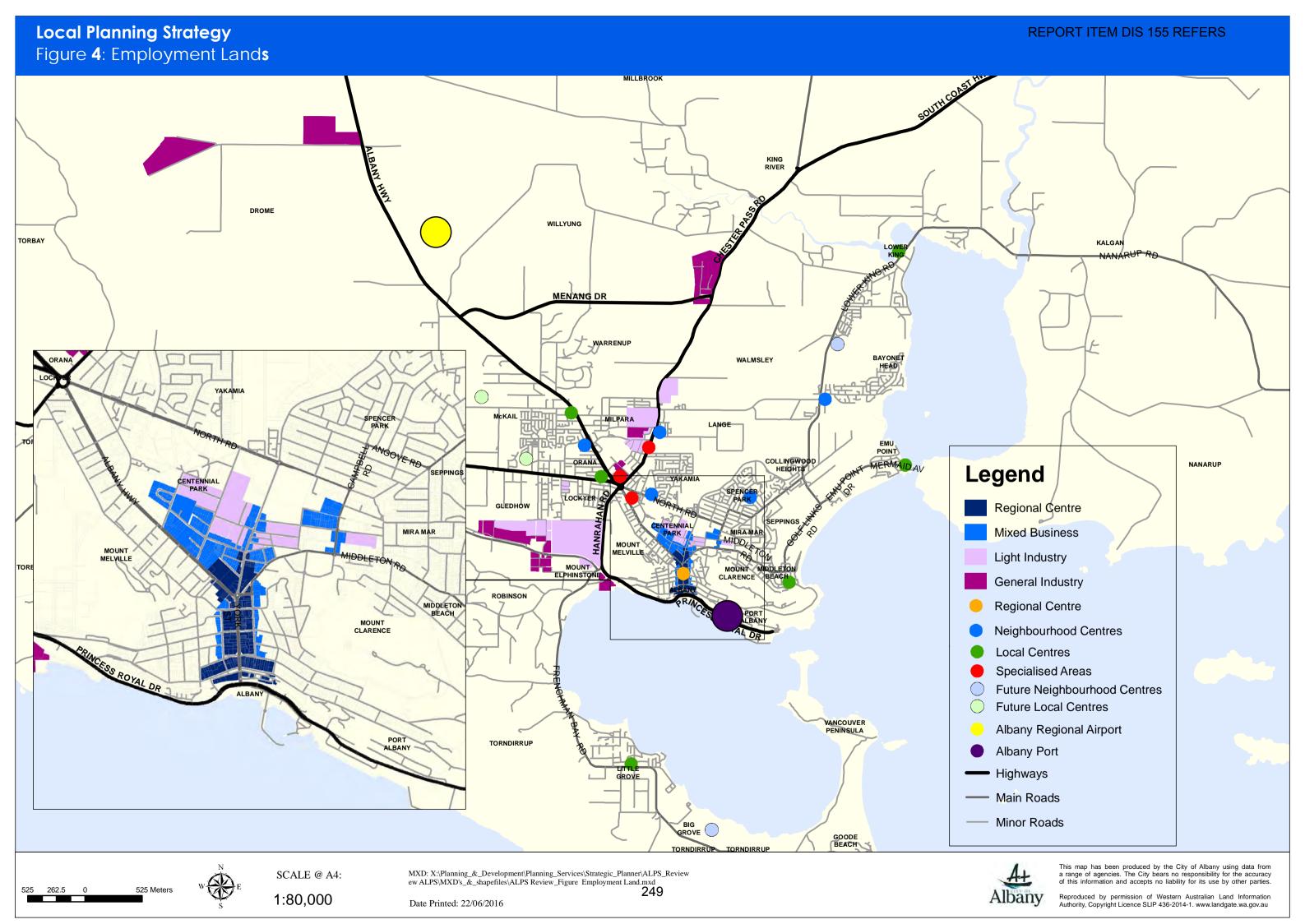
The above information presents the following planning implication:

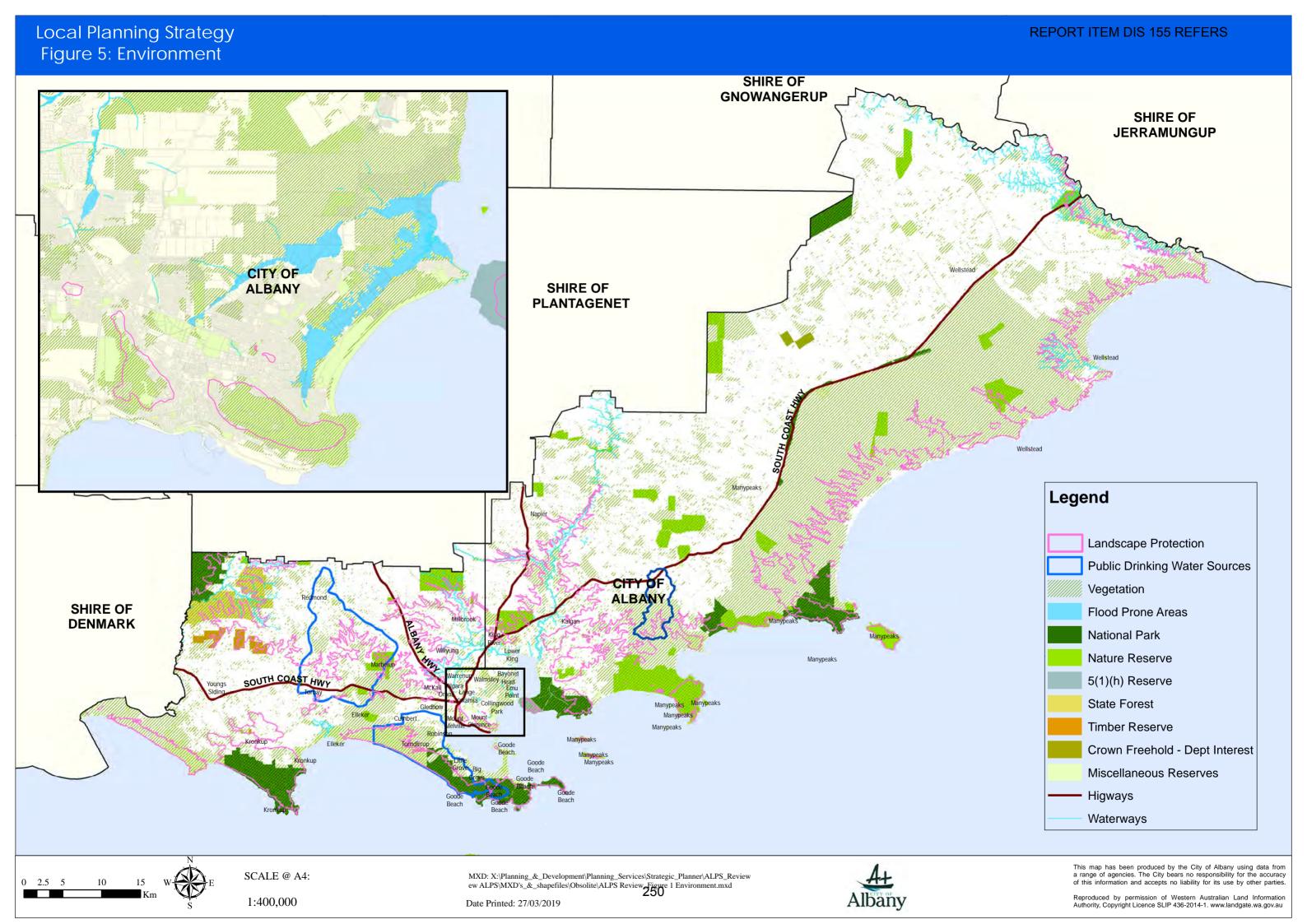
 There is a need to set aside land for a new waste disposal site in the City to replace both Hanrahan Road and Bakers Junction. The City has endorsed an alliance with Denmark and Plantagenet Shires to work collaboratively to investigate different available options on waste management issues in the region.

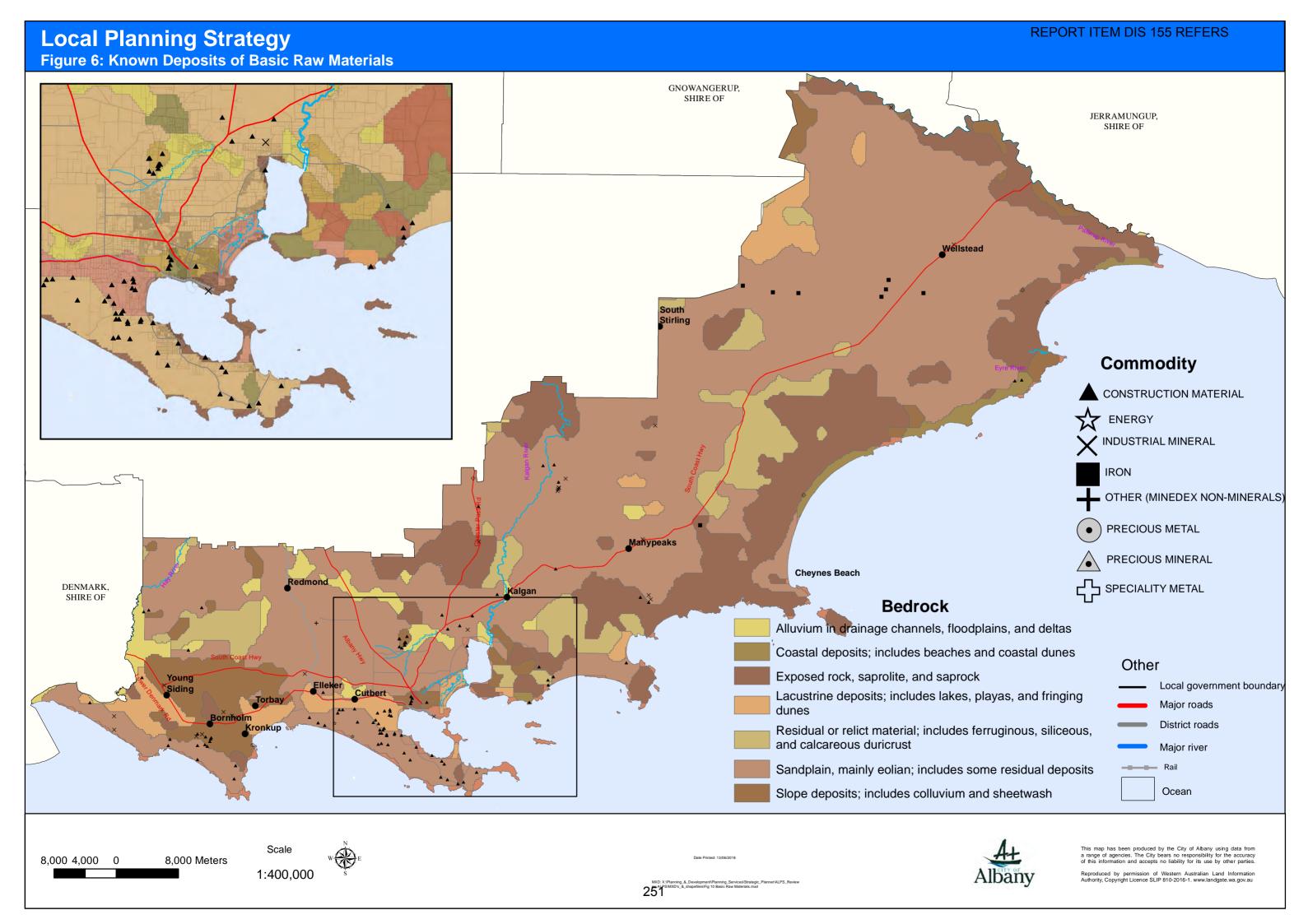


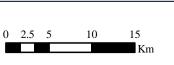


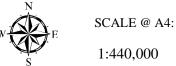


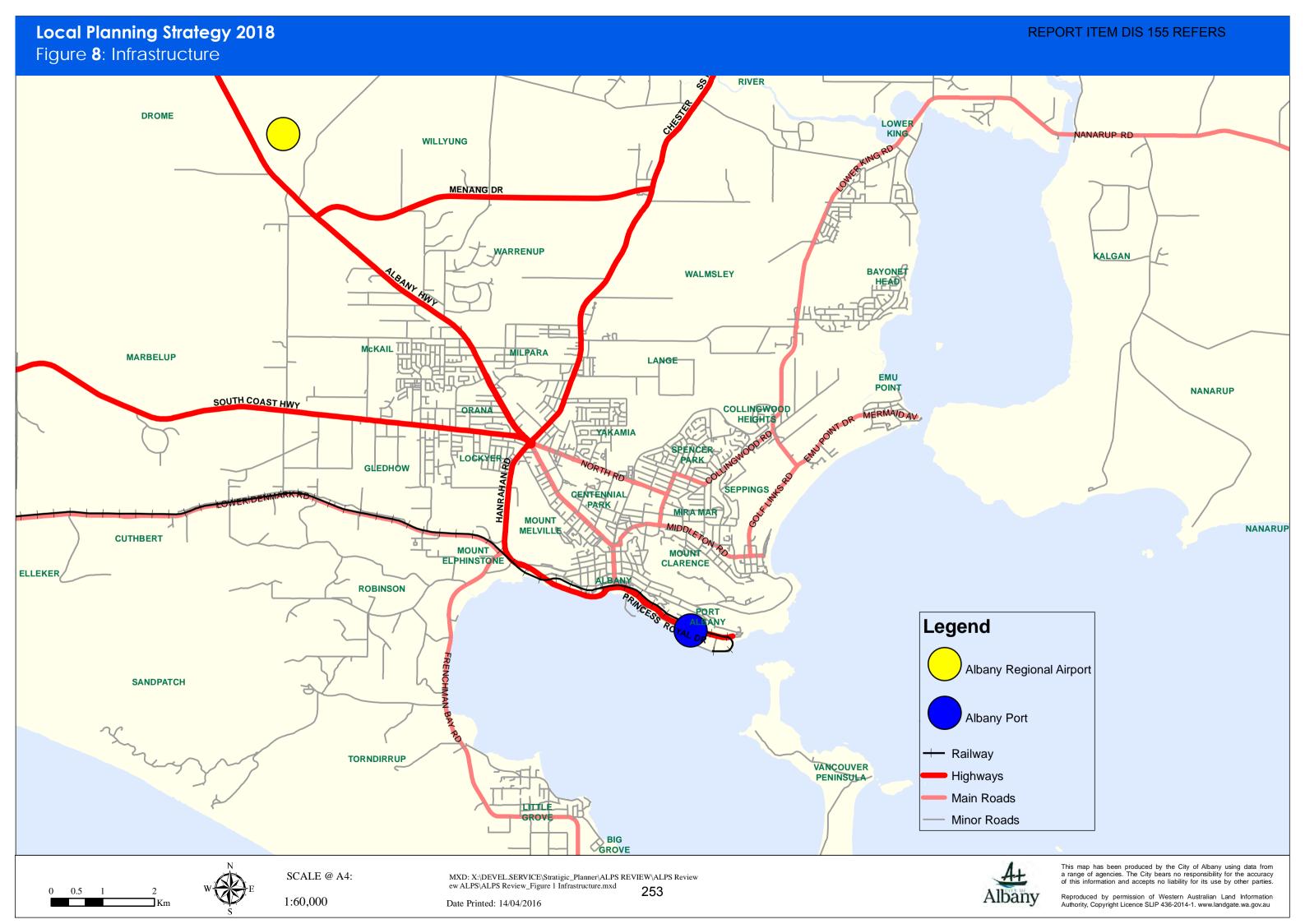


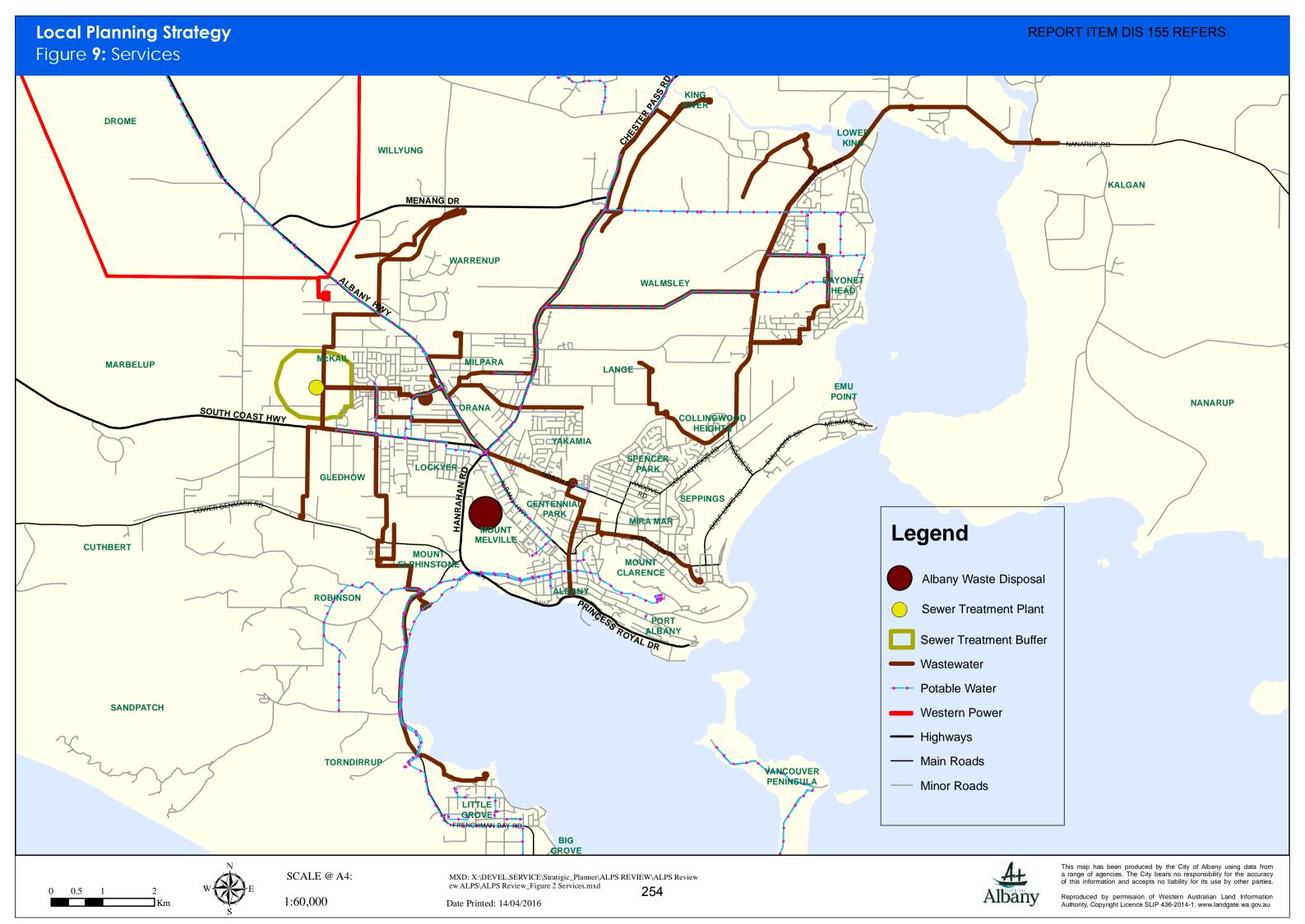


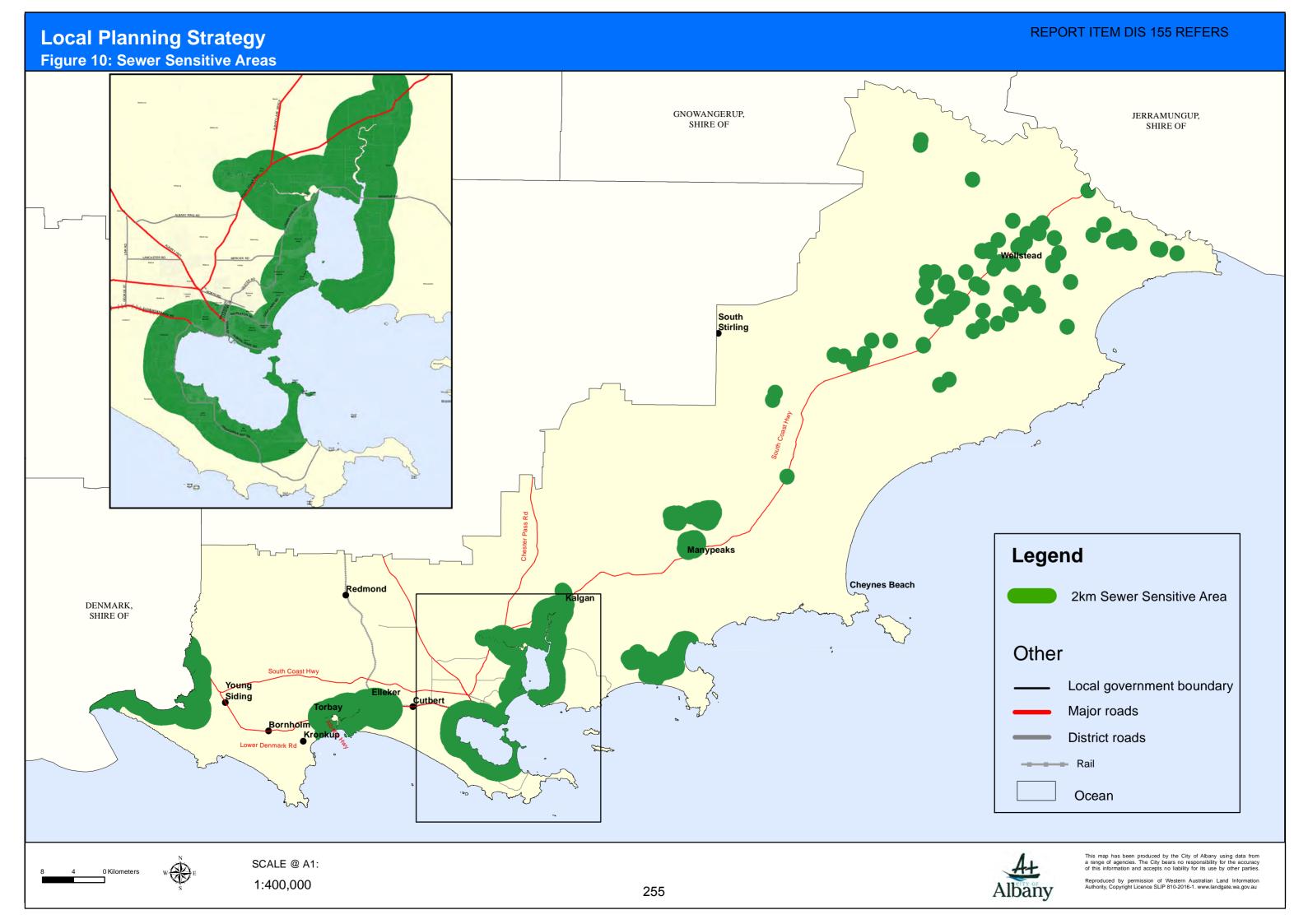












# Appendix 1: Rural Villages East - Wellstead, Manypeaks, South Stirling, Cheyne Beach, Kalgan

Wellstead	
The Place	The town of Wellstead is situated approximately 100km north-east of the city. The name commemorates the Wellstead family who settled in the area in 1860 and had held grazing land between Cape Riche and Bremer Bay. Farmland was opened up in the area in the 1960s for cereal cropping and land was set aside for a town site. The town site was gazetted in 1965. The surrounding areas produce wheat and other cereal crops. The town is a receival site for Cooperative Bulk Handling.
Zone	The town is partly zoned Rural Village (RV1) and therefore requires the preparation of a Structure Plan prior to development occurring. A Rural Residential zone (RR37) is located just south of the town site.
Settlement Pattern	Compact
Lot sizes	Urban
Community facilities	The town is centred on a primary school, open space, sporting facilities, a convenience store and a community resource centre with a library. Other community facilities include a community hall and a fire brigade station.
Residential lots	There are 9 lots (on the south-east edge of the town) of approximately 2000m <sup>2</sup> which are owned by LandCorp with potential to develop for residential purposes.
Industrial lots	Five lots are zoned light industry of which 3 are developed.
Other lots	Nil
Aboriginal Heritage	Land title claim
Historic Heritage	Nil
Ownership	A large parcel of land zoned Rural Village is crown land and future development would require LandCorp's involvement. One undeveloped industrial lot is crown land managed by the City.
Infrastructure	Wellstead is located on the grid and harvest rainwater for potable supplies with onsite sewer disposal. Refuse is collected once a week.
Function	Supports agricultural hinterland Potential mining service centre

Wellstead		
Future Development Potential	Wellstead was earmarked to part house future employees of the proposed Southdown Magnetite proposal. At January 2015 Grange Resources was still pushing ahead with the proposed \$2.89 billion project and launched a review into ways to cut capital costs. The future development and growth of Wellstead will be dependent on the mining project going ahead.	
	The potential for 40 residential lots under the approved subdivision guide plan (RR37) and the residential development potential under the RV1 zone are considered sufficient within the timeframe of the Strategy.	

 $<sup>^{282}</sup>$  Shakespeare, T 2015, Grange progress Southdown. Albany Advertiser. Available from https://au.news.yahoo.com/thewest/regional/great-southern/a/25983444/grange-progress-southdown/

Manypeaks	
The Place	Manypeaks is a town located 38 km north-east of the city. The government of Western Australia first developed the area in 1949 as part of the Many Peaks Land Settlement project and established the town site. The name Manypeaks was taken from the distinctive peak of Mount Manypeaks that is situated about 10 km from the town site. The town was gazetted in 1951.
Zone	Approximately 47ha north of South Coast Highway is zoned Rural Village (RV2) and a structure plan is required for the land to be developed. Parts of this zone is located over farm land to the north and parts over vegetated crown land to the east.
Settlement Pattern	Compact with urban sized lots
Lot sizes	Urban
Community facilities	The town is centred on a primary school with recreational facilities, a general store and fuel outlet. Other community facilities include a community hall and a fire brigade station.
Residential lots	North of South Coast Highway there are 39 residential lots, of which 12 remain undeveloped. Only 3 of these lots have road access, the remainder are located on an undeveloped road reserve.
Industrial lots	None
Other lots	Public purposes (school) Parks & Recreation
Aboriginal Heritage	Yoolberup – Myth (Kinjarling Report) Mooilyup
Historic Heritage	Nil
Ownership	Residential land predominantly in private ownership RV2 zone part in crown ownership and part in private
Infrastructure	Manypeaks is located on the grid and harvest rainwater for potable supplies. Waste Water disposal is on site.
Function	Support agricultural hinterland Service centre
Future Development Potential	There is no future economic growth expectation for Manypeaks and there is unlikely to be any demand for additional residential or industrial land. The land zoned RV1 is considered suitable to meet the future growth needs of the town.

South Stirling	
The Place	South Stirling is a small community located 75 km north-east of the City, situated at the foot of the Stirling Ranges. In the early 1950's the government opened up land in this area, and it was known as the "South Stirling's War Service Land Settlement Scheme". The town site was gazetted in 1959. The Stirling Range, from which the town site derives its name, was named in 1835 after the then Governor of Western Australia, Sir James Stirling.
Zone	Zoning in South Stirling is centred on public uses with a few sites zoned residential.
Settlement Pattern	Community node
Lot sizes	Rural
Community facilities	The community is centred on South Stirling Primary School with a community Hall and fire brigade shed.
Residential lots	There are 6 lots zoned Residential R5 of which one is developed. Four of these lots are crown land.
Industrial lots	Nil
Other lots	Local Centre zone
Aboriginal Heritage	No
Historic Heritage	No
Ownership	Predominantly crown land
Infrastructure	South Stirling is located on the grid and harvest rainwater for potable supplies with onsite septic disposal. A waste transfer station is located to the north of the town site where refuse is collected once a week.
Function	Community service centre
Future Development Potential	There are no economic or population growth envisaged for South Stirling.

Cheynes Beach	
The Place	Cheynes Beach is a small coastal settlement of holiday homes and a caravan park. The holiday homes are located on Reserve 878 and consist of 29 leases. A new lease term of 21 years commenced January 2016. In accordance with the terms of the Lease and the Management Order for the reserve, the permitted use under the lease is 'Holiday Accommodation'.  The caravan park was originally part of the reserve but this has been excised and is
	now freehold land. The settlement is surrounded by Waychinicup National Park.
Zone	Parks and Recreation Reserve and one lot zoned Caravan & Camping.
Settlement Pattern	Compact
Lot Sizes	Urban
Community facilities	Services at Cheynes Beach are limited. There is a small shop at the caravan park which supplies groceries and fuel.
Residential lots	Nil
Industrial lots	Nil
Other lots	Nil
Aboriginal Heritage	Yoolberup – myth (Kinjarling report)
Historic Heritage	The Cheyne Beach Whaling Company was formed in the early 1950's and soon after relocated to Frenchman Bay to what is the present day Whale World. 283
Ownership	Cheynes Beach is located on crown land. The caravan park is privately owned.
Infrastructure	Cheyne Beach is located on the grid and harvest rainwater for potable supplies with on-site septic disposal.
Function	Tourist Accommodation

<sup>&</sup>lt;sup>283</sup> Albany Gateway 2016, Cheynes Beach. Available from http://www.albanygateway.com.au/towns/cheynes-beach/

Cheynes Beach		
Future Development Potential	For a number of years the City explored the expansion of the Cheyne Beach town site and the associated possibility of leasehold sites being converted to freehold title. Following preliminary investigation, this was not supported by Council for the following reasons:	
	costs involved in the purchase of a super lot and subdivision, required infrastructure upgrades, extension of services such as power supply and a sewerage treatment plan;	
	difficulties in the conversion to freehold, including; the new set backs on coastal development which would likely require the 18 ocean side sites be moved; and	
	Financial burdens that would be placed on both the City of Albany and lessees as a result.	

Kalgan	
The Place	The Kalgan Rural Village is located approximately 27 km's north east of the City and there is evidence that the locality was inhabited by indigenous people up to 19,000 years ago and was first settled by non-indigenous people around 1831 when Governor Stirling granted land to Geake with its northern boundary running up to Riverside Drive. In 1837 the area was gazetted as a town site and called Wyndham Town. The town site consisted of 518ha and encompassed land from Riverside Road northwards. The town site was subsequently reduced in size to 225ha in 1889 and in 1912 the name was changed to Kalgan town site.
Zone	Rural Village (RV1), General & Priority Agriculture, Parks and Recreation, one lot Public Use and one lot Local Centre.
Settlement Pattern	Dispersed pattern of settlement of rural lifestyle lots with a strong linear form along the Kalgan river and highway. A historic community node.
Lot Sizes	Urban
Community facilities	A local shop is located on South Coast Highway and a community hall on Wheeldon Road. Bakers Junction has a petrol station and small convenience shop with farm businesses located on Chester Pass Road.
Residential lots	Approximately 56 rural lifestyle lots ranging in size from 3000m <sup>2</sup> to 20ha. Land has developed to the south and west of the gazetted town site boundary. There are approximately 16 undeveloped lots.
Industrial lots	Nil
Other lots	Conservation and recreation along the Kalgan River. A Parks and Recreation lot is located between agricultural lands.
Aboriginal Heritage	Kalgan River – Kinjarling report Significant archaeological artefacts scarred in area
Historic Heritage	The Upper Kalgan Hall. It was built in 1912 and was the centre for schooling, church services and social gatherings.
Ownership	Predominantly private ownership with land along the river reserved for conservation and/or recreational purposes.
Infrastructure	Kalgan is located on the grid and harvest rainwater for potable supplies with onsite septic disposal.
Function	Residential/Rural Service Centre, Local centre and General agriculture.

Kalgan	
Future Development Potential	Kalgan is zoned Rural Village (RV1) therefore requires the preparation of a Structure Plan prior to development occurring. The approved Kalgan Rural Village Structure Plan promotes subdivision in accordance with the Draft Sewer Country Policy. Creation of lots below 2000m² to a maximum of 100 is supported within the historic village core (precinct 1) and south of the Kalgan River (precinct 2). This excludes the lots within the historic village core that may be supported subject to reticulated sewerage being provided; or an existing approved limited effluent scheme being in place. Master Planning of the historic village core and precinct 2 is anticipated to refine the Structure Plan.

# Appendix 2: Rural Villages West - Torbay Hill, Elleker, Torbay, Young Siding, Redmond and Cuthbert

Torbay Hill	
The Place	Torbay Hill has over time grown into an agglomeration of Rural Residential lots and was never gazetted as a town site. The Woodbury Primary School and tourist accommodation is located within this town site too.
Zone	Rural Residential, General Agriculture
Settlement Pattern	Compact
Lot Sizes	Rural Residential
Community facilities	Woodbury Boston Primary School
Residential lots	Rural Residential
Industrial lots	Nil
Other lots	Conservation Zone, Hotel/Motel Zone
Aboriginal Heritage	Nil
Historic Heritage	Nil
Ownership	Predominately private
Infrastructure	Torbay Hill is located on the grid and harvest rainwater for potable supplies with on-site septic disposal.
Function	Rural lifestyle and tourist accommodation
Future Development Potential	No further subdivision will be supported. Approximately 116 lots/houses have been counted in this locality where only 100 lots are supported under the draft Sewer Country Policy.

Elleker	
The Place	The town was planned by the Western Australian Land Company, who built the Great Southern Railway in 1886-1889. It was originally known as Lakeside, due to its proximity to Lake Powell, but did not develop initially. The Government purchased the railway in 1896, redesigned the town and gazetted it as Lakeside in 1899. The town emerged as a railway junction between the Torbay line, which served timber sawmills in the area, and the Great Southern railway, and it was renamed Torbay Junction in 1908. In 1921, it was renamed Elleker.
Zone	Rural Village 4 (RV4) along Lower Denmark Road with smaller agricultural lots zoned agricultural and larger lots zoned Priority Agriculture.
Settlement Pattern	Compact
Lot Sizes	Urban
Community facilities	General Store, Tavern, Post Office, Service Station, Oval and sport grounds, community hall, fire brigade station
Residential lots	Rural Village zone consist of 22 residential lots
Industrial lots	Nil
Other lots	Special Rural for general store and tavern.
Aboriginal Heritage	Yes
Historic Heritage	1240 Lower Denmark Road
Ownership	Private
Infrastructure	Elleker is located on the grid and harvest rainwater for potable supplies with on-site septic disposal.
Function	Residential/rural service centre
Future Development Potential	Subdivision within the RV4 zone may occur where an approved Structure Plan is in place. There is however, limited potential for economic and population growth. Land to north of RV4 zone is constrained by the Marbellup Brook Water Source Protection Area.

Torbay	
The Place	Gazetted in 1910. The town site of Torbay is located in the Great Southern agricultural region, not far from the South coast, 20 km west of the City. In 1889 a railway line was constructed through this area by Millars Karri and Jarrah Forests Ltd to transport timber from sawmills in the Torbay area, one of the stations on the line being named Torbay. Millars also held the land around the railway, and in 1899 when the good timber had been removed the land was acquired by the government. It was subdivided and released for agriculture 1900, but land near the old station was reserved for future subdivision as a town site. This area was gazetted as the town site of Torbay in 1910.  Torbay derives its name from the Bay of the same name located on the coast just south of the town site. The bay was named in 1831 by Governor Stirling whilst exploring the area with Surveyor-General Roe. It is most likely named after Tor Bay on the coast of Devon, England. A Tor is an isolated mass of rock, usually granite.
Zone	General Agriculture and Parks and Recreation
Settlement Pattern	Compact
Lot Sizes	Rural
Community facilities	There is a Hall, Fire brigade, and recreation facilities.
Residential lots	
Industrial lots	Nil
Other lots	Nil
Aboriginal Heritage	Nil
Historic Heritage	498 Hunwick South (Torbay Hall)
Ownership	Private
Infrastructure	Torbay is located on the grid and harvest rainwater for potable supplies with on-site septic disposal.
Function	Rural Residential
Future Development Potential	No Growth.

Young Siding	
The Place	The town site of Young Siding is located in the South coastal region, 34 km west of the City. In 1889 Millars Karri and Jarrah Forests Ltd constructed a railway line from Torbay Junction (now Elleker) to Torbay, and in the mid 1890's Millars extended the line to Denmark. One of the sidings on the extended line was named Young's, and in 1903 the government set aside land at "Young's Siding" for a future town site. In 1911 the "Young's Siding and Lake Saidie Progress Association" requested the government make land available at Young's Siding. The land was very wet and low lying, and it was 1916 before any lots were surveyed. The town site of Youngs was gazetted in 1917, the siding being dropped from the name by a government decision. Although officially Youngs, local usage remained Youngs Siding, and in 1999 the name of the town site was amended to Youngs Siding. The name honours David Young 1825-1918, a farmer who took up land in the area in the 1850's and later farmed at Marbelup.
Zone	Residential R5 (28 lots)
Settlement Pattern	Compact
Lot sizes	Urban
Community facilities	General store, recreation (oval) hall and fire brigade
Residential lots	30 Residential R5 lots
Industrial lots	Nil
Other lots	Local Centre
Aboriginal Heritage	Nil
Historic Heritage	Nil
Ownership	Private
Infrastructure	Kronkup rubbish tip. Young Siding is located on the grid and harvest rainwater for potable supplies with on-site septic disposal.
Function	Residential/Rural service centre
Future Development Potential	No growth

Redmond					
The Place	The town site of Redmond is located in the Great Southern agricultural region, 28 km north west of the city. In 1912 the government opened a railway siding here named Mulikupp, but changed the name the same year to Redmond. The following year the District Surveyor for the region advised there was settler demand for blocks in the area, and proposed a scheme of subdivision. A school was soon built at the siding, and in 1916 the town site of Redmond was gazetted. The reason for selection of the name Redmond, first for the station, and then the town site, is not known at present, but it is believed to honour John Edward Redmond (1856-1918), Irish nationalist leader and the leader of Irish Home Rule in the British Parliament.				
Zone	Residential R5 (23 lots)				
Settlement Pattern	Compact				
Lot Sizes	Urban				
Community facilities	Hall, fire brigade, recreation				
Residential lots	23				
Industrial lots	Nil				
Other lots	Additional use 'Shop'				
Aboriginal Heritage	Yes Aboriginal Heritage Site				
Historic Heritage	Nil				
Ownership	Private				
Infrastructure	Redmond is located on the grid and harvest rainwater for potable supplies with on-site septic disposal.				
Function	Residential/rural service centre				
Future Development Potential	No growth				

	Cuthbert
The Place	Cuthbert is a town site on the western edge of the city. It was originally established as a siding on the Great Southern Railway in the 1890's, and named "Eastwood". In 1909 the government decided to subdivide land here, and when a name for the town site was sought Eastwood was unacceptable because it was already in use in three other Australian states. Alternative names of "Karajinup" and Atwell" were considered before the name "Werillup", an Aboriginal word meaning "place of swamps" was chosen and gazetted as the name of the town site in 1914. The Deputy Postmaster-General objected to Werillup, and the name "Cuthbert" was suggested as an alternative by the Secretary for Railways in 1915. The change of name was gazetted in September 1916, and the name is believed to honour an 1890's settler of the area.
Zone	Residential R10
Settlement Pattern	Compact
Community facilities	Nil
Residential lots	10
Industrial lots	Nil
Other lots	Nil
Aboriginal Heritage	Nil
Historic Heritage	Nil
Ownership	Private
Infrastructure	Cuthbert is located on the grid and harvest rainwater for potable supplies with on-site septic disposal.
Function	Residential
Future Development Potential	No growth

# Appendix 3: Activity Centres Performance Based Criteria

	Regional Centre	District Centre	Neighbourhood Centre	Local centre	Specialised Centre	Intention for City of Albany
Name of Activity Centre	Albany CBD	• N/A	Centro Brooks Garden Bayonet Head South Bayonet Head North(future) North Road Orana Spencer Park Oyster Harbour (future) Big Grove (future) Gledhow (future) Wellstead Manypeaks	Emu Point     Little Grove     Lockyer     Lower King     McKail General     Store     Middleton Road     McKail     North(future)     Clydesdale Park     (future)     Cheynes Beach     Kalgan     Elleker     Young Siding	Albany Highway     Orana     Chester Pass Road     Health, Education and Training     Albany Port     Albany Airport	
Function	The largest of activity Centres, providing the most intensely concentrated development in the region. It has the greatest range of high order services and jobs, and the largest commercial component of any activity centre.	Multipurpose centres that provide a diversity of uses. These centres provide a large range of economic and community services necessary for communities in their catchments.	A focus on servicing the daily and weekly needs of residents. Their smaller scale catchment enables greater local community focus and provide services, facilities and job opportunities that reflect the particular needs to their catchments.	Some daily and weekly household shopping needs, community facilities and a small range of other convenience services.	Provides for a regionally significant strategic purpose or service industry. The function will be unique for each centre.	Align the target centre function with the scale and types of activities on offer within a given centre.
User Mix	Regional centres encourage a wide range of visitors, workers, residents and firms throughout the centre. Nodes of activity are integrated to encourage users to interact with the centre to meet a wide variety of needs, over a wide range of time.	While these centres are retail dominated they may emerge to be important mixed use and employment centres.	Neighbourhood centres are primarily focussed on servicing the needs of residents.	One of the most viable current models of local centre is the convenience store combined with a service station.	Specific to the primary focus of the centre.	Align the target user mix and offer of goods and services within activity centres.

	Regional Centre	District Centre	Neighbourhood Centre	Local centre	Specialised Centre	Intention for City of Albany
Diversity	Most diverse type of centre. New development should improve diversity of land uses or diversity of offer to user mix.	Highly Diverse centre. New development should improve diversity of land uses or diversity of offer to user mix.	Should provide two or three main functions. Diversity improvements should generally be aligned with improving centre function, or moving towards a higher level centre.	May be a single focus centre. Diversity improvements should be aligned with improving centre function.	May be a single focus centre. Changes to diversity should be aligned with improving the function of the centre, or allowing evolution towards complementary functions.	Increase the diversity of activity available at activity centres.
Office Development	Major offices     Commonwealth and state government agencies     Major institutional uses such as courts and local government office	Professional and service businesses     District level office development     Local professional services	Local professional services	n/a	Professional services related to the centre	
Retail Types	Department Stores     Discount     department stores     Supermarkets     Full range of     speciality shops     Personal services	Discount     department stores     Supermarkets     Convenience goods     Small/medium scale comparison shopping     Some speciality shops     Personal services	Supermarkets     Convenience goods     Some speciality shops     Community purpose     Personal services	Convenience goods (may be combined with service station)     Personal services	Specific to the centre     Industrial or light industrial     Bulky good and large format retail     Convenience retail	Provide a wide range of convenience and comparison retail
Entertainment	Regional     Convention     centre/theatre     Exhibition centre     (gallery, museum)     Restaurants     Cinema     Amusement parlour     Wide range of arts, cultural and entertainment facilities	Smaller scale restaurant and tavern     Cinema     Amusement parlour     Sub-reginal scale recreation/sporting facilities	Amusement Parlour     Small scale eating house/cafe	n/a	Small scale eating house/cafe	
Transit	The focus point for all local and regional	Important focus for local passenger networks.	Focus for local passenger networks and	Accessible by car. Stopping point for public	Important focus for public transport.	Develop an urban form that is less reliant on car

	Regional Centre	District Centre	Neighbourhood Centre	Local centre	Specialised Centre	Intention for City of Albany
	passenger networks. Focus for public transport network. Major focus on walking and cycling network providing direct and convenient access, including end of journey facilities.	Focus for walking and cycling network providing direct and convenient access. Accessible by public transport.	public transport. Accessible by car. Consider for future public transport stop. Walking and cycling network providing direct and convenient access.	transport. Focus for walking and cycling network providing direct and convenient access depending on local traffic volumes.	Primary access by car. Accessible for freight. Accessible by public transport. Consider viability of cycling access. Safe and convenient to walk to/within centre.	access to meet daily and weekly household needs, where appropriate. Facilitate convenient and safe car access to meet the needs of households and firms where non-car access is not appropriate or practical.
Walkable Catchment	800m	400m	200m	200m		
Employment	A major regional employment node that provides for a full range of employment types and quality, as well as significant densities of overall employment.  Provide:  Strategic (exportoriented) employment  Knowledge-intensive producer services  Knowledge-intensive consumer services  Producer services  Consumer services	A district employment node with high quality employment.  Provide:  Knowledge-intensive producer services  Knowledge-intensive consumer services  Producer services  Consumer services	A local employment node providing population driven employment.  Provide:  • Knowledge-intensive consumer services  • Consumer services	A minor employment focus.  Provide population-driven employment:  Consumer services	Depending on the primary focus of the centre and can range from a regional employment to a local employment node.	Increase the amount of high knowledge and strategic employment to:  • Attract and retain residents with a range of employment opportunities (high-knowledge employment); and  Facilitate regional economic growth and development (strategic employment).
Residential Density	Strong focus on integration of a range of residential uses in higher density multiple story sties both within the centre and the areas of influence.	Focus for adjacent high density residential development and medium density residential development in the areas of influence.	Should accommodate some adjacent high density and medium density residential development in the areas of influence.	Primarily surrounded by medium density residential.	May or may not have nearby residential development, depending on centre function.	Higher residential density is encouraged in the area immediately surrounding activity centres. This is intended to maximise the number of people living within the walkable catchment of activity centres. The

	Regional Centre	District Centre	Neighbourhood Centre	Local centre	Specialised Centre	Intention for City of Albany
						appropriate level of density depends on detailed investigation.
Retail Floorspace Guide		5000m² Retail uses 8005m² Bulky goods/ Showrooms uses 500m² Office use	5000m <sup>2</sup> Retail uses	600m <sup>2</sup> Retail uses McKail Store- 600m <sup>2</sup> NLA 200m <sup>2</sup> NLA Restaurant 400m <sup>2</sup> Non shop/retail Commercial and professional uses.		
Public Realm	Highly attractive public realm. These centres are places of recreation for a wide catchment and the focus of many events. These centres should offer high amenity, functional spaces which are freely accessible to the public. Universal access with clever design features for ramps etc. A significant level of investment in the public realm should be provided. This investment would normally include public seating, shade structures which may integrate solar panels and shade trees, art, play equipment, drink fountains, etc. End of journey facilities- bicycle parking bays, shower facilities, changing rooms, lockers. Wide footpaths to provide space for walking and alfresco dining. Pedestrian realm provided with weather	Attractive public realm. These centres offer functional spaces which are freely accessible to the public. Universal access with clever design features for ramps etc. Investment would normally include public seating, shade structures which may integrate solar panels and shade trees, art, play equipment, drink fountains, bicycle parking bays etc. Wide footpaths to provide space for walking and alfresco dining. Pedestrian realm provided with weather protection where possible. End of journey facilities- bicycle parking bays, shower facilities, changing rooms, lockers. Incorporates natural elements and soft landscaping. Interface between public and	The public realm in neighbourhood centres is generally provided through small parks and within the street environment. These spaces should be of high amenity but has a lower level of investment in public infrastructure. Universal access with clever design features for ramps etc. Good quality street furniture and hard landscaping. Opportunity for alfresco dining to be accommodated where appropriate. Parking and servicing be screened by landscaping, encourage shade structures which may integrate solar panels and shade trees. Space for temporary events for centre catchment where possible. Pedestrian realm provided with some weather protection where possible. End of journey facilities- bicycle parking	The public realm of local centres is limited to what is provided on site although there may be minor upgrades to the street environment. Universal access with clever design features for ramps etc.  End of journey facilities-bicycle parking bays, shower facilities, changing rooms, lockers. There is generally no public investment in infrastructure.	The public realm is specific to the primary focus of the centre and is generally provided on site and there may be minor upgrades to the street environment. Universal access with clever design features for ramps etc. End of journey facilities- bicycle parking bays, shower facilities, changing rooms, lockers. Parking and servicing be screened by landscaping, encourage shade structures which may integrate solar panels and shade trees.	Have a public realm providing high quality and amenity, which assists with activating commercial tenancies by encouraging people to walk around the activity centre.  Quality includes, but is not limited to:  Having attractive features, such as landscape views, well-maintained landscaping, interesting buildings, and public art; and  A lack of unattractive features, such as poorly maintained landscaping, graffiti, rubbish, large expanses on car parking interfacing directly with the public realm, and utility areas openly visible

	Regional Centre	District Centre	Neighbourhood Centre	Local centre	Specialised Centre	Intention for City of Albany
	protection where possible. Incorporates natural elements and soft landscaping. A variety of spaces should be provided which aim to satisfy all foreseeable use needs.	private realm provided where possible.	bays, shower facilities, changing rooms, lockers. Incorporates natural elements and soft landscaping. Interface between public and private realm provided where possible.			from the public realm.  Amenity includes, but is not limited to:  Built infrastructure or street trees to provide weather protection; Design to limit the impact of noise and odour emissions; Street furniture where appropriate to encourage people to stay and enjoy the public realm; and Opportunities to undertake transaction within the public realm and adjoining private realm.
Planning Consideration		Retail Sustainability Assessment required where expansion of over 3000m <sup>2</sup> is proposed.	Retail Sustainability Assessment required where floorspace totals 6000m <sup>2</sup> . Activity centre structure plan required	Retail Sustainability Assessment required where expansion of over 3000m² is proposed. Activity centre structure plan required		

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# List of Abbreviations

ABARES Australian Bureau of Agricultural and Resource Economics and Sciences

ABS Australian Bureau of Statistics

ABC Australian Broadcasting Corporation

AEC Albany Entertainment Centre

ACPS Activity Centre Planning Strategy

AHD Australian Height Datum

ALPS (2010) Albany Local Planning Strategy 2010

APEC Albany Plantation Export Company

ARI Average Recurrence Interval

ARVS Albany Regional Vegetation Survey

AS Australian Standard

ATU Alternative Treatment Unit

BAL Bushfire Attack level

BFHMS Bush Fire Hazard Mitigation Strategy

CBD Central Business District

DC Development Control Policy

DWSP Drinking Water Supply Plan

EP Environmental Protection

EPA Environmental Protection Authority

ERP Enterprise Resource Planning

FDI Fire Danger Index

FIFO Fly In Fly Out

GSDC Great Southern Development Commission

GSRWS Great Southern Regional Water Supply Strategy

GRP Gross Regional Product

HA Hectares

HCWA Heritage Council of Western Australia

HQAL High Quality Agricultural Land

HMAS Her Majesty's Australian Ship

IRIS Integrated Regional Information System Land Supply Model

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KM Kilometres

LGA Local Government Area

LGSS Lower Great Southern Strategy

LPG Liquid Petroleum Gas

ALPS Albany Local Planning Strategy

LPS1/the Scheme Local Planning Scheme No.1

MCAS Multi-Criteria Approach Shell

MHI Municipal Heritage Inventory

MRIF Metropolitan Region Improvement Fund

MRWA Main Roads WA

MST Model Scheme Text

MW Megawatts

NBN National Broadband Network

NLA Net Lettable Area

OBRM Office of Bushfire Risk Management

OLS Obstacle Limitation Surface

PAL Priority Agricultural Land

PDWSCA Public Drinking Water Special Control Area

PHP Public Health Plan

POS Public Open Space

PIAF Perth International Arts Festival

PV Photovoltaic

R-AC Residential- Activity Centre

REIWA Real Estate Institute of Western Australia

RPT Regular Public Transport

RR Rural Residential Zone

RV Rural Village

SA2 Statistical Area Level 2

SAT State Administration Tribunal

SCA Special Control Area

SCNRM South Coast Natural Resource Management

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SIA Strategic Industrial Area

SPP State Planning Policy

SU Special Use

SWIN South West Interconnected Network

SWOT Strength, Weakness, Opportunities, Threats

TAFE Technical and Further Education

TPS1A Town Planning Scheme No.1A

UWA University of Western Australia

UNESCO United Nations Educational, Scientific and Cultural Organisation

WACHS Western Australian Country Health Service

WAPC Western Australian Planning Commission

WSUD Water Sensitive Urban design

WWTP Wastewater Treatment Plant

VHF Very High Frequency

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# Glossary

# **Activity Centres**

Activity centres are hubs for activities associated with commercial, retail, entertainment, tourism, civic and community, higher education and medical services. Activity centre vary in size from the local or neighbourhood centres to large city centres. Increased residential densities and housing types both in and surrounding these areas can provide a local population to support businesses and provide employment opportunities. Increased housing enable centres to become hubs for high frequency public transport to multiple destinations.

# **Activity Centre Planning Strategy**

An Activity Centre Planning Strategy provides a vision, goals and action plan for future development of activity centres. It considers the current state of activity, what activity is desirable in the future, and sets out a pathway to achieve the desired change. The purpose of a Strategy is to instigate transformational change in a different direction to the existing trajectory, while being grounded in the reality of what is possible or practical to achieve.

#### Acidification

Happens when a change in an environment's natural chemical balance caused by an increase in the concentration of acidic elements. Ocean acidification is a reduction in the pH of the ocean over an extended period of time cause by uptake of carbon dioxide from the atmosphere.

#### **Agglomeration**

Means a mass or collection of things. The action or process of collecting in a mass.

#### **Amenity**

A pleasantness or attractiveness of a place, any feature that provides comfort, convenience, or pleasure in a location.

# **Anecdotal**

Not necessarily true or reliable, because based on personal accounts rather than facts or research.

# **Annual Exceedance Probability (AEP)**

The likelihood of occurrence of a flood of given size or larger occurring in any one year. AEP is expressed as a percentage (%) and may be expressed as the reciprocal of ARI (Average Recurrence Interval). For example, if a peak flood discharge of 500 m3/s has an AEP of 5%, it means that there is a 5% risk (ie, a risk of one-in-20) of a peak flood discharge of 500 m3/s or larger occurring in any one year (see also Average Recurrence Interval).

## **Attenuation basins**

Detention basins are surface storage basins or facilities that provide flow control through attenuation of stormwater runoff. They also facilitate some settling of particulate pollutants. Basins tend to be used if extended treatment of the runoff is required or for wildlife or landscape reasons.

#### **Blueprint**

Great Southern Regional Investment Blueprint

#### **Bushfire Attack Level BAL**

In April 2016 the government introduced increased bush fire housing standards. The building requirements for house design and construction vary according to the Bush Fire Attack Level that a development falls into.

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The building requirements for each BAL are set out in Australian Standard: 3959 Construction of buildings in bushfire- prone areas.

#### **Break bulk commodities**

In shipping, break bulk cargo or general cargo are goods that must be loaded individually, and not in intermodal containers nor in bulk as with oil or grain. Ships that carry this sort of cargo are often called general cargo ships

## **Carbon farming**

Managing soil, vegetation, water and animals to increase carbon storage or reduce greenhouse gas emissions or captures and holds carbon in vegetation and soils.

#### Ceded

Means to give control of land to another person or government.

#### **Convenience Goods**

Convenience goods are day-to-day items such as groceries, pharmaceuticals and fast food.

## Commodity

There are three commodity crops mainly corn, soybeans and wheat. Cotton and other crops are included basically any crop that can be easily traded, stored for a long time, and grown in large quantities.

# **Comparative Advantage**

Comparative Advantage is the ability to carry out activity more efficiently than another activity. Specialisation should occur in producing and exporting goods in which it has a comparative or relative cost advantage over others.

# **Comparison Goods**

Comparison goods are items where consumers are willing to travel further distances, and are bought less frequently such as clothing, furniture, electronics, or other household items.

## **Competitive Advantage**

Competitive Advantage is the ability to create jobs locally, both the size and growth of the industry is important.

# **Compulsory acquisition**

Is the power of government to acquire private rights in land without the willing consent of its owner or occupant in order to benefit society.

# **Decentralised energy**

Is generated or stored by a variety of small, grid-connected devices referred to as distributed energy resources or distributed energy resource systems.

## **Development Contribution Plans**

Is a mechanism used to levy new development for contributions to planned infrastructure needed by the future community. Council collects development contribution levies from new development through an approved DCP. An approved DCP forms part of a planning scheme.

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#### Diversification

Farm diversification is the introduction of a new business activity to generate another source of farm-based income. The new or additional farming enterprise may be agricultural, such as a new crop or animal, or non-agricultural, such as agritourism or on-farm processing of food.

#### **Ethnographic**

Ethnographic research is the investigation of a culture through an in-depth study of the members of the culture, it involves the systemic collection, description, and analysis of data for development of theories of cultural behaviour.

# Eutrophication

Eutrophication occurs when excessive fertilizers run into lakes and rivers. This encourages the growth of algae (algal bloom) and other aquatic plants. Following this, overcrowding occurs and plants compete for sunlight, space and oxygen.

#### Flood conveyance

The transport of floodwaters downstream, while allowing flow and debris to pass with little if any damage.

#### **Finite**

Means something is of limited size or extent.

#### **Heat Plumes**

Or a thermal plume is one which is generated by gas rising above heat source. The gas rises because thermal expansion makes warm gas less dense than the surrounding cooler gas.

#### Historicity

Is the historical actuality of persons and events, meaning the quality of being part of history as opposed to being a historical myth, legend, or fiction.

# **Impervious soils**

A very fine-grained soil, such as clay or compacted loam that is so resistant to water penetration that slow capillary creep is the only means by which water can enter.

## Improvement area

Is a geographic area in a municipality and are strategic instruments used to facilitate the development of land.

## Infill Development

Is the process of developing vacant or under-used parcels within existing urban areas that are already largely developed.

#### **Local Industries**

Local Industries provide goods and services for a local population catchment. They therefore tend to be distributed evenly with population and growth in these industries responds to local population increases.

## **Municipal Heritage Inventory**

Is a survey of heritage places in the City, to identify and record cultural heritage places including trees.

# **Noxious Industry**

Any industry that could be harmful, or offensive in smell, chemical waste, incineration.

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## **Permeability**

Describes the property of a material that lets fluids such as water to pass through it, especially the ability of a porous rock, sediment, or soil to transmit fluid through pores and cracks.

## **Periphery**

Refers to the outer edge of an area.

#### Potable water

Water that is safe to drink or to use for food preparation, without risk of health problems. Where non-potable water is not safe for human drinking water.

#### **Reticulated sewerage**

Refers to the system of pipes, sewers and drains that are used to convey sewage from a property to a sewage treatment plant.

# **Riparian vegetation**

Is the interface between land and a river or stream. Plant habitats and communities along the river margins and banks are called riparian vegetation.

#### **Shallow-sided retention basins**

Is used to manage stormwater runoff to prevent flooding and downstream erosion, and improve water quality in an adjacent river, stream, lake or bay. It is distinguished from a detention basin which temporarily stores water after a storm.

#### **Social Infrastructure**

Includes building for social services like schools, universities, hospitals, prisons and community housing.

#### Spat

A baby oyster, mollusc seed or juvenile fish species.

#### Spatia

Spatial describes how objects fit together in space, relating to the occupying, or having the character of space.

# **Special Control Area**

Is a mechanism used to protect an area from noise, odour or to protect a source like drinking water. Development in the areas maybe restricted in certain ways. The use of height restrictions and buffers are the main forms of control.

#### Survivability

Is the ability of a plant species to remain alive within the environment.

#### **Swales**

Is a low tract of land, especially one that is moist or marshy. Artificial swales are often designed to manage water runoff, filter pollutants, and increase rainwater infiltration.

## **Terminus**

Means a final space or time, the end of a journey.

## **Terrestrial**

Means relating to the earth or on dry land.

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## The City

Refers to the City of Albany and includes surrounding areas.

# **Traded Industry**

Traded industries provide goods and services for markets beyond their immediate catchment. They therefore tend to locate in areas that provide comparative advantages, such as access to resources, inputs, labour or markets. As export orientated industries they respond to wider market drivers rather than local population increases. Growth in traded industries provides the conditions for wider population and economic growth.

#### **Urban Consolidation**

Refers to a diverse set of planning policies intended to make better use of existing urban infrastructure by encouraging development within existing urbanised areas (called brownfield sites) rather than on non-urbanised land (greenfield sites) thus limiting urban sprawl.

# **Urban Sprawl**

Describes the expansion of human populations away from central urban areas into low-density, and usually car-dependent communities, in a process called suburbanization.

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# Draft Albany Local Planning Strategy Schedule of Submissions

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# **Abbreviations**

ALPS Albany Local Planning Strategy

BRM Basic Raw Materials

LPS1 Local Planning Scheme 1

PDWSA Public Drinking Water Source Area

SCA Special Control Area

SPP State Planning Policy

WAPC Western Australian Planning Commission

# GOVERNMENT DEPARTMENTS AND SERVICE AGENCIES

# **Government Departments**

1. Name of Submitter: Tourism WA

**Subject of Submission:** Tourism WA is responsible for promoting WA as an extraordinary

holiday destination. Its focus is on marketing the State;

developing, attracting and promoting major sporting, cultural and business events; and supporting the development of significant

tourism infrastructure and projects.

**Description of affected** 

property:

Su	mmary of Submission	Planning Comment	Recommendation	Modification
1.	Supports the draft Strategy	Noted	N/A	N/A
2.	The Executive Summary refers to Albany having a 'unique tourism' market. Tourism WA recommends that these wording be reviewed as Albany has some unique tourism attraction but cannot claim to have a unique tourism market.	Noted	Support	Part 1: Modify Executive Summary by deleting reference to 'unique tourism market' with 'unique tourism attractions'.

2. Name of Submittor: Public Transport Authority

**Subject of Submission:** The Public Transport Authority's purpose is to provide safe,

customer-focussed, integrated and efficient transport services.

**Description of affected** 

property:

Su	mmary of Submission	Planning Comment	Recommendation	Modification
1.	Comment in support of draft ALPS	Noted	N/A	N/A
2.	Any reference to Brookfield Rail is to be changed to Arc Infrastructure	Noted	Support	Part 1 and Part 2:  • Modify draft ALPS by replacing all reference to Brookfield Rail with Arc Infrastructure.

3. Name of Submitter: Department of Education

**Subject of Submission:** Department of Education ensures a high-quality education for all

Western Australian students.

**Description of affected** 

property:

Summary of Submission	Planning Comment	Recommendation	Modification
The Department notes that draft ALPS identifies McKail and Bayonet Head for the requirement of new primary schools. The Department will continue to monitor the impact of student yield on its existing schools. The Department's current educational facilities can adequately accommodate any expected student increase generated by the Local Planning Strategy in the new to medium term.	Noted	N/A	N/A

**4.** Name of Submitter: Civil Aviation Authority

**Subject of Submission:** The Civil Aviation Authority is a government body that regulations

Australian aviation safety.

**Description of affected** 

property:

Summary of Submission	Planning Comment	Recommendation	Modification
Recommends that the City establish a policy to protect aviation infrastructure within	The guidelines proposed under the Safeguarding Framework are in some instances relevant in	Support in part	Part 1 – Section 7.2:Albany Regional Airport
ALPS. The National Airports Safeguarding Framework provides guidance suitable for establishing policy to protect aviation infrastructure in the City.	metropolitan areas, such as building generated windshear and turbulence, wind turbine farms as physical obstacles and distraction to pilots form lighting. Other guidelines are relevant to safety at airports such as risk of intrusions, protecting aviation facilities and others such as protecting strategically important helicopter landing sites. Many of these matters cannot be controlled or managed through the planning process.		Modify action 1 to include consideration of the Obstacle Limitation Surface under the Special Control Area as a matter that will be considered in applications for planning approval.
	Local Planning Scheme No. 1 protects the airport through a Special Control Area (SCA). The		
	purpose of the SCA is to:  (a) Protect the continued operations of the Albany regional airport and its flight paths;		
	(b) Control subdivision and development to minimise the potential for sensitive land uses to be undertaken within the special control area in		
	accordance with the Australian Noise Exposure Forecast criteria and AS 2021-2000: Acoustics – Aircraft Noise Intrusion – Building Siting and		
	Construction; and (c) Restrict the development of the residential uses and occupation of other buildings that may be adversely affected by aircraft		

Summary of Submission	Planning Comment	Recommendation	Modification
	noise in accordance with the Australian Noise Exposure Forecast (ANEF) criteria.		
	The Special Control Area list matters that will be considered in any application for planning approval.		
	It is recommended that these matters should include consideration of the Obstacle Limitation Surface (a series of surfaces that set the height limits of objects around an aerodrome).		
	The controls exercised under LPS1 to protect the airport and its operations is considered sufficient to meet the objectives of the National Airports Safeguarding Framework.		

**5.** Name of Submitter: Department of Water and Environmental Regulation

**Subject of Submission:** The Department of Water and Environmental Regulation supports Western Australia's community, economy

and environment by managing and regulating the state's environment and water resources.

Summary of Submission	Planning Comment	Recommendation	Modification
1. Provides commentary on relevant State Planning Policies, EPA Guidance Statements and legislation that should be considered/complied with when considering matters in relation to flora, vegetation and terrestrial fauna; terrestrial environmental quality; inland water environmental quality and air quality and social surroundings.	The various planning processes i.e. preparation of Local Planning Strategies, Local Planning Scheme Reviews, amendments to the LPS1, Structure Plan preparation, subdivision and development considers, as part of the preparation and assessment processes, the relevant acts, SPP's an EPA guidance statements as suggested in the submission.	Noted	N/A
Recommends that areas identified as prone to flooding should be included as a Special Control Areas under LPS1.	Local Planning Policy 'Development in Flood Prone Areas' prepared under LPS1 determines matters that the City will consider when receiving an application for development in flood prone area. This policy has statutory weight under the LPS1.  Under LPS1 (Clause 8.2) development on a lot within a floodprone area requires planning approval.  The need for a Special Control Areas in LPS1 over floodprone areas will be investigated at the time of the review of Local Planning Scheme No. 1. No change to the Strategy is required.	Support in part	Part 1 – Section 6.2: Rivers, Estuaries and Wetlands  • Action 4 – insert the following sentence: The need for additional controls will be investigated under the review of the local planning scheme.

Su	mmary of Submission	Planning Comment	Recommendation	Modification
Pa	rt 1			
3.	Rural Living: Supports no further expansion of 'rural living' lots in sewerage sensitive areas.	ALPS does not designate any additional areas for rural living purposes however, a number of areas zoned for rural living and/or currently subject to an amendment under LPS1, are located within sewer sensitive areas.	Noted	N/A
4.	Rural villages: Rural Villages should have development guidelines prepared to ensure development is sympathetic to local environment features i.e. ridgelines and waterways and does not detract from landscape quality and visual amenity.	LPS1 requires the preparation of a Structure Plan over areas zoned as Rural Village. Local environmental features are considered as part of the Structure Plan preparation and assessment processes.	Not support	N/A
5.	Mirambeena Strategic Industrial Expansion Area (IA4): Advise that the area is zoned as a P3 (some industrial land uses may be compatible with conditions) and the surrounding rural land P2 (most industrial land uses are incompatible) within the Marballup Brook Water Reserve Public Drinking Water Source Area (PDWSA). There is limited opportunity to expand the existing industrial area.	The land use requirements under the PDWSA should be considered as part of feasibility studies and structure planning of Mirambeena and surrounding area.	Support	<ul> <li>Part 1 – Section 5.2: Industry</li> <li>List the PDWSA as a matter that needs to be considered as part of feasibility studies and structure planning of Mirambeena and surrounding area.</li> <li>Part 2 - Section 3.3.2 Industrial Areas</li> <li>Insert additional text in relation to the Marballup Brook Water Reserve PDWSA.</li> </ul>
6.	Robinson Industrial Area (IA8): Advise that this area is located in a Sewer Sensitive Area where restrictions apply to on-site sewerage.	Information in relation to this industrial area being located in a Sewer Sensitive Area should be noted within Part 1 and Part 2 of ALPS.	Support	Part 1 - Appendix 1: Investigation Areas (IA8 – Robinson Industrial Area)  Insert text in relation to it being located within a sewer sensitive area.

Su	mmary of Submission	Planning Comment	Recommendation	Modification
				Part 2 - Modify Section 3.3.2 Industrial Areas  Insert text in relation to the Robinson Industrial Area being located in a Sewer Sensitive Area.
7.	Gledhow Industrial Area (IA9): Advise that this area is partly located in a Sewer Sensitive Area	Information in relation to this industrial area being located in a Sewer Sensitive Area should be noted within Part 1 and Part 2 of ALPS.	Support	Part 1 - Appendix 1: Investigation Areas  Insert text in relation to the Gledhow Industrial Area being located in a Sewer Sensitive Area.  Part 2 - Section 3.3.2 Industrial Areas  Insert text in relation to the Gledhow Industrial Area being located in a Sewer Sensitive Area.
8.	Rural – Agricultural Diversification: ALPS needs to acknowledge the potential conflict of the proclaimed Angove Creek Catchment Area PDWSA near the potential irrigated agricultural precincts identified at Manypeaks.	The potential conflict between the Angove Creek Catchment Area PDWSA near the potential irrigated agricultural precinct identified in Manypeaks should be noted under Part 2 of the Strategy.  It is recommended that this information is repeated under Section 4.2.1 Water Source Protection Areas and highlighted as a planning implication.	Support	Part 2 - Section 3.5.4 Horticulture Precincts  Insert text that acknowledge the potential conflict of the proclaimed Angove Creek Catchment Area PDWSA near the potential irrigated agricultural precincts identified in Manypeaks.  Part 2 - Section 4.2.1: Water Source Protection Areas

Summary of Submission	Planning Comment	Recommendation	Modification
			<ul> <li>Insert text that acknowledge the potential conflict of the proclaimed Angove Creek         Catchment Area PDWSA near the potential irrigated agricultural precincts identified in Manypeaks.</li> <li>Insert this as a planning implication.</li> </ul>
DWER groundwater surveys have identified potential sources of fresh groundwater in the Albany hinterland that will provide diversification options for agriculture for the long term. However, further investigative work is required to determine actual yield and quality of potential water supplies. It may be inappropriate to show this groundwater area on the ALPS maps at this stage.	The prospective new groundwater resources can be deleted from the maps as there are no	Support	Part 1 – Rural Agricultural Diversification  Delete Action 2  Part 1 – Rural Land and Soil  Delete Action 5  Maps - Figures 1 and 2:  Delete prospective new groundwater resources.
<ul> <li>9. Rivers, Estuaries and Wetlands:</li> <li>Action 1: DWER supports this action, and it must also include Angove Creek Catchment Area PDWSA as a SCA.</li> </ul>	Noted	Support	Part 1 – Section 6.2: Rivers, Estuaries and Wetlands • Action 1 - Insert Angrove Creek Catchment Area
Action 2: DWER supports this action, however should be reworded to include all waterways not just rivers and estuaries.	Noted	Support	Part 1 – Rivers, Estuaries and Wetlands  • Action 3 – reword to include all waterways
Action 3: Water sensitive urban design principles need to be incorporated with all development. All development should be consistent with DWER guideline	Water sensitive urban design principles are not always suitable to implement, and some flexibility should be allowed in regard to the	Support in part	Part 1 – Rivers, Estuaries and Wetlands  • Action 3 – delete the word sustainable.

Summary of Submission	Planning Comment	Recommendation	Modification
Decision process for stormwater management. It is recommended that the word sustainable is removed from this action. DWER does not consider sustainable is appropriate in this context.	use thereof under the Local Planning Strategy.  Removing the word sustainable from this action is supported.		
<ul> <li>Action 4: It is not clear from Figure 2     whether the flood prone area mapping     includes the Willyung floodplain.</li> </ul>	Noted	Support	<ul> <li>Part 1 Maps - Figures 1 and 2</li> <li>Improve the readability and notation of flood prone areas.</li> </ul>
Action 5: DWER supports this action and will supply the City of Albany with information and mapping regarding identifying significant waterways that require public ownership.	Noted	Support	Part 1 Maps – Figures 1 and 2  • Identify significant waterways
Action 6: DWER recommends that a stronger method than encouragement is needed for this action. Waterways should be identified during the planning process and conditions for fencing and revegetation applied to the planning approval. This action is linked to action 5.	Noted	Support	Part 1 – Section 6.2: Rivers, Estuaries and Wetlands  • Action 6 - Replace the word  'encourage' with 'condition'.
<ul> <li>Action 7: Investigative Area No 11         Protection of Yakamia Creek and Lake Seppings.         DWER supports the further investigation in this area to protect the waterways and floodplains of this system. Examples of planning mechanisms that could be used include:         <ul> <li>Yakamia Structure Plan Area needs to be extended to include lower Yakamia Creek catchment.</li> </ul> </li> </ul>	The proposed planning mechanisms are noted. These mechanisms will be explored as part of the investigation into the protection of Yakamia Creek and Lake Seppings.  These potential planning mechanisms should be noted under Appendix 1 – Investigation areas.	Support	Part 1 – Appendix 1 Investigation Areas (IA11 – Protection of Yakamia Creek and Lake Seppings):  Insert examples of planning mechanisms that could be explored as part of the investigation into the protection of Yakamia Creek and Lake Seppings.

Summary of Submission	Planning Comment	Recommendation	Modification
<ul> <li>Lake Seppings flood mapping should be updated.</li> <li>Incorporate recommendations from the Yakamia Creek Living Stream Management Plan (Janicke, S &amp; G 2015)</li> <li>Create a SCA for the floodplain/catchment area of Yakamia Creek and Lake Seppings.</li> </ul>			
Coastal Planning     ALPS should reference the coastal hazard risk management and adaption plan currently being prepared for Emu Point – Middleton Beach	Noted	Support	<ul> <li>Part 1 – Coastal Planning and Management</li> <li>Introductory paragraph - Include reference to the coastal hazard risk management and adaption plan currently being prepared for Emu Point – Middleton Beach.</li> <li>Part 2 – Section 4.2.5: Coastal Planning and Management</li> <li>Insert additional text in relation to the Emu Point to Middleton Beach CHRMP and a planning implication.</li> </ul>
Action 1: Include requirement for coastal development setbacks and foreshore reserves as part of coastal development.	Foreshore Management Plans consider development setbacks and foreshore reserves.	Not support	N/A
Action 2: Include storm surge in the physical processes' assessment.	An objective of State Planning Policy 2.6 is to ensure that development and the location of coastal facilities take into account coastal processes, landform stability, coastal	Not support	N/A

Summary of Submission	Planning Comment	Recommendation	Modification
	hazards, climate change and biophysical criteria. Under the policy 'coastal processes' means any action of natural forces on the coastal environment.  SPP 2.6 therefore considers storm surge as part of the physical processes' assessment.		
<ul> <li>11. Bushfire Risk</li> <li>Action 1: Ensure all amendments, structure plans and subdivisions consider foreshore protection requirements prior to bushfire assessments</li> </ul>	The preparation of Bushfire Management Plans are site specific and address matters relevant to the development proposed on site. The need to consider foreshore protection will therefore be considered where required and are part of procedural application which does not need to be stated in a broad strategic document such as ALPS.	Noted	N/A
<ul> <li>Service Infrastructure</li> <li>Action 4: The Angove Creek Catchment Area PDWSA must also be included in this list.</li> </ul>	Noted	Support	Part 1 – Service Infrastructure  • Action 4: Include Angove Creek Catchment Area PDWSA.
<ul> <li>13. Maps – Figures 1 and 2</li> <li>All SCA PDWSA boundaries should be identified on Fig 1: Rural &amp; Urban.</li> <li>It is more relevant to include current drinking water source areas than prospective new groundwater resources</li> </ul>	Noted	Support	Maps: Figures 1 and 2  • Show all SCA PDWSA boundaries.
Part 2		<u> </u>	
<ul> <li>Section 4.2 Water</li> <li>Delete reference to the Lower Great southern Water Resource Development</li> </ul>	Noted	Support	Part 2 – Section 4.2 Water

Summary of Submission	Planning Comment	Recommendation	Modification
Strategy (2010), as this has been superseded by the Great Southern Regional Water Supply Strategy (2014). A further DWER policy that informs water planning and protection is Strategic Policy: Protecting public drinking water source areas in WA. Department of Water (June 2016).			Delete reference to the Lower Great Southern Water Resource Development Strategy.
<ul> <li>Section 4.2.1 Water Source Protection Areas</li> <li>There should be a "planning implications" box inserted at the end of the section as follows:         Planning Implications         <ol> <li>Special control area for PDWSA need to be maintained to protect current and future drinking water sources.</li> <li>Development in these SCA needs to be consistent with DWER plans and guidelines</li> <li>All development should be waterwise to conserve limited drinking water supplies.</li> </ol> </li> </ul>	The Public Drinking Water Sources Special Control Areas under LPS1 states that in considering an application for planning approval within the Public Drinking Water Sources SPCA, recommendations contained within any adopted Water Source Protection Plan shall be considered in an application for planning approval. Another objective of the Special Control Area is to protect the area from uses and/or development which may adversely impact on the quality and quantity of public drinking water sources.  The objectives and matters to be considered under the SPC should be discussed under Section 4.2.1 Water Source Protection Areas.  This will provide background information to the planning implications identified.  Proposed implication number 2 however, is already achieved under the Special Control Areas and therefore does not need to be identified as a planning implication.	Support	<ul> <li>Part 2 – Section 4.2.1</li> <li>Insert text in relation to the objectives and operation of the SPC under LPS1.</li> <li>Insert a planning implications box at the end of the section as follows:         <ul> <li>Special Control Areas under the Local Planning Scheme needs to be maintained to protect current and future drinking water sources. Angove Creek Catchment Area needs to be incorporated as a Special Control Area under the Local Planning Scheme.</li> <li>Where possible, planning should facilitate waterwise development to</li> </ul> </li> </ul>

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conserve limited drinking water supplies.
Section 4.2.2 Rivers and purses  In the following additional series are time of Structure Plan paration or subdivision roval, foreshore reserves are ermined using biophysical tria in accordance with want state policies and elines. Where significant erways (identified by the artment of Water and ronmental Regulation) are ted within Structure Plans for proposed subdivisions, it eferable that the identified shore reserves be ceded to Crown as a public reserve he purpose of waterway ection and recreation and sures to rehabilitate the erway identified at this time.
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Summary of Submission	Planning Comment	Recommendation	Modification
foreshore area shall be determined using biophysical criteria, however this area will remain under private management and ownership. Measures to rehabilitate the waterway shall also be undertaken at this time".  Planning Implications  • Waterways need to be protected to provide multiple benefits to the environment and the community. Identified priority waterways and foreshore areas should be ceded and protected at the time of development."			Where development is proposed in the rural zones and other zones (not subject to Structure Planning and/or subidivision), there is need to determine foreshore areas using biophysical criteria for all waterways in general using biophysical criteria. In this instance, foreshore areas should remain under private management and ownership and measures to rehabilitate the waterway identified at this time.  Insert planning implication as follows:  Waterways need to be protected to provide multiple benefits to the environment and the community. Identified priority waterways and foreshore areas should be identified, ceded and protected at Structure Plan and/or subdivision stage.
<ul> <li>Section 4.2.3 Wetlands</li> <li>DWER supports the protection of the wetland areas on the foreshores of Princess Royal and Oyster Harbour.         These areas of Unallocated Crown Land require secure protection and management through vesting in with an     </li> </ul>	Noted	Noted	N/A

Summary of Submission	Planning Comment	Recommendation	Modification
appropriate agency. Much of this unprotected foreshore area consists of temperate coastal saltmarsh which has been identified by the Commonwealth Governmental as a Threatened Ecological Community (TEC).			
<ul> <li>Flooding</li> <li>This section references AEP and ARI terminology. AEP is the updated terminology. DWER may be able to assist the City with floodplain mapping for priority areas.</li> <li>Figure 5 omits the Willyung Creek floodplain mapping.</li> <li>Planning Implications         Floodplains need to be protected from inappropriate development. The identification of a SCA around the floodplains may assist with achieving this objective.     </li> </ul>	Replace ARI with AEP  Include Wilying Creek flooplain on Figure 5 Part 2.  Include planning implication with proposed changes to the wording.	Support in part	<ul> <li>Part 2 – Section 4.2.4 Flooding</li> <li>Replace all reference to ARI with AEP</li> <li>Insert a planning implication as follows:         <ul> <li>Floodplains need to be protected from inappropriate development. The identification of a Special Control Area around the floodplains should be explored during the review of the Local Planning Scheme as a mechanism to protect floodplains from inappropriate development.</li> </ul> </li> <li>Part 2 Figure 5         <ul> <li>Insert the Willyung Creek floodplain mapping</li> </ul> </li> </ul>
Section 4.2.5 Coastal Planning and Management	Noted	Support	Part 2 - Section 4.2.5 Coastal Planning and Management

Summary of Submission	Planning Comment	Recommendation	Modification
This section should reference the Emu Point to Middleton Beach CHRMAP.			Reference Emu Point to     Middleton Beach CHRMAP
<ul> <li>Section 5.5.1 Potable and non-potable water</li> <li>Recommends the following alternative wording for the text in this section:         "The Department of Water and Environmental Regulations has recently completed a survey of the papaeochannels of the Albany Hinterland. New locations of fresh water for drinking and agriculture have been found around Elleker through the King River zone, Nanarup and Manypeaks area. This new source has a volume of more than 5 gigalitres per year of water, which will help to provide some of the extra 20GL/year required for regional growth by 2043.</li> </ul>	Noted	Support	Part 2 Section 5.5.1 Potable and non-potable water  Replace text with that provided in the submission
In the short term, water for public water supply is available from the proclaimed Albany groundwater area. Expansion of available resources in this area should allow for supply until 2030. In the medium to long term water supply may be through the Hinterland source, seawater desalinations or from the Marbellup Brook acquifer storage and			
<ul> <li>recovery.</li> <li>The reference to Chelgiup Creek being a water supply should be omitted. This is not being considered as an option for</li> </ul>	Reference to Chelgiup Creek not found.	Supported	Part 2 Section 5.5.1 Potable and non-potable water

Summary of Submission	Planning Comment	Recommendation	Modification
<ul> <li>potable water supply and is a resource for landowners only.</li> <li>DWER would prefer that the reference to the Water Corporation's Water Forever document be replaced with the Department's Great Southern Regional Water Supply Strategy. This document, which was prepared with input from the Water Corporation, incorporates and updates the water supply options from the 2010 Water Forever document.</li> <li>DWER's water planning time frames are: Short term – up to 5 years Medium term – 5 -15 years Long term – 15 years +</li> </ul>	Delete reference to Water Forever document.  Incorporate DWER's timeframes where possible.  Include planning implications however, those implications mentioned under Section 4.2.1 Water Source Protection Areas should not be repeated again.		<ul> <li>Delete reference to Chelgiup Creek</li> <li>Replace reference to the Water Corporation's Water Forever document with the Great Southern Regional Water Supply Strategy.</li> <li>Insert a planning implication relevant to this section.</li> </ul>
<ul><li>Suggest the following planning implications:</li><li>1. The provision of water supply is critical for sustaining current population and future growth of the city.</li></ul>			
2. SCA for PDWSA are essential to protect the current and future water sources.			
3. Development in these SCA needs to be consistent with DWER plans and guidelines  Output  Development in these SCA needs to be consistent with DWER plans and guidelines			
4. All development should be waterwise to conserve limited drinking water supplies.			
5. Water use should be fit-for-purpose e.g. non-potable water for irrigation or other non-consumptive purposes			

Summary of Submission	Planning Comment	Recommendation	Modification
<ul> <li>Section 5.5.2 Sewer</li> <li>DWER supports the inclusion of the references to the Government Sewerage Policy and the Sewage sensitive area mapping (Figure 10).</li> </ul>	Noted	Noted	N/A
<ul> <li>Section 5.5.4 Drainage/Stormwater management</li> <li>The reference to SCA for PDWSA in the planning implications box is not relevant to this section of the document. It is more relevant to the sections on water source protection.</li> <li>Suggested alternative text. Planning Implications         <ol> <li>Land use planning must incorporate water planning from the beginning using the framework identified in Better Urban Water Management.</li> <li>Stormwater Management should be consistent with the Department of Water and Environmental Regulation's Decision process for stormwater management in WA and the Stormwater management in WA and the Stormwater management manual for Western Australia guidelines.</li> <li>All new development should incorporate Water Sensitive Urban Design principles and opportunities for retrofitting</li> </ol> </li> </ul>	It is not always practicable to incorporate the framework identified in Better Urban Water Management and the word 'should' should be replaced with 'where practical' under proposed planning implications 1 and 3.  Proposed implication number 4 is already identified under Section 4.2.4 Flooding.	Support in part	Part 2 – Section 5.5.4 Drainage/Stormwater Management  Replace the text in the planning implication box with that proposed under the submission except for replacing the word 'should' with 'where practical' under proposed planning implications numbers 1 and 3.

Summary of Submission	Planning Comment	Recommendation	Modification
should be considered where possible. 4. Development should be avoided on flood risk land.			

**6.** Name of Submitter: Department of Transport

**Subject of Submission:** Department of Transport key focus is on operational transport functions and strategic transport planning and

policy, across the range of public and commercial transport systems that service Western Australia.

Sı	ummary of Submission	Planning Comment	Recommendation	Modification
1.	Support the overall strategic of ALPS in relation to the Albany Port.	Noted	N/A	N/A
2.	Supports the reservation of land in the ownership of State Government (including land owned by Southern Ports) for 'Strategic Infrastructure', however does not support the reservation of 5 privately owned freehold lots currently zoned 'Port Industry'. The Local Planning Scheme is silent on land use permissibility for reserved land which creates uncertainty and reduced protection for the Port in relation to the introduction of incompatible land uses on privately owned reserved land abutting or within proximity to the Port.	Reservation of land the Local Planning Scheme applies to public land.  Consideration needs to be given to an appropriate zone of the 5 privately owned lots during the review of LPS1.	Support	<ul> <li>Part 1 – Albany Port</li> <li>Insert an additional action as follows: "Investigate an appropriate zone for the 5 privately owned freehold lots zoned 'Port Industry' during the review of the Local Planning Scheme.</li> </ul>
3.	Raise concern that the Strategy recommends land use diversification on private lots within the Port precinct where it can be demonstrated that it will not compromise the ongoing operation of the port. It is unclear what land this applies to and what the implications may be for the port, road and rail operations.	When an appropriate zone is determined for the 5 private lots zoned 'Port Industry' during the review of LPS1, the land uses permissibility in the zone will be determined by the Land Use Table under LPS1.	Support	Part 1 – Albany Port  • Delete Action 5

Summary of Submission	Planning Comment	Recommendation	Modification
	The action is therefore not necessary.		
4. Request that the Boat Harbour la associated seabed (vested waters Infrastructure' Reserve.	Noted	Support	<ul> <li>Part 1 – Section 7.3: Albany Port</li> <li>Insert additional text in the introductory paragraph as follows:         Land associated with the Albany Port authority operations, boat harbour land and associated seabed area at the Waterfront and the relevant City reserved land at Emu Point are considered State vested assets for maritime purposes and reservation for this purpose should be undertaken during the review of the Local Planning Scheme.     </li> <li>Insert the following action:         Designate boat harbour land at the Waterfront and relevant City reserve land at Emu Point as 'Strategic Infrastructure' and reserve the land for this purpose during the review of the Local Planning Scheme.     </li> <li>Part 2 – Replace Section 5.3.4 with Maritime Planning in regards to Department of Transport vested assets and a planning implication.</li> </ul>

Su	mmary of Submission	Planning Comment	Recommendation	Modification
				<ul> <li>Maps – Figures 1 and 2</li> <li>Show proposed strategic infrastructure reserve at Albany Port, Waterfront and Emu Point.</li> </ul>
5.	Notes the importance of the Waterfront highlighted throughout the Strategy – its setting, historical importance, recreational value and the tourism, trade and employment opportunities that maritime activities can bring, but the offers little to inform on how this will be accommodated.	It is recommended that the land at the Waterfront be designated at 'strategic infrastructure'.  The recreational and tourism value of the Waterfront will be explored in the proposed Tourism Planning Strategy.	Noted	N/A
6.	Recommends that the City's Reserve 49354 (Lot 7031) Swarbrick Street, Emu Point and the vested waters be designated as 'Strategic Infrastructure' reserve in ALPS. This foreshadow that a Harbour Development Plan is considered a more appropriate strategic form of land use control to manage future redevelopment.	Noted	Support	Part 1 - Coastal Planning and Management  Insert the following action: "Designate the Boat Harbour land at the Waterfront and the City's Reserve 49354 (Lot 7031) Swarbrick Street, Emu Point and the vested waters as 'Strategic Infrastructure'.
7.	Recommend that the wording of actions under Part 1 and planning implication under Part 2 in relation to Coastal Planning and Management be amended.	Noted	Support	Part 1 Coastal Planning and Management  Modify Action 2 as follows:  "Provide for appropriate setback in areas subject to erosion and

Summary of Submission	Planning Comment	Recommendation	Modification
			flooding determined by
			assessment of coastal processes
			in accordance to State Planning
			Policy 2.6 – State Coastal
			Planning."

**7.** Name of Submitter: Department of Biodiversity, Conservation and Attractions

Subject of Submission: N/A

Su	mmary of Submission	Planning Comment	Recommendation	Modification
1.	Commends the City on a well-conceived document. The City has recognised the values of the biodiversity and its conservation within the City of Albany municipality. DBCA supports the City's approach to utilise land already determined as future urban to meet future demands rather than pursuing additional lands that are surplus to the projection of development growth.	Noted	N/A	N/A
2.	Part 1: Points out that the section on Heritage and Culture (Aboriginal Heritage) incorrectly refers to native title as being determined in the region.	Noted	Support	Part 1 – Aboriginal Heritage:  • Modify paragraph 2 to correct this statement.
3.	Part 1: Propose additional wording to be inserted under Vegetation & Biodiversity Conservation paragraph 2 "will increase pressure on various flora and fauna species"	Noted	Support	Part 1 – Vegetation & Biodiversity Conservation:  • Modify paragraph 2 as proposed.
4.	Part 1: Recommend correction to Action 8 under Vegetation & Biodiversity Conservation as follows: "Development will only be supported in cleared areas or clearing of vegetation may be supported, in liaison with relevant State Government Agencies, where its conservation value has been assessed as low."	Noted	Support	Part 1 – Vegetation & Biodiversity Conservation:  • Modify Action 8 as proposed.
5.	Part 1: Recommend additional text Rural Land and Soil in relation to the importance of Phytophthora Dieback and its potential to be spread in BRM should be considered.	Risks associated with development applications for BRM extraction are conditioned at	Support in part	Part 2 – Section 4.3.4 Mineral Resources and Basic Raw Materials:  Insert text in relation to the

Su	mmary of Submission	Planning Comment	Recommendation	Modification
		Development Approval stage.  This risk can however, be detailed under the relevant section of Part 2 of ALPS.		potential of phytophthora dieback to be spread in the extraction of RM.
6.	Part 2 Section 4.1.1 Biodiversity: Recommend that dieback be changed to Phytophthora dieback (paragraph 5)	Noted	Support	Part 2 - Section 4.1.1 Biodiversity  Modify paragraph 5 under as proposed.
7.	Part 2 Section 4.1.5 Gondwana Link: Recommend that review of be sought as it does not accurately reflect the intent or extent of the Gondwana Link project.	Noted	Support	Part 2 - Section 4.1.5 Gondwana Link:  Modify this paragraph to correctly reflect the intent and extent of the Godwana Link project.
8.	Part 2 Section 4.1.7 Fauna: Recommend correction of dot point 2 under Planning Implication by referring to vegetation linkages and not Gondwana linkages.	Noted	Support	Part 2 - Section 4.1.7 Fauna:  Replace reference to Gondwana linkages with vegetation linkages.
9.	Part 2 Section 4.2.5 Coastal Planning and Management: Recommend updating this section as the Albany Coast parks and reserves management plan was gazetted and released in August 2017.	Noted	Support	Part 2 - Section 4.2.5 Coastal Planning and Management:  Update this section as proposed.

**8.** Name of Submitter: Department of Jobs, Tourism, Science and Innovation

**Subject of Submission:** The Department of Jobs, Tourism, Science and Innovation

Su	mmary of Submission	Planning Comment	Recommendation	Modification
1.	Supports the objectives of the Strategy to facilitate long term economic growth and economic diversification in the City through appropriate land use planning mechanisms.	Noted	N/A	N/A
2.	As lead agency for the Mirambeena Strategic Industrial Area, the Department supports the strategic directions and action of the Strategy as they apply to Mirambeena.	Noted	N/A	N/A
3.	In considering potential future inland port and intermodal facilities at Mirambeena, the Department will consider whether these activities represent the highest and best use of limited strategic industrial land in this area.	The Mirambeena Strategic Industrial Land is that land currently zoned 'Industry' under LPS1. The potential future inland port and intermodal facility is proposed within the Investigation Area (IA4) and subject to future comprehensive feasibility studies and structure planning.	Noted	N/A
4.	Tourism WA supports the draft ALPS as it relates to tourism. Tourism WA is pleased to note that the Strategy identifies the value of tourism as an economic driver, the maintenance of key tourism infrastructure (Airport and Albany Port), further development and support of Aboriginal tourism, event tourism, agritourism (food and wine) and cycle tourism.	Noted	N/A	N/A

Summary of Submission	Planning Comment	Recommendation	Modification
City of Albany has a clear understanding of assets and market sectors that are being attracted and how it wants to continue to attract these markets into the future.			

**9.** Name of Submitter: Department of Communities

Subject of Submission: N/A

1. Urban Growth  Raise concern over the long term implication of the strategic direction to allow development only in targeted areas. Oyster Harbour is currently zoned 'General Agriculture' under LPS1. This is inconsistent with previous iterations of the Strategy, which identified this area as Urban.  As such the draft Strategy does not appear to support the development of this landholding. The Department urges that he City consider permitting the rezoning of this land to 'Future Urban'.  Oyster Harbour is zoned part 'Residential', part 'Future Urbs1.  ALPS 2010 shows Oyster Harbour as existing urban and designates the remained thereof as 'Future Urban'.  The revised draft ALPS advertised, shows Oyster Harbour as 'urban' and designates the remainder thereof as 'Urban Growth' and designates the remainder thereof as 'Urban Growth' and development of the land as follows:  • the preparation of Structure Plans over land designated 'Urban Growth' in accordance with the objectives and directions set out under the Strategy; and  • Rezoning land identified in endorsed structure plans through amendments to the Local Planning Scheme.  The intent of the Department  The revised draft ALPS advertised, shows Oyster Harbour as 'urban' and development of the land as follows:  • the preparation of Structure Plans over land designated 'Urban Growth' in accordance with the objectives and directions set out under the Strategy; and  • Rezoning land identified in endorsed structure plans through amendments to the Local Planning Scheme.  The intent of the Department	Summary of Submission	Planning Comment	Recommendation	Modification
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urges that he City consider permitting the rezoning of this land to 'Future Urban'.  • the preparation of Structure Plans over land designated 'Urban Growth' in accordance with the objectives and directions set out under the Strategy; and  • Rezoning land identified in endorsed structure plans through amendments to the Local Planning Scheme.  The intent of the Department	-	•		• .
permitting the rezoning of this land to 'Future Urban'.  Structure Plans over land designated 'Urban Growth' in accordance with the objectives and directions set out under the Strategy; and  Rezoning land identified in endorsed structure plans through amendments to the Local Planning Scheme.  The intent of the Department	•			•
land to 'Future Urban'.  designated 'Urban Growth' in accordance with the objectives and directions set out under the Strategy; and  Rezoning land identified in endorsed structure plans through amendments to the Local Planning Scheme.  The intent of the Department	-			
Growth' in accordance with the objectives and directions set out under the Strategy; and • Rezoning land identified in endorsed structure plans through amendments to the Local Planning Scheme.  The intent of the Department				_
directions set out under the Strategy; and Rezoning land identified in endorsed structure plans through amendments to the Local Planning Scheme. The intent of the Department		_		<i>C,</i>
the Strategy; and  Rezoning land identified in endorsed structure plans through amendments to the Local Planning Scheme.  The intent of the Department		with the objectives and		
<ul> <li>Rezoning land identified in endorsed structure plans through amendments to the Local Planning Scheme.</li> <li>The intent of the Department</li> </ul>		directions set out under		
endorsed structure plans through amendments to the Local Planning Scheme.  The intent of the Department		the Strategy; and		
endorsed structure plans through amendments to the Local Planning Scheme.  The intent of the Department		<ul> <li>Rezoning land identified in</li> </ul>		
the Local Planning Scheme.  The intent of the Department				
Scheme.  The intent of the Department		through amendments to		
The intent of the Department		the Local Planning		
l ' l		Scheme.		
l ' l				
		•		
of Communities to				
development this land is		•		
therefore supported through		, ,		
ALPS and LPS1.		ALPS and LPS1.		
Explanations provided under		Explanations provided under		
the Urban Growth section of				
Part 1 should be expanded to				
clarify the intent of the		-		
Strategy.		•		
		07		

Summary of Submission	Planning Comment	Recommendation	Modification
2. Urban Consolidation and Infill Development  Suggests that the City should consider outcomes based assessments when considering new construction types and varying housing typologies within identified urban infill areas. This may allow infill development to compete as it may have a point of difference to land on the urban fringe.  Also suggests that the City identify opportunities for a diversification in housing typologies such as to encourage alternative housing types such as co-housing and fonzi flats.  Comments that the Department is committed to continues partnership with the City to progress and implement the next stages of the Spence Park Urban Renewal program.	ALPS identifies the need to prepare a Housing Strategy. It is the intent to investigate matters such as outcomes based assessments when considering new construction types and opportunities for the diversification in housing typology under this Strategy.	Noted	N/A
Supports the actions identified under this section and reiterates their willingness to work with the city to deliver improved housing outcomes.  The Department encourages the City to include an action to investigate planning (i.e. plot ration and height bonuses, site area/parking concessions) and non-planning options (i.e. cash-in-lieu programs, development of its land, partnerships with community/non-for-profit housing sector) to facilitate, incentivise and deliver	ALPS identifies the need to prepare a Housing Strategy. It is the intent to investigate matters such planning and non-planning options to deliver affordable housing and consider relevant documents such as WA Liveable Homes (Universal) design principles.	Noted	N/A

Summary of Submission	Planning Comment	Recommendation	Modification
affordable housing within the City.			
Encourages the incorporation of WA Liveable Homes (Universal) design principles into residential developments into the proposed Housing Strategy.			

**10.** Name of Submitter: Department of Primary Industries & Regional Development – Agriculture and Food Division

**Subject of Submission:** DPIRD promotes the importance of rural land for primary production and the prevention of further

fragmentation and loss of productive agricultural land.

Su	mmary of Submission	Planning Comment	Recommendation	Modification
1.	The Department is very supportive of the City's strategic goals, implied through the objective to also protect agricultural activities.	Noted	Noted	N/A
2.	Acknowledges the 2018 draft ALPS as a comprehensive and well compiled planning document. Suggest that there is an inference through the content that the Strategy is Albany centric, and misses some strategic discussion opportunity for the surrounding broad acre areas.	The Strategy investigates under Part 2 and provides strategic intent under Part 1 on all relevant matters pertaining to broad acre areas surrounding Albany in accordance with State Planning Policy 2.5 Rural Planning.  The key strategic discussion opportunities for broad acre areas are not mentioned in the submission.	Noted	N/A
3.	Supports the City's goal to contain urban development and rural living in the existing supply of land zoned and planned for settlement growth.	Noted	Noted	N/A
4.	Recommends the acknowledgement (linked to ALPS objectives) that 'other rural pursuits and rural industries as secondary uses, including sensitive land uses, should only be approved where it can be demonstrated that they will not	Part 1 contains an objective under 'Rural – Land and Soil' to "Protect agricultural land from inappropriate development" and broadly achieves the intent of this recommendation.  The need to identify strategic agricultural industries and protect these industries from	Support	Part 1 – Section 5.4 – Rural Agricultural diversification: • Delete action 1  Part 1 – Section 6.3: Rural Land and Soil:

Summary of Submission	Planning Comment	Recommendation	Modification
limit the existing or potential operations on rural land'.	sensitive and incompatible land uses are also identified as an action (Action 1) under Rural – Land and Soil.  The need to identify and protect existing strategic agricultural enterprises from sensitive and inappropriate land use at structure plan stage are also listed as a planning implication under Part 2 - Section 3.5 Rural – Agricultural Diversification.  It is recommended that Action 1 under Part 1 – Rural Land and Soil be modified to include detail as proposed.		• Insert the following action:  "Identify strategic agricultural industries and protect these industries from sensitive or incompatible land uses. Sensitive land uses, rural pursuits and rural industries will only be approved where it can be demonstrated that they will not limit the existing or potential operations on rural land".
5. Express concern that ALPS contains no mapping illustrating current State, Regional and Local Land of Agricultural Significance mapping to guide development decisions or to assist the City with identifying potential agri-food precincts. Advice that discussion is underway at State level for the identification of agrifood precincts in rural areas under pressure from urban development. The Albany-Denmark region has been	PAL mapping was shown in ALPS 2010 and subsequently zoned in LPS 1 as 'priority agriculture' and 'general agriculture' with land use controls and general provisions.  Based on this, the preparation of HQAL mapping for the Great Southern (which will replace the PAL mapping) was identified as an action under Rural – Land and Soil of Part 1 i.e. "Advocate for the preparation of high quality agricultural land (HQAL) mapping of the Great Southern through the Department of Primary Industries and Regional Development".	Noted	N/A

Su	mmary of Submission	Planning Comment	Recommendation	Modification
	identified as one of the several priority locations for the revision of the existing PAL mapping, with the goal to update with dryland HQAL mapping.	Under the Planning and Development (Local Planning Schemes) Regulations 2015 the model scheme text only includes one zone and that is 'Rural'. There will therefore be no distinction between 'priority' and 'general' agriculture zones.		
6.	Emphasise the need to establish a precinct (or precincts) for primary produce processing (rural enterprise zones) in suitable locations close to services and freight routes, including on undeveloped industrial zoned land.	The designation of Bakers Junction as a Rural Enterprise Zone was the subject of 3 submissions during the public advertising period. These submissions are supported and a recommendation made that Bakers Junction be designated as a Rural Enterprise.  No other rural enterprise zone are designated under the Strategy.	Noted	N/A
7.	Express concern that land are identified as 'Rural Living' which is currently already identified as PAL under the Lower Great Southern Region Strategy.	Land designated as 'Rural Living' are those land currently zoned 'Residential R1', 'Residential R2.5', 'Residential R5', 'Special Residential', 'Rural Residential', 'Conservation' and 'Rural Small Holding zones. Land currently subject to an amendment for rural living purposes are also shown.  There is therefore no additional land shown other than that zoned and planned for rural living purposes.	Noted	N/A
8.	Encourage the City to implement biodiversity belts in planning for visual amenity and buffers, separating urban form and special rural. These biodiversity belts support environmental corridors for wildlife and regenerative	The City did not investigate the implementation of biodiversity belts during the review of ALPS. This will require a separate detailed investigation which cannot be accommodated under the current process.	Noted	N/A

Summary of Submission	Planning Comment	Recommendation	Modification
landscape reducing the impact of soil loss from wind and water erosion.			
<ol> <li>Support the action which advocate for the preparation of high quality agricultural land mapping of the Great Southern.</li> </ol>	Noted	N/A	N/A
10. Advise that the immediate risk to agriculture is biosecurity. Given the role the City plays in protecting and regulating industry in the region, acknowledging the risk could be beneficial in Part 2 Section 3.5 (or 4.3) linking supporting legislation under the Biosecurity and Agricultural Act 2007 and the Soil and Land Conservation Act 1945.	Noted	Support	Part 2 – Section 4.3 Rural Land and Soil  Modify this section by acknowledging that the immediate risk to agriculture is biosecurity by linking supporting legislation under the Biosecurity and Agricultural Act 2007 and the Soil and Land Conservation Act 1945.

**11. Name of Submitter:** Department of Sport and Recreation

Subject of Submission: N/A

Su	mmary of Submission	Planning Comment	Recommendation	Modification
1.	Notes that there is strong alignment with the Department with co-location and shared use of Department of Education school facilities.	Noted	Noted	N/A
2.	Suggest that the stated shortage of public open space in the suburbs of Bayonet Head, Lower King and Orana (Part 2 Section 2.4.2) should be addressed in an appropriate action statement and referring to another documents i.e. Public Parkland Local Planning Policy.	The Public Parkland Local Planning Policy was incorrectly quoted in this section and it needs to be corrected.	Support in part	Part 2 – Section 2.4.2 Public Open Space  Delete incorrect statement.
3.	Support the protection of suitable land at Collingwood Park as a future district level sporting facility.	Noted	N/A	N/A
4.	Support partnering with relevant local and state government agencies to fund and improve public transport, walking and cycling infrastructure and amenity. Provision of cycling and walking infrastructure resonates with the department's core pillar of encouraging physical activity.	Noted	N/A	N/A
5.	Suggest reference to the growing outdoor recreation industry and Albany's key position to leverage adventure tourism market share in the introductory paragraph to Tourism in Part 1.	Noted	Support	Part 1 – Tourism:  • Amend the introductory paragraph as recommended.
6.	Suggest and additional action whereby stakeholders from the public, private and community sectors must engage collaboratively to deliver high-quality activities, services and facilities in tourism/adventure recreation to satisfy and sustain the growing demand, while	This proposal is supported in principle however, it is not a matter that strategic and/or statutory planning can address. Such an action is better dealt with under	Noted	N/A

Summary of Submission	Planning Comment	Recommendation	Modification
protecting the environments	the Tourism		
where these activities take place.	Development Strategy.		

**12.** Name of Submitter: Department of Planning, Lands & Heritage (Heritage Services)

Subject of Submission: N/A

Sui	mmary of Submission	Planning Comment	Recommendation	Modification
1.	States that it is encouraging to see a strong consideration of heritage within ALPS, such as the conservation of heritage places being identified as an objective of the Strategy and forming a part of the strategic directions for urban consolidation and infill development.	Noted	N/A	N/A
2.	Suggest replacing 'heritage site' with 'heritage places' in the section on European Heritage to clarify that this action refers to places of cultural heritage significance that are identified under the Heritage of Western Australia Act 1990.	Noted	Support	Part 1 – European Heritage:  Replace all reference to 'heritage site' with 'heritage places'.  Part 2 – Section 2.52 European Heritage: Replace all reference to 'heritage site' with 'heritage places'.
3.	Advise that the Heritage List within the Local Planning Scheme should provide detail on whether the building is identified as having a significant interior, as the Planning and Development (Local Planning Schemes) Regulations 2015 deemed provisions require development approval for internal works only where a place has been designated has having an interior with cultural heritage significance.	The advice provided is valued and will be considered as part of the preparation of the revised Heritage List under the Local Planning Scheme.  No modification to ALPS is proposed.	Noted	N/A
4.	Comment that Section 2.5.3 refers to 'Heritage and Character Protection' and that it is important to distinguish between	Noted	Support	Part 2 – Section 2.5.3 Heritage and Character Protection

Summary of Submission	Planning Comment	Recommendation	Modification
'heritage areas' and 'urban character areas' (as expanded on in the State Planning Policy 3.5 Historic Heritage Conservation) in the context of development for single houses included on a Heritage List or within heritage areas under Part 2 Section 2.5.3			Modify the text in this section to distinguish between 'heritage and character protection'.
5. The Strategy makes reference to 'European heritage'. The term 'historic heritage' has been used in State Planning Policy 3.5 Historic Heritage Conservation in relation to cultural heritage other than Aboriginal heritage. It is recommended that a more inclusive and representative term 'historic heritage' is used throughout the Strategy.	Noted	Support	Part 1 – European Heritage  Replace all reference to 'European Heritage' with 'historic heritage'.  Part 2 – Section 2.5.2 European Heritage  Replace all reference to 'European Heritage' with 'historic heritage'.

13. Name of Submitter: Department of Planning, Lands & Heritage (Aboriginal

Heritage)

Subject of Submission: N/A

Su	mmary of Submission	Planning Comment	Recommendation	Modification
1.	The relevant sections of Part 1 and Part 2 incorrectly refers to number of Registered sites and heritage places. A review of the Register of Places and Objects as well as the DPLH Aboriginal Heritage Database concludes that there are 40 known Registered sites and 85 other heritage places within the City of Albany municipal boundary.	Noted	Support	Part 1 – Aboriginal Heritage  Correct the number of Registered sites and heritage places as stated in the submission.  Part 2 – Aboriginal Heritage  Correct the number of Registered sites and heritage places as stated in the submission.
2.	It should be noted that Aboriginal Heritage and Native Title considerations, while closely link, are not the same and subject to different legislation. Text within the draft Strategy may lead readers to assume they are similar. The following suggested modifications may assist to make this distinction clearer;	Noted	Support	Part 1 – Aboriginal Heritage  • Modify Action 1, 3 and 5 as proposed.
	Action 1: Consider Aboriginal Heritage matters and compliance with the Aboriginal Act 1972 in all strategic and statutory planning processes.  Action 3: Ensure early engagement and involvement in high level decision making with local Aboriginal community and Traditional Owners' representatives in preparing strategies and structure plans.			

Summary of	Submission	Planning Comment	Recommendation	Modification
Scheme Local Pla accordar of Native having d	: Re-classify Local Reserves within the anning Scheme in the outcomes e Title agreements ue regard for al Heritage Act 1972 the nents.			
DPLH sur refer to Diligence Guidelin undertal assessmi proposa	proposed future works ggests that applicants the State's Due e Guidelines. The es allow proponents to ke their own risk ent regarding any l's potential to impact al heritage.	Noted	Noted	N/A

**14.** Name of Submitter: Great Southern Development Commission

Subject of Submission: N/A

Su	mmary of Submission	Planning Comment	Recommendation	Modification
1.	Comment that GSDC is pleased to have provided early input in to background papers and a briefing meeting held during in October 2018.	Noted	N/A	N/A
2.	Comment that confirmation was received that Lot 8099 is still available for potential aquaculture activities.	Noted	N/A	N/A
3.	Notes that ALPS acknowledges the support of education and training opportunities in retaining young people in the region.  Suggest that strategic infrastructure support to this area will also contribute to attracting a greater number of young people to Albany from outside this region. It is anticipated that projects such as the State Government supported student accommodation project in the Albany CBD will assist in facilitating this growth.	Draft ALPS identifies an 'education node' at UWA together with the regional centre (CBD) and TAFE in conjunction with the Orana Neighbourhood Centre and recommends supporting the diversification of housing and land uses to cater for the accommodation, entertainment and shopping needs of students.  This strategic response will facilitate strategic infrastructure investment in these nodes.	Noted	N/A
4.	GSDC is please to support the overall intent of ALPS in providing direction for Albany's settlement and land use planning over the next 15 years. It is well-researched and presented in such a way that is utility should extend beyond the planning fraternity and to the broader community.	Noted	N/A	N/A

15. Name of Submitter: LandCorp

**Subject of Submission:** LandCorps' landholding in Mirambeena

Description of affected property:

Mirambeena Strategic Industrial Area

Lots F. 700 and 0001 Power Road Mira

Lots 5, 500 and 9001 Down Road, Mirambeena

Summary of Submission	Planning Comment	Recommendation	Modification
LandCorp supports the City's initiative to expand and consolidate the two separate Mirambeena Industrial Areas in order to provide additional employment-generating land in the Great Southern, whilst making more efficient use of infrastructure and buffer areas.	Noted	Noted	N/A

**16.** Name of Submitter: Department of Health

Subject of Submission: N/A

Su	mmary of Submission	Planning Comment	Recommendation	Modification
1.	Notes that ALPS does not specifically recognise good public health as part of the vision or objectives. Good public health outcomes require good planning strategies.  Recommends that the aim of the planning strategy should include a direct reference to 'enhance the public health of the community'.	Public health is the cornerstone of resilient communities and an objective in ALPS in relation to good public health is supported.	Support	Modify Part 1 Objectives by inserting the following objective: "Enable people to make healthy choices through effective planning and urban design"
2.	Recommends that ALPS provides a snapshot of foreseeable outcomes for the City but does not highlight potential negative impacts of such outcomes.  Suggests that an environmental health risk assessment of each of the potential outcomes should be incorporated into the Strategy e.g. when assessing future urban growth.	The negative impacts of urban sprawl on the health of the community is highlighted under the introductory paragraphs of Urban Growth (Part 1) and under Part 2 Section 2.2.1 Urban Growth.  Potential environmental health risk is assessed and investigated during the preparation of Structure Plans, amendments subdivisions and development applications.  The need to undertake environmental health risk assessment can be listed under Action 3 (Part 1 – Urban Growth).	Support	Part 1 – Section 4.1: Urban Growth  Modify Action 3 by inserting an additional bullet point as follows: "assessment of the environmental health risk in accordance with the City's Public Health Plan".
3.	Recommends that ALPS should introduce issues such as disaster preparedness, recovery management or the associated impacts on public health.	The City has prepared a Local Emergency Management Arrangements and Local Recovery Plan under the Emergency Management Act 2005.  No modification to ALPS is required in this regard.	Not support	N/A

Sur	mmary of Submission	Planning Comment	Recommendation	Modification
4.	Recommends that the potential health risks of proposed school sites be undertaken and lists matters to be considered.	Under Part 2 Section 2.4.4 Education, reference is made to two additional primary schools that will be required i.e McKail and Bayonet Head. Both sites have been determined through Structure Planning. The site in McKail is zoned for this purpose under the Local Planning Scheme.  Locational and other requirements were determined at Structure Plan preparation and assessment stage for the site at Bayonet Head.  No modification to ALPS is required in this regard.	Noted	N/A
5.	Recommends safe infrastructure for walking, bicycling and public transport in the vicinity of schools.	One of the objectives of ALPS is to: "Facilitate accessibility to services and facilities through integrated public transport linkages and cycle and pedestrian-friendly environments".  This objective is supported by a number of strategic direction and action under the following sections of ALPS:  Urban Growth  Urban Consolidation and Infill Development  Public Transport, Walking and Cycling  Activity Centres  The provision of save infrastructure around school sites are part to these objectives, strategic directions and actions.	Noted	N/A
6.	Recommends that the Strategy should highlight	Part 1 - Urban Growth, Action 6 requires that all	Noted	N/A

Sur	nmary of Submission	Planning Comment	Recommendation	Modification
	the need for future developments to connect to scheme water, reticulated sewerage (where available) and be in accordance with the draft Country Sewerage Policy.  Where scheme water is not available, developments are to have access to sufficient supply of potable water.  Where reticulated sewer is not available the Strategy should provide guidance for on-site effluent disposal.	development provide full urban services including reticulated sewerage.  The requirements of the draft Country Sewer Policy were taken into consideration during the review of ALPS.  Where scheme water is not available (i.e some rural living areas), the provision of water tanks is conditioned under development approvals.  Land capability for on-site effluent disposal is determined at Structure Plan stage where Australian standards and guidelines in relation to scheme water on		
		wastewater disposal systems are considered.  No modification to ALPS is required.		
7.	Comments that the Department provides advice on build form design elements that encourage healthy living which should be considered in ALPS.	Built form design elements are dealt with under the Liveable Neighbourhoods Designs and referenced under Part 1 Urban Growth Action 3.	Noted	N/A
	considered in ALF3.	No further response in ALPS is required.		
8.	Recommends that the Strategy acknowledge and incorporate appropriate separation distances between land uses in accordance with EAG 3 'Guidance for the assessment of environmental factors – separation distances between industrial and sensitive land uses' and DOH's 'Guidelines for the separation of agricultural and residential land use'.	The guidelines are considered at Structure Plan, subdivision and development approval stages and is not within the scope of ALPS.	Noted	N/A

Sui	mmary of Submission	Planning Comment	Recommendation	Modification
9.	Recommends that a Mosquito Management Plan should be prepared within the Strategy.	The City has prepared a Mosquito Management Plan which does not form part of the scope of ALPS.	Noted	N/A
10.	Recommends that land use planning for natural hazards be considered in ALPS.	State Planning Policy 3.4 Natural Hazards and Disasters guide State and local government agencies that influence the use and development of land that may be affected by natural hazards.  ALPS provides guidance on natural hazards such as flooding, coastal planning and management and bushfire protection. All other natural hazards and disasters under this SPP is not relevant to the City.  No further matters need to	Noted	N/A
		be considered.		

# Service Agencies

17. Name of Submitter: Main Roads

Subject of Submission:

Main Roads is responsible for delivering and management of submission:

a safe and efficient main road network in WA.

Sui	mmary of Submission	Planning Comment	Recommendation	Modification
1.	Has no submission on draft ALPS.	Noted	N/A	N/A
2.	Reference to Adress Estate incorrectly refers to matters to be address for the Mirambeena Industrial Estate.	Noted	Support	Modify Part 1 –Industry:  • delete matters not relevant to the Adress Estate.

18. Name of Submitter: Western Power

Subject of Submission: Western Power deliver on the changing energy needs of

Western Australians.

Su	mmary of Submission	Planning Comment	Recommendation	Modification
1.	Part 2 Section 5.5.3 Power/Energy refers to various generation opportunities in the Albany region. It is important to note that power system studies will be required to determine the technical feasibility of connecting the generation.	Insert text under this section that states this.	Noted	Part 2 Section 5.5.3  Power/Energy:  Modify this section by inserting the text as suggested in the submission.
2.	Recommends that the description of the network upgrade be updated to reflect the current status of the project.	Noted	Support	Part 2 Section 5.5.3  Power/Energy  Modify this section by updating the text as suggested in the submission.

**19.** Name of Submitter: Water Corporation

**Subject of Submission:** Water Corporation provides a number of water services to

the City including water supply and delivery, and wastewater conveyance and treatment. The Water Corporation also manages the recycling of treated wastewater by irrigating

tree plantations near the Albany Airport.

Summary of Submission	Planning Comment	Recommendation	Modification
1. A number of areas have been identified in the Strategy for urban growth. The Water Corporation has a policy of developer pays in relation to provision of reticulation scale services. This usually means that land is economically developed as a 'rolling front'. The majority of areas identified as 'urban growth' in the Strategy can be serviced by water and wastewater services in this way. The Water Corporation will also plan the provision of headworks or major infrastructure such as pump stations and distribution mains as areas are progressively zoned.	Noted	Noted	N/A
Timewell Road Wastewater Treatment Plant (WWTP) Odour Buffer  2. State Planning Strategy 2050 (WAPC) recognise the changing role of wastewater treatment plants and the buffers that protect them. The Strategy foresee the facilitation of beneficial and synergistic land use in and around the buffers of treatment plants to improve the efficient use of land and reduce the risk of land use conflicts.  Water Corporation is seeking to identify and facilitate opportunities for beneficial land use in the buffers of WWTPs across WA.  Beneficial uses are essentially those uses which provides benefits to the WWTP in terms of things such as	Noted	Support	Part 1 - Service Infrastructure: Insert additional text as proposed under the submission. Delete Action 6 and replace it with the following action: Investigate the establishment of beneficial land uses in and immediately adjacent to the odour buffer of the treatment plant.

Summary of Submission	Planning Comment	Recommendation	Modification
securing the buffer, using outputs or providing inputs or/and providing community benefits.			
Minor changes are recommended to ALPS to recognise this direction.			
In Part 1 p35, in the section on Water and Wastewater Infrastructure add the following text:			
"The odour buffer of the Water Corporation's wasterwater treatment plant at Timewell Road is protected by the Special Control Area under the Local Planning Scheme, which is designated to prevent potential conflict with incompatible and sensitive land uses in the surrounding area.			
In and immediately adjacent to the odour buffer of the treatment plant, there may be opportunities to investigate the establishment of beneficial land uses. These are uses which provide benefits to the treatment plant in terms of securing the buffer, using outputs and providing inputs and/or providing other community benefits."			

20. Name of Submitter: ATCO Gas Australia

ATCO owns and operates gas mains of varying pressures and

gas infrastructure in the surrounding road reserves, along with gas service supply lines from those gas mains to both

commercial and domestic properties, within the City of

Albany.

Description of affected property: N/A

**Subject of Submission:** 

Summary of Submission	Planning Comment	Recommendation	Modification
ATCO has no objection to the proposed draft Local Planning Strategy.	Noted	Noted	N/A

# SUBMISSIONS IN RELATION TO A SPECIFIC LOT

21. Name:

**Subject of Submission:** Owner and occupier of subject lot

**Description of affected property:** Lot 25 (10) Middle Street, Gledhow (A47151)

Summary of Submission	Planning Comment	Recommendation	Modification
The size of the property is 0.81ha. We would like to subdivide the property into 2 to enable us to continue living in Gledhow. It is not a high value agricultural area and most people living in the area do not participate in farming activities.  The property is remnant of rural properties in the area of Future Urban and Special Rural. Bottlebrush Road is a more natural boundary for future urban.	The subject land is zoned 'General Agriculture' under LPS1.  Draft ALPS designates the subject land 'Rural'. The designation is based on the following:  There is an oversupply of land zoned and planned for future urban development which will accommodate Albany's growth for more than 60 years.  The objective of draft ALPS is to contain urban development with the existing supply of land zoned and planned for settlement growth.	Not support	N/A
	The subject land is located in a locality within which all lots could potentially be subdivided as infill or rounding off of the urban front. The City cannot sustain ongoing and incremental subdivision that leads to continued urban sprawl.  The submission does not meet the objectives and strategic directions of draft ALPS.		

## 22. Name of Submitter:

**Subject of Submission:** Owner

**Description of affected property:** Lot 1002 Dragon Road, Lange (A23389)

Summary of Submission	Planning Comment	Recommendation	Modification
Note that draft ALPS designate the subject land as 'urban growth'.  Suggests that the subject land should be able to be subdivided into ten 5000m² environmentally friendly properties (ie. rainwater tanks, septic systems, recycled water and solar power).  Suggests that the balance of the blocks could be left as a wildlife corridor.	The subject land is contained in the Yakamia Structure Plan. The Structure Plan guide and inform subdivision and development, to provide broad objectives for each of the land use designations shown on the Structure Plan Map and to guide developers and decision makers on key matters and design elements that should be taken into account in the rezoning, subdivision and/or development proposals within the structure plan area.  The Structure Plan designates the subject lot as 'private conservation' due to the significance of identified vegetation, flora and fauna values. The objectives of the 'private conservation' designation is to:  Provide for establishment of a single house on the existing lots, whilst meeting standards for fire hazard management.  Maximise protection of remnant vegetation, while retaining it in private ownership for the use and enjoyment of individual land	Not support	N/A
	The Structure Plan provides that lots designated as 'private conservation' shall be protected via a conservation covenant or other suitable mechanism and without payment of compensation by the Crown.  The Structure Plan therefore does not designate this land for rural living purposes, and it is not able to be subdivided.		

23. Name of Submitter: Merrifield Real Estate

Subject of Submission: Agent for owner

**Description of affected property:** Lot 521 Mercer Road, Walmsley

Su	mmary of Submission	Planning Comment	Recommendation	Modification
1.	Support the subject land designated as 'urban growth' under draft ALPS. The land is ideally located for future residential development along with providing supporting community facilities and infrastructure such as a primary school, community site and public open space.	Noted	Noted	N/A
2.	Support the expansion of industrial land west of Range Road. It is well suited for many light/medium industrial business including transport logistics.  Do not support any industrial land uses east of Range Road.	Noted	Noted	N/A

24. Name of Submitter: Merrifield Real Estate

**Subject of Submission:** Agent for Owner

**Description of affected property:** 230 Chester Pass Road, Walmsley

Summary of Submission	Planning Comment	Recommendation	Modification
Support expanded industrial land use for the subject land as it is well suited for many light/medium industrial businesses including transport logistics.	Noted	Noted	N/A

25. Name of Submitter: Ayton Baesjou Planning

**Subject of Submission:** Agent acting on behalf

**Description of affected property:** Lots 124 & 125 South Coast Highway, Marbelup

Summary of Submission	Planning Comment	Recommendation	Modification
1. Request that consideration be given to designating the land 'Rural Living' rather than 'Rural' as proposed by draft ALPS.  Provides a detailed account of planning history on the site.	The subject land is zoned 'General Agriculture' under LPS1 and designated 'Priority Agriculture' under ALPS 2010 and was never earmarked for future rural living purposes.  There are many lots within the City that presents rounding off and/or infill opportunities however, the City cannot sustain ongoing and incremental subdivision that leads to continuing urban sprawl.	Not support	N/A
2. Questions that there is an oversupply of rural living lots and provides a detailed account of lots sizes, number of developed lots, vacant lots, total number of lots and percentage of lots developed for each of Rural Residential and Special Residential areas.  Notes that the table is based on existing zoned land and does not include land currently in the process of being rezoned and redesigned to achieve a higher yield.  Argues that the rural living sector as recovered more strongly than the residential sector and provides information of sold lots in the Moss	The Albany Hotspots Report 2015 prepared by WAPC reports that since 2006 there has been a substantial reduction in the volume of sales for rural living properties above 1ha. Over the decade to Dec 2014, there has been a decline in rural living subdivision activity. The IRIS land supply model shows that at Jan 2015, a stock of 7,665 ha of land zoned for rural living purposes of which 3,526 ha (or 46%) was deemed to be developed.  The report further highlights that land for rural living purposes are consumed at an average rate of 252 ha per annum in the City. If consumption continues at this rate, it would take approximately 20 years to consume the volume of undeveloped and unrated land.	Not support	N/A

Su	mmary of Submission	Planning Comment	Recommendation	Modification
	Ridge Estate and Warrenup Heights.	The sales information provided for the 2 rural living estates is not representative of sales within the City and neither representative of developed and rated rural living land.		
3.	States that draft ALPS appears to have a Perth centric attitude to lifestyle lots where State Policy is opposed to this form of development. The Albany context is different, lifestyle lots contributes towards the economy.  Argues that lifestyle lots in Albany does not get in the way of urban consolidation.	Land designated 'rural living' under draft ALPS is based on demand and supply figures for rural living lots.  The aim of LPS is not to limit the provision of lifestyle lots, instead its objective is to 'contain urban development and rural living within the existing supply of land zoned and planned for settlement growth'.	Not support	N/A
4.	States that the submission does not advocate wholesale expansion of rural living lots but suggests that careful consideration should be given before existing areas designated in ALPS 2010 are deleted and that there is a case to round off some areas which are already established lifestyle areas. None of these areas will jeopardise future agricultural initiatives.	The subject land is designated 'Priority Agriculture' under ALPS 2010 and was never earmarked for future rural living purposes.  There are many opportunities for rounding off in the City, such as the subject land. Rounding off will contribute towards the sprawl of Albany for rural living purposes and impact on valuable agricultural land and areas of remnant vegetation.  The City cannot sustain ongoing and incremental subdivision that leads to continued urban sprawl. Furthermore, the submission does not meet the objectives and strategic directions set out in draft ALPS.	Not support	N/A

26. Name of Submitter: Ayton Baesjou Planning

**Subject of Submission:** Act on behalf of Owner

**Description of affected property:** Lots 150 & 151 Link Road, Drome

Su	mmary of Submission	Planning Comment	Recommendation	Modification
1.	Request that Lots 150 & 151 Link Road, Drome retain their potential to be developed for Rural Residential development.  The subject land is designated 'Rural Residential' under ALPS 2010. The 'Rural' designation under draft ALPS will remove any possibility of rezoning and subdividing the property for Rural Residential lots which has major repercussions for the landowners.	The Albany Hotspots Report 2015 prepared by WAPC reports that since 2006 there has been a substantial reduction in the volume of sales for rural living properties above 1ha. Over the decade to Dec 2014, there has been a decline in rural living subdivision activity. The IRIS land supply model shows that at Jan 2015, a stock of 7,665 ha of land zoned for rural living purposes of which 3,526 ha (or 46%) was deemed to be developed.  The report further highlights that land for rural living purposes are consumed at an average rate of 252 ha per annum in the City. If consumption continues at this rate, it would take approximately 20 years to consume the volume of undeveloped and unrated land.	Not support	N/A
2.	States that there is no planning logic to retain a rural zoned enclave surrounded by rural lifestyle lots as there are many permitted land uses in the 'General Agriculture' zone which have the potential to result in a conflict of land uses.	The majority of existing Rural Residential and Special Residential zoned land are surrounded by land zoned for agricultural purposes under LPS1.  Potential land uses conflicts are managed by the Department of Health's Guidelines for the Separation of Agricultural and Residential Land Uses, other	Not support	N/A

Summary of Submission	Planning Comment	Recommendation	Modification
	relevant State Planning Policies and LPS1.  Potential for land use conflicts between sensitive residential land uses and agricultural activities is not a valid reason to designate the subject land as 'Rural Living' under draft ALPS.		
3. Questions that there is an oversupply of land for rural living purposes based on percentage of developed lots in existing Rural Residential and Special Residential areas.  There are many reasons affecting the demand and supply of these lots and it is not unreasonable to assume that the majority of existing lots will be developed over the 10 year lifetime of ALPS.  The varied range of lifestyle lot is a significant attraction to relocated to Albany.	The Albany Hotspots Report 2015 prepared by WAPC reports that since 2006 there has been a substantial reduction in the volume of sales for rural living properties above 1ha. Over the decade to Dec 2014, there has been a decline in rural living subdivision activity. The IRIS land supply model shows that at Jan 2015, a stock of 7,665 ha of land zoned for rural living purposes of which 3,526 ha (or 46%) was deemed to be developed.  The report further highlights that land for rural living purposes are consumed at an average rate of 252 ha per annum in the City. If consumption continues at this rate, it would take approximately 20 years to consume the volume of undeveloped and unrated land.	Not support	N/A

27. Name of Submitter: Ayton Baesjou Planning

**Subject of Submission:** Acting on behalf of the owner

**Description of affected property:** Lots 105 & 106 Nanarup & Kula Roads, Kalgan

contrary to numerous specific Council resolutions made in support of the rezoning of the land to rural residential/special rural, the progress of being reviewed by the WAPC for final approval.  WAPC for final approval.  WAPC for final approval.  It is the intent of draft ALPS to show all zoned and planned land within the point describing the subject land.  Maps Figure 2 — Designate Lots 105 & 106 Nanarup & Kula	Summary of Submission	Planning Comment	Recommendation	Modification
Local Structure Plan No. 13 and should therefore be under LPS1. Roads, Kaigan as 'Rural Living'.	subject land as 'Rural' under draft ALPS is contrary to numerous specific Council resolutions made in support of the rezoning of the land to rural residential/special rural, the progress of Amendment No. 6 and Local Structure Plan No. 13	Amendment for final approval is it is current being reviewed by the WAPC for final approval.  It is the intent of draft ALPS to show all zoned and planned land within the designation of 'Rural Living' and should therefore be	Support	<ul> <li>Action 2: Insert         <ul> <li>an additional dot                 point describing                  the subject land.</li> </ul> </li> <li>Maps Figure 2 –         <ul> <li>Designate Lots 105 &amp;</li> <li>106 Nanarup &amp; Kula</li> <li>Roads, Kalgan as</li> </ul> </li> </ul>

**28.** Name of Submitter: Ayton Baesjou Planning

**Subject of Submission:** Acting on behalf of the owner

**Description of affected property:** Lot 1879 Gull Rock Road & Davies Road, Kalgan

Summary of Submission	Planning Comment	Recommendation	Modification
The designation of the	The City initiated	Support	Part 1 – Rural Living:
subject land as 'Rural' under	Amendment 12 to LPS1 in		Action 2: Insert
draft ALPS is contrary to	August 2015.		an additional dot
Council resolutions to			point describing
initiate the Amendment 12	It is the intention of draft		the subject land.
to LPS1 in August 2015.	ALPS to show all zoned and		
	planned land within the		Maps Figure 2 –
Due to State Planning Policy	designation of 'Rural Living'.		Designate Lot 1879
requirements and changes			Gull Rock Road &
in the decision-making	The exclusion of this land		Davies Road, Kalgan
process the amendment	under this designation is an		as 'Rural Living'.
would need to be redrafted,	oversight.		
a Bushfire Management			
Plan and a Local Structure			
Plan needs to be prepared.			

29. Name of Submitter: Ayton Baesjou Planning

**Subject of Submission:** Acting on behalf of the owner

**Description of affected property:** Lot 5 Shelley Beach Road, Kronkup

Summary of Submission	Planning Comment	Recommendation	Modification
Request that draft ALPS be amended to designate Lot 5	It is the intention of draft ALPS to show all zoned and	Support	Maps – Figure 1 – Designate Lot 5
Shelly Beach Road, Kronkup	planned land within the		Shelly Beach Road,
as 'Rural Living' under draft ALPS.	designation of 'Rural Living'.		Kronkup as 'Rural Living'.
The subject land is record	The exclusion of this land		
The subject land is zoned 'Rural' under LPS1.	under this designation is an oversight.		
Draft ALPS appears to not acknowledge the zoning and designates the land as 'Rural'.			

**30.** Name of Submitter: Edge Planning & Property

**Subject of Submission:** Act on behalf of landowners

**Description of affected property:** Lot 8034 (333) Mercer Road, Walmsley

Summary of Submission	Planning Comment	Recommendation	Modification
<ol> <li>Request that the subject land be identified as an 'Investigation Area 13 (IA13) – Lot 8034 Mercer Road and Former Gravel Pit' for numerous reasons of which the main reasons are:         <ul> <li>it will assist to lower bushfire risks in the locality and enhance community safety through facilitating two access routes consistent with State Planning Policy 3.7: Planning in Bushfire Prone Areas and Guidelines for Planning in Bushfire Prone Areas.</li> <li>it will assist to increase convenience, permeability and connectivity in the locality for motorists, cyclists and pedestrians;</li> <li>the draft Strategy identifies nearby Lot 521 Mercer Road, Walmsley as 'Urban Growth';</li> <li>the site is surrounded by public land and is the only land classified as 'Rural' south of Hooper Road/Terry Road in the locality. The site's Rural classification creates an 'island' separated from other rural properties;</li> <li>development on the site is not considered sprawl but 'rounding off'. The site is closer to the city centre and</li> </ul> </li> </ol>	The subject land is zoned 'General Agriculture' under LPS1.  It is designated 'Rural' under draft ALPS. The designation is based on the following:  One of the objectives of draft ALPS is to contain urban development with the existing supply of land zoned and planned for settlement growth.  There is an oversupply of land zoned and planned for future urban development which will accommodate Albany's growth for more than 60 years.  There is an oversupply of land zoned and planned for future rural living purposes. More than 50% percent of land zoned for rural living purposes are undeveloped and it will take 20 years to consume undeveloped and unrated land.  There are many lots within the City that represents rounding off and/or infill opportunities however, the City cannot sustain ongoing and incremental subdivision that leads to continued urban sprawl.  The propose tourist uses is supported in the 'General Agriculture' zone under LPS1. The following tourist related	Not support	N/A

Summary of Submission	Planning Comment	Recommendation	Modification
closer to the Bayonet Head neighbourhood centre than areas in Bayonet Head identified as 'Future Urban'. The site is also considerably closer to the city centre and the neighbourhood centre than the Oyster Harbour development and the established suburb of Lower King; • the site provides a unique tourist experience and there are opportunities to add to the experience with complementary uses and appropriately located and scaled development; and • it will assist to support and diversify the local economy including promoting tourism and increasing tourism and recreation attractions in the region.	land uses are permissible in this zone:  Bed and breakfast/farmstay Chalet/cottage premises Exhibition centre Holiday accommodation Cottage industry Private recreation Reception centre  The submission does not meet the objectives and strategic directions set out under draft ALPS.		
2. It is suggested that the final Strategy incorporate an urban growth boundary. Hooper Road in the vicinity of the site represents a logical northern growth boundary for Albany.	The City does not support the identification of a growth boundary.	Not support	N/A

Subject of Submission: Landowner

**Description of affected property:** Lot 8034 (333) Mercer Road, Albany

Summary of Submission	Planning Comment	Recommendation	Modification
Endorse the submission made by Edge Planning for the subject land.  It will lower bushfire risk and promote access to Hooper Road. See the block being used predominantly for tourism i.e. a sculpture park which is unique to WA.  Setting up such an attraction of this scale would be ideally funded by selling off part of the block.	The proposed tourist uses is supported under the 'General Agriculture' zone under LPS1. The following tourist related land uses are permissible in this zone:  Bed and breakfast/farmstay  Chalet/cottage premises  Exhibition centre  Holiday accommodation  Cottage industry  Private recreation  Reception centre  The submission does not meet the objectives and strategic directions set out under draft ALPS.	No support	N/A

32. Name of Submitter: Harley Dykstra

**Subject of Submission:** Act on behalf of owner

**Description of affected property:** Lot 50, Chester Pass Road, King River, Rural Residential Area

No. 41 (RR41)

Summary of Submission	Planning Comment	Recommendation	Modification
Seek to increase the density of development by rezoning of Rural Residential Area No. 41 (RR41) to Special Residential to allow small lot sizes (approx. 4,000m²) within the core of the development.  Draft ALPS designates the subject land as 'Rural Living' with a key objective to facilitate the review of Structure Plans in order to maximise the development potential and achieve higher lot yields through infill development.  Seek to review the wording in draft ALPS in relation to the criteria listed of matters that need to be demonstrated in the review of Structure Plans of Rural Living areas i.e:  It is unclear if RR41 is considered in close proximity to town or which town reference is being made to (Albany and/or rural villages);  RR41 may be considered as being subject to high bushfire risk thus preventing the review of the structure plan. Reference should be made to manageable bushfire risk being able to be demonstrated.  It is unclear if the criteria to achieve the minimum lot size specified in	The strategic direction set out for rural living areas under draft ALPS is to: "Plan for the sustainable supply of land for rural living purposes and maximise land use efficiency within existing rural living areas."  In order to achieve the direction, draft ALPS requires the review of Structure Plans to allow further subdivision of rural living areas, subject to the requirements of relevant State and local government policies and where certain criteria can be demonstrated (Action 3).  Draft ALPS also requires that all land zoned Special Residential be reviewed and an alternative zone and provisions in the new Scheme be recommended in accordance with the Model Scheme Text. (Action 4).  The City and the WAPC will therefore not support any further rezoning of land to the Special Residential zone. It is unclear at this stage which Special Residential areas will fall within the 'Residential' zone and which areas will fall within the 'Rural Residential' zone. This matter will be investigated during the review of the Local Planning Scheme.	Support in part	Part 1 – Section 4.3 Rural Living:  Include additional text in the introductory paragraphs to clarify the intent of infill development;  Delete bullet point 1 i.e the area is located in close proximity to town.  Delete bullet point 2 i.e the area is not subject to bushfire risk.  Insert an additional criteria as follows: the proposed lot sizes meet the objectives of the zone.

Summary of Submission	Planning Comment	Recommendation	Modification
Schedules 12, 14 and 15 of the Local Planning Scheme support increased densities within the core of RR41 or if the maximum development potential and increased lot yield is intended to be achieved by simply achieving the minimum lot sizes identified under the current provisions outlined in Schedule 14 i.e. 1ha.  Propose the following provision for inclusion within draft ALPS: i. Amending the minimum lot sizes specified in Schedules 12, 14 and 15 of the Local Planning Scheme, ii. Amending the zoning of existing rural residential zoned areas to support (part of full) Special Residential zoning; and/or iii. Amending the zoning of existing rural residential zoned areas to support (part or full) minimum lot sizes that reflect Residential R1, R2.5 and R5 density coding.	The proposed provisions under the submission is not supported as it ignores Actions 4 and 5 in which the Special Residential zone is no longer supported.  The City planning officers however, concur that the criteria set under draft ALPS in order to achieve the strategic direction are in some instances ambiguous. It is recommended that the proposed criteria be modified as follows:  Delete the criteria 'the area is located in close proximity to town'. The intent of the strategic objective to achieve maximum land use efficiency subject to the minimum lot sizes set out under the relevant schedules of LPS 1. This criteria is not location specific.  Delete the criteria 'the area is not subject to high bushfire risk'. Action 3 states that the review of Structure Plans are subject to the requirements of relevant State and local government policies. Bushfire risk is addressed by State Planning Policy 3.7 — Planning in Bushfire Prone Areas.  In order to provide further clarification on infill potential of rural living land, insert an additional criteria: "the proposed lot sizes meet the objectives of the zone."		

33. Name of Submitter: Harley Dykstra

**Subject of Submission:** Act on behalf of land owner

**Description of affected property:** Lot 9001 (No. 688) Lower Denmark Road, Marbelup

Summary of Submission	Planning Comment	Recommendation	Modification
The submission seeks for the north-eastern portion of the subject land to be identified as 'Rural Living' and incorporated in the revised ALPS documentation and map for the following reasons:  The proposal will connect Philliskirk Road (RR28) and Sanchez Road (RR22), providing both residents and Council waste services with improved connectivity to each neighbourhood and the surrounding road network;  RR28 and RR22 were	The subject land is zoned 'General Agriculture' under LPS1. It is designated as 'Priority Agriculture' under ALPS 2010. It was therefore not earmarked for future rural living purposes under the existing ALPS.  The reasons provided in the submissions are not supported for the following reasons:  Draft ALPS investigated the demand and supply of lots for rural living purposes and reported on the findings of the Albany Hotspots Report	Recommendation  Not support	Modification N/A
developed with a single access way. SPP 3.7 – Planning in Bushfire Prone Areas, requires two vehicle access routes to be provided that connect to the public road network. The secondary vehicle access route will reduce current vulnerability for people, property and infrastructure in the event of a bushfire and will ensure that the objectives of SPP 3. 7 are considered at a strategic level in the locality;  • The proposal will consolidate urban settlement in the locality without resulting in a	(2015) prepared by the WAPC. It was concluded that the City has sufficient land available to meet the predicted demand for rural living lots over the next 20 years. Given the extent of zoned and planned land, draft ALPS does not support any further rezoning of land for rural living purposes.  Improved road connectivity for bushfire safety can be achieved across the City and designating the subject land 'Rural Living' on this basis will set a precedent for other land that meets this criterion resulting in		

Summary of Submission	Planning Comment	Recommendation	Modification
new front of urban development. This will result in a low lot yield which, when balanced against the subject lands strategic location and the resulting social and environmental benefits is not considered to undermine the broad objectives of draft ALPS;  Improved environmental and land management outcomes through the establishment of a foreshore reserve for the section of the Five Mile Creek identified as a 'Rural Living' area.	incremental, sporadic and unplanned sprawl.		

34. Name of Submitter: Merrifield Real Estate

Subject of Submission: Act as agents

**Description of affected property:** 104 Henry Street, Milpara

Summary of Submission	Planning Comment	Recommendation	Modification
Object to the subject land designated as rural and support the inclusion of the land for either as urban growth or development investigation. The owners has lost significant value on this property which does not seem to be a fair outcome when majority of the neighbours have residential or semi-rural uses.	The subject land is zoned 'General Agriculture' under LPS1. It is designated 'Future Urban' under ALPS 2010.  Draft ALPS designates the subject land 'Rural'. The designation is based on the following:  There is an oversupply of land zoned and planned for future urban development which will accommodate Albany's growth for more than 60 years.  The objective of draft ALPS is to contain urban development with the existing supply of land zoned and planned for settlement growth.  Designation under a Local Planning Strategy does not provide the right to rezone and subdivide land and any land speculation based on strategic designation is inappropriate. This principle is well understood by real estate agents.	Not support	N/A

Subject of Submission: Land owners

**Description of affected property:** 104 Henry Street, Milpara

Summary of Submission	Planning Comment	Recommendation	Modification
Request that draft ALPS is modified to identify the land either as Urban Growth or Development Investigation.  The draft is not supported in relation to their property for the following reasons:  The land adjoins residential and semi-rural lots and agricultural land is not consistent with those uses.  It is not equitable that properties adjoining this parcel have subdivision potential but not for this land.  We held the property on the provision that the land has subdivision potential, the land is now significantly devalued (approx. \$750,000 less); and  Due to the size of the property, utilising the land	The subject land is zoned 'General Agriculture' under LPS1. It is designated 'Future Urban' under ALPS 2010.  Draft ALPS designates the subject land 'Rural'. The designation is based on the following:  There is an oversupply of land zoned and planned for future urban development which will accommodate Albany's growth for more than 60 years.  The objective of draft ALPS is to contain urban development with the existing supply of land zoned and planned for settlement growth.  Designation under a Local Planning Strategy does not provide the right to rezone and	Recommendation  Not supported	Modification N/A
• Due to the size of the	Planning Strategy does not		
the surrounding residential uses.	The fringes of Albany's urban development are in most		
A growth boundary along Harvey Street and not Henry Street is suggested.	instances surrounded by agricultural land and land use conflict is managed in accordance with Department of Health's Guidelines for Separation of Agricultural and Residential Land Uses and other		
	relevant State and local government policy and statutory measures.		

Subject of Submission: Owner and occupier

**Description of affected property:** Lot 12 (516) & 13 (516) Albany Highway, Milpara

Summary of Submission	Planning Comment	Recommendation	Modification
Request that both lots be rezoned to Industrial or Highway Commercial. The lots have been in their ownership for 45 years and has never been used for residential, they have always been used as industrial.	The designation of the subject land as 'commercial' is supported for the following reasons:  The historic use of the land for industrial purposes shows that the land is capable of supporting the land use and compatible with the surrounding land uses.  The location of the subject land on Albany Highway is appropriate for this designation.	Support	Part 1 – Section 5.2: Industry  Include an additional action as follows: Recognise established commercial land uses by designating Lots 12, 13 Albany Highway, Milpara as 'Commercial'  Part 2 – Section 3.3.2 Industrial Areas  Insert an additional paragraph that provide background and justification for the proposed designation.  Include a planning implication in relation to the subject land.  Maps – Figure 1  Designate Lot 12 & 13 Albany Highway, Milpara as 'Commercial'.

**Subject of Submission:** Owner

**Description of affected property:** Lot 14 (508) & 15 (504) Albany Highway, Milpara

	ecommendation Modification
Request that both properties be rezoned from 'Residential' to 'Highway Commercial' to allow full use of both lots.  508 Albany Highway has been used as a landscape/garden supply business since 1988. Lot 15 (504) Albany Highway has been used as an engineering business in the mid 1960's and various other uses until the mid-1980's when it became a stockfeeds. Both businesses have been operating in their current use respectively since that time.  There is no intention to use the 2 blocks residential as they have no deep sewerage and the Water Corporation has no immediate plans for infill sewerage.  The rezoning would allow full use of both blocks and would make the re development by means of new building easier and more commercially viable then under the current zoning.  Both lots are currently zoned 'Residential R5/20' with non-conforming use permitted under LPS1.  The designation of the subject land as 'Commercial' is supported for the following reasons:  • The historic use of the land is capable of supporting the land use and compatible with the surrounding land uses.  • The location of the subject land on Albany Highway is appropriate for this designation.  • Within the 'Highway Commercial' zone under LPS1, the existing land uses are permissible under the Land Use Table.	Part 1 – Section 5.2: Industry  Include an additional action as follows: Recognise established commercial land uses by designating Lots 12, 13, 14 and 15 Albany Highway, Milpara as 'Commercial'.  Part 2 – Section 3.3.2 Industrial Areas  Insert an additional paragraph that provides background and justification for the proposed designation.  Include a planning implication in relation to the subject land.  Maps - Figure 1  Designate Lots 14 & 15 Albany Highway, Milpara as 'Commercial'.

**38.** Name of Submitter: Ayton Baesjou Planning

**Subject of Submission:** Act on behalf of land owner

**Description of affected property:** Lot 157, (46428) South Coast Highway, King River

Summary of Submission	Planning Comment	Recommendation	Modification
Request that draft ALPS be	The subject land is	Support	Part 1 – Rural
modified by:	designated 'Rural' under		Agricultural
<ul> <li>the rural industry/agri-</li> </ul>	draft ALPS.		Diversification
business enclave at			<ul> <li>Insert additional</li> </ul>
Bakers Junction be	State Planning Policy 2.5 –		text in relation to
identified on Figures 1	Rural Planning defines the		the need to
and 2.	'Rural Industry' zone as		designate a Rural
The role and	follows:		Enterprise site
significance of rural	"A predominantly light		under the
industry to be	industrial zone, generally		introductory
addressed more	suitable in rural areas, that		paragraphs;
comprehensively in	provides for light industrial		<ul> <li>Delete Action 3</li> </ul>
both the Industry and	land uses and an ancillary		and replace with
Rural section of the	residential dwelling on one		the following:
ALPS document; and	lot, with lot sizes in the		Designate Lot
<ul> <li>Recommend rezoning</li> </ul>	order of one to four		157, (46428)
of the Bakers Junction	hectares. May also be		South Coast
Precinct to Rural	known as rural industry or		Highway, King
Enterprise.	composite zones."		River and Lots
			150 (978) and 156
Albany Stock Feeds is	WAPC Rural Planning		(980) Chester
located on the subject land	Guidelines provides that the		Pass Road, King
and involves packing and	following matters be		River for rural
wholesale distribution of	considered in this zone:		enterprise
stockfeed and supplements.	Separation distances		purposes and
	between residential and		identify
The following justification is	business activities;		appropriate land
provided for this precinct to	Whether certain		use
be designated as Rural	industrial land uses		permissibility's
Enterprise:	should be excluded		and standards for
It is an important agri-	from the estate;		development
business enclave with a	Hours of operation to		during the review
number and variety of	maintain a reasonable		of the Local
light, service and rural	level of amenity;		Planning Scheme.
industry purposes.	Type of roads to address		Dant 2 Castia 2 5
Enterprises within the	sufficient exposure for		Part 2 – Section 3.5
Bakers Junction	the business		Rural Agricultural
Precinct include stock	component;		Diversification
feed supply, farm	Provisions of services		Insert an additional
implement assembly,	and roads to cater for		sub-section which
distribution and	heavy vehicles; and		provides
servicing, agricultural	Proximity of urban		background
engineering and	areas. Access to town		information and

Summary of Submission	Planning Comment	Recommendation	Modification
repairs, forestry harvesting, chipping and plantation rehabilitation services; Bakers Junction is located on the intersection of two major transport routes i.e. South Coast Highway and Chester Pass Road. It is strategically located to service the rural sector and is well located in relation to transport routes and rural hinterland customers. It is not categorised as priority agriculture in the draft ALPS or the Lower Great Southern Strategy. The prevailing small lot sizes and multiple ownership preclude conventional broad acre agricultural uses. The lot configuration does not allow for agriculture or horticulture. Draft ALPS recognise that agriculture is the primary land use and the largest industry in the Lower Great Southern. The various business located in the precinct contribute directly to the sustainability of the agricultural sector. Greater attention needs to be given to the activities and businesses that service and support this sector. The longevity and the recent intensification of the Bakers Junction	facilities would be desirable as the zone allows for a residential component.  The guidelines further details matters that should be investigated in proposed Rural Enterprise zones as follows:  Appropriate lot sizes; Level of services particularly electricity and domestic water; Provisions to address potential land use conflicts; and Provisions to protect the amenity of the area  The proposed Rural Enterprise zone is supported for the following reasons: It meets the definition of the Rural Enterprise Zone under the relevant SPP; It meets a number of the criteria set out under the guidelines that should be considered in the planning for the zone; There are established and successful light industrial land uses that meets the needs of the hinterland farming community; The businesses support agricultural activities in the locality; It is located on the intersection of two major transport routes; It is located in close proximity to Albany; The submission received by the Department of Primary Industries and		justification for the Rural Enterprise Zone.  Insert a planning implication in relation to the need to introduce a Rural Enterprise Zone in this location.  Maps – Figures 1 and 2  Designate Lot 157, (46428) South Coast Highway, King River 'Rural Enterprise'.

Summary of Submission	Planning Comment	Recommendation	Modification
precinct cleary demonstrate the on- going demand for rural industrial land, such sites are not always located in strategic industrial areas or typical urban zones. Failure to plan for Rural Industry could otherwise compromise the potential for jobs and growth.	Regional Development calls for the identification of rural enterprise zones in suitable locations close to service and freight routes.		

# 39. Name of Submitter Ayton Beasjou Planning

**Subject of Submission** Act on behalf of land owner

**Description of affected property** Lot 150 (978) Chester Pass Road, King River

Summary of Submission	Planning Comment	Recommendation	Modification
Request that draft ALPS be	The subject land is	Support	Part 1 – Rural
modified by:	designated 'Rural' under		Agricultural
the rural	draft ALPS.		Diversification
industry/agri-business			<ul> <li>Insert additional text</li> </ul>
enclave at Bakers	State Planning Policy 2.5 –		in relation to the
Junction be identified	Rural Planning defines the		need to identify
on Figures 1 and 2.	'Rural Industry' zone as		Rural Enterprise Zone
The role and	follows:		under the
significance of rural	"A predominantly light		introductory
industry to be	industrial zone, generally		paragraphs;
addressed more	suitable in rural areas, that		<ul> <li>Delete Action 3 and</li> </ul>
comprehensively in	provides for light industrial		replace with the
both the Industry and	land uses and an ancillary		following:
Rural section of the	residential dwelling on one		Designate Lot 157,
ALPS document; and	lot, with lot sizes in the		(46428) South Coast
Recommend rezoning	order of one to four		Highway, King River
of the Bakers Junction	hectares. May also be		and Lots 150 (978)
Precinct to Rural	known as rural industry or		and 156 (980)
Enterprise.	composite zones."		Chester Pass Road,
	WARC Bural Planning		King River for rural
Direct Seeding and	WAPC Rural Planning Guidelines provides that		enterprise purposes
Harvesting operate from	the following matters be		and identify
the subject land.	considered in this zone:		appropriate land
The fellowine instification	Separation distances		use permissibility's and standards for
The following justification	between residential		development
is provided for this precinct to be designated	and business activities;		during the review of
as Rural Enterprise:	Whether certain		the Local Planning
· ·	industrial land uses		Scheme.
<ul> <li>It is an important agri- business enclave with</li> </ul>	should be excluded		Scheme.
a number and variety	from the estate;		Part 2 – Section 3.5 Rural
of light, service and	Hours of operation to		Agricultural
rural industry	maintain a reasonable		Diversification
purposes. Enterprises	level of amenity;		Insert an additional
within the Bakers	Type of roads to		sub-section which
Junction Precinct	address sufficient		provides background
include stock feed	exposure for the		information and
supply, farm	business component;		justification for the
implement assembly,	<ul> <li>Provisions of services</li> </ul>		Rural Enterprise
distribution and	and roads to cater for		Zone.
servicing, agricultural	heavy vehicles; and		Insert a planning
engineering and	Proximity of urban		implication in
repairs, forestry	areas. Access to town		relation to the need
harvesting, chipping	facilities would be		to introduce a Rural

Summary of Submission	Planning Comment	Recommendation	Modification
and plantation rehabilitation services;  Bakers Junction is located on the intersection of two major transport routes i.e. South Coast Highway and Chester Pass Road. It is strategically located to service the rural sector and is well located in relation to transport routes and rural hinterland customers.  It is not categorised as priority agriculture in the draft ALPS or the Lower Great Southern Strategy. The prevailing small lot sizes and multiple ownership preclude conventional broadacre agricultural uses. The lot configuration does not allow for agriculture.  Draft ALPS recognise that agriculture is the primary land use and the largest industry in the Lower Great Southern. The various business located in the precinct contribute directly to the sustainability of the agricultural sector. Greater attention needs to be given to the activities and businesses that service and support this sector.	desirable as the zone allows for a residential component.  The guidelines further details matters that should be investigated in proposed Rural Enterprise zones as follows:  Appropriate lot sizes; Level of services particularly electricity and domestic water; Provisions to address potential land use conflicts; and Provisions to protect the amenity of the area  The proposed Rural Enterprise zone is supported for the following reasons: It meets the definition of the Rural Enterprise Zone under the relevant SPP; It meets a number of the criteria set out under the guidelines that should be considered in the planning for the zone; There are established and successful light industrial land uses that meets the needs of the hinterland farming community; The businesses support agricultural activities in the locality; It is located on the intersection of two major transport routes; It is located in close proximity to Albany;		Enterprise Zone in this location.  Maps – Figures 1 and 2  Designate Lot 150 (978) Chester Pass Road, King River 'Rural Enterprise'.

Summary of Submission	Planning Comment	Recommendation	Modification
The longevity and the recent intensification of the Bakers Junction precinct clearly demonstrate the ongoing demand for rural industrial land, such sites are not always located in strategic industrial areas or typical urban zones. Failure to plan for Rural Industry could otherwise compromise the potential for jobs and growth.	The submission received by the Department of Primary Industries and Regional Development calls for the identification of rural enterprise zones in suitable locations close to service and freight routes.		

40. Name of Submitter: Ayton Beasjou Planning

**Subject of Submission:** Acting on behalf of land owner

**Description of affected property:** Lot 156 (980) Chester Pass Road, King River

Summary of Submission	Planning Comment	Recommendation	Modification
Request that draft ALPS be	The subject land is	Support	Part 1 – Rural
modified by:	designated 'Rural' under		Agricultural
<ul> <li>the rural industry/agri-</li> </ul>	draft ALPS.		Diversification
business enclave at			<ul> <li>Insert additional</li> </ul>
Bakers Junction be	State Planning Policy 2.5 –		text in relation to
identified on Figures 1	Rural Planning defines the		the need to identify
and 2.	'Rural Industry' zone as		Rural Enterprise
The role and	follows:		Zone under the
significance of rural	"A predominantly light		introductory
industry to be	industrial zone, generally		paragraphs;
addressed more	suitable in rural areas, that		<ul> <li>Delete Action 3 and</li> </ul>
comprehensively in	provides for light industrial		replace with the
both the Industry and	land uses and an ancillary		following:
Rural section of the	residential dwelling on one		Designate Lot 157,
ALPS document; and	lot, with lot sizes in the		(46428) South
Recommend rezoning	order of one to four		Coast Highway,
of the Bakers Junction	hectares. May also be		King River and
Precinct to Rural	known as rural industry or		Lots 150 (978) and
Enterprise.	composite zones."		156 (980) Chester
			Pass Road, King
Total Harvesting is located	WAPC Rural Planning		River for rural
on the subject land and	Guidelines provides that the		enterprise
contains an office and a	following matters be		purposes and
depot for machinery. The	considered in this zone:		identify
operation has expanded	Separation distances		appropriate land
with an associated storage	between residential and		use
and parking area for	business activities;		permissibility's
harvesting equipment and	Whether certain		and standards for
filed fire equipment.	industrial land uses		development
	should be excluded		during the review
The following justification is	from the estate;		of the Local
provided for this precinct to	Hours of operation to		Planning Scheme.
be designated as Rural	maintain a reasonable		
Enterprise:	level of amenity;		Part 2 – Section 3.5
It is an important agri-	Type of roads to		Rural Agricultural
business enclave with	address sufficient		Diversification
a number and variety	exposure for the		Insert an additional
of light, service and	business component;		sub-section which
rural industry	<ul> <li>Provisions of services</li> </ul>		provides
purposes. Enterprises	and roads to cater for		background
within the Bakers	heavy vehicles; and		information and
Junction Precinct	Proximity of urban		justification for the
include stock feed	areas. Access to town		

Summary of Submission	Planning Comment	Recommendation	Modification
businesses that service and support this sector.  • The longevity and the recent intensification of the Bakers Junction precinct clearly demonstrate the ongoing demand for rural industrial land, such sites are not always located in strategic industrial areas or typical urban zones. Failure to plan for Rural Industry could otherwise compromise the potential for jobs and growth.	Department of Primary Industries and Regional Development calls for the identification of rural enterprise zones in suitable locations close to service and freight routes.		

41. Name of Submitter: Edge Planning & Property

**Subject of Submission:** Acting on behalf of landowners

Summary of Submission	Planning Comment	Recommendation	Modification
<ol> <li>Request that draft ALPS be modified by identifying the subject land as 'Investigation Area (IA14) for numerous reasons of which the following summarise the main considerations:         <ul> <li>There is opportunity to explore urban development, tourism, recreation and public open space on the subject land;</li> <li>it will assist to lower bushfire risk in the locality and enhance community safety through facilitating two access routes.</li> <li>It will provide pedestrian and cycling connections and increase convenience, permeability and connectivity in the locality.</li> <li>It is 100m from Bayonet Head Shopping Centre and adjoins residential development and community uses.</li> <li>Most of the lot is cleared, located outside of the 1 in 200 AEP floodplain and is close to services including reticulated sewerage.</li> <li>It will facilitate public access and recreational opportunities along Yakamia Creek, create an environmental corridor and provide an opportunity to restore a portion of the creek.</li> <li>It does not represent sprawl but rounding off.</li> <li>It has the potential to provide a variety of housing.</li> <li>It will not 'consume' agricultural land given its small size.</li> <li>Consist with State and regional framework.</li> </ul> </li> <li>The submission proposes a description of the proposed investigation area.</li> </ol>	The purpose of the Investigation Area 11 (IA11) – Protection of Yakamia Creek and Lake Seppings is to determine suitable planning mechanisms and land uses controls to protect Yakamia Creek and Lake Seppings over all land zoned 'Rural' under LPS 1.  The request to identify an additional investigation area is not supported. It is considered necessary to clarify the proposed extent of Investigation Area 11 of which the subject land forms part of.	Support in part	Part 1 – Appendix 1: Modify Investigation Area 11 – Protection of Yakamia Creek and Lake Seppings by clarifying the proposed extent of the investigation area.

Su	mmary of Submission	Planning Comment	Recommendation	Modification
2.	Suggests that the final Strategy incorporate an urban growth boundary with Hooper Road/Terry Road representing in part a logical northern growth boundary for Albany.	The City does not support the identification of an Urban Growth Boundary.	Not support	N/A

**42.** Name of Submitter: Merrifield Real Estate

**Subject of Submission:** Act on behalf of landowner

Summary of Submission	Planning Comment	Recommendation	Modification
Request that the subject land should be designated as 'Investigation Area' under draft ALPS for the following reasons:  It allow further opportunities to be explored for future urban development and many other uses being that it is positioned in a growth corridor and has close proximity to central Albany;  It promotes infill development  Deep sewer services are adjacent to the property;  Potential to provide a variety of housing and affordability;  Due to the size of the land, it's not commercially viable in its current zoning to make reasonable profit or income;  It would be a natural additional to existing developed property that it borders to the west.	The purpose of the Investigation Area 11 (IA11) – Protection of Yakamia Creek and Lake Seppings is to determine suitable planning mechanisms and land uses controls to protect Yakamia Creek and Lake Seppings over all land zoned 'Rural' on Figure 2 of ALPS and located in Collingwood Heights between the urban areas of Bayonet Head and Spencer Park.  The request to identify an additional investigation area is not supported. It is considered necessary to clarify the proposed extent of Investigation Area 11 of which the subject land forms part of.	Support in part	Part 1 – Appendix 1: Investigation Area 11 – Protection of Yakamia Creek and Lake Seppings  • Modify by inserting the following point of clarification: The investigation area will include all land designated as 'Rural' on Figure 2 and located between the urban areas of Spencer Park and Bayonet Head.

Subject of Submission: Landowner

Summary of Submission	Planning Comment	Recommendation	Modification
Request that subject land be designated as 'Investigation Area' or 'Future Residential' for the following reasons:  Currently the land is not able to support a viable rural operation.  The locality, which is adjacent to development, is incompatible with livestock.  Decisions made regarding the Yakamia Creek would be potentially difficult to implement if this property were to retain a rural zoning.  Yakamia Creek should be in public ownership and control. This can't happen if the zoning remains 'Rural' in one location.  The property is within 50m of the Bayonet Head Shopping Centre and walking distance from public transport.  The property is located in a prime position for potentially high density, low cost residential infill.  The property has deep sewerage services already passing through; and water and electricity services already passing through.	The purpose of the Investigation Area 11 (IA11) – Protection of Yakamia Creek and Lake Seppings is to determine suitable planning mechanisms and land uses controls to protect Yakamia Creek and Lake Seppings over all land zoned 'Rural' under LPS 1.  The request to identify an additional investigation area is not supported. It is considered necessary to clarify the proposed extent of Investigation Area 11 of the subject land forms part of.	Support in part	Part 1 – Appendix 1: Investigation Area 11 – Protection of Yakamia Creek and Lake Seppings  • Modify by inserting the following point of clarification: The investigation area will include all land designated as 'Rural' on Figure 2 and located between the urban areas of Spencer Park and Bayonet Head.

Summary of Submission	Planning Comment	Recommendation	Modification
<ul> <li>The property would provide outstanding links for bike trails from Bayonet Head to Emu Point and Middleton Beach.</li> <li>It could provide an alternate route between Lower King Road and Bayonet Head (connecting with Warangoo Road).</li> <li>It could provide suitable housing for seniors particulary considering its flat topography.</li> </ul>			

Subject of Submission: Landowner

Summary of Submission	Planning Comment	Recommendation	Modification
Request that subject land be designated as 'Investigation Area' or 'Urban Growth' for the following reasons:  The current agriculture land use in not only non-viable but actually a burden.  Livestock that graze the property have caused complaints from neighbours.  The Yakamia Creek Investigation Area should include the property as it dissects the location.  It is located adjacent to cycleways and walking paths.  The property is within 50m of the Bayonet Head Shopping Centre and walking distance from public transport.  The property is located in a prime position for potentially high density, low cost residential infill.  All services are currently on the property.  The property would provide outstanding links for bike trails from Bayonet Head to Emu Point and Middleton Beach.  It location gives long term options to have 'non driving'	The purpose of the Investigation Area 11 (IA11) – Protection of Yakamia Creek and Lake Seppings is to determine suitable planning mechanisms and land uses controls to protect Yakamia Creek and Lake Seppings over all land zoned 'Rural' under LPS 1.  The request to identify an additional investigation area is not supported. It is considered necessary to clarify the proposed extent of Investigation Area 11 of which the subject land forms part of.	Support in part	Part 1 – Appendix 1: Investigation Area 11 – Protection of Yakamia Creek and Lake Seppings  • Modify by inserting the following point of clarification: The investigation area will include all land designated as 'Rural' on Figure 2 and located between the urban areas of Spencer Park and Bayonet Head.

Summary of Submission	Planning Comment	Recommendation	Modification
connections with popular beaches.  It could provide suitable housing for seniors particularly considering its flat topography.  Schools, churches and a growing number of services are all within walk or bike ride from this property.			

**45.** Name of Submitter: Civil Technology

**Subject of Submission:** Acting on behalf

**Description of affected property:** Lot 50, 51 & 1301 Nanarup Road, Kalgan

Su	mmary of Submission	Planning Comment	Recommendation	Modification
1.	Review of a Local Planning Strategy  States that there is no contemporaneous requirement in the LPS regulations that a strategy must be reviewed every five years. The regulations provide that strategies may be prepared concurrently with a scheme. However, were a new scheme is not being created or has not substantively been approved for review under Part II of the LPS Regulations, there is no basis to revisit 2010 ALPS.  A LPS is intended to be long term planning document, whilst the scheme itself, which is largely directed by the objectives of the strategy, must be consistently reviewed to ensure that planning and development within the City is achieving those objectives.	Clause 11 of the Planning and Development (Local Planning Schemes) Regulation 2015 requires that a local government must prepare a local planning strategy for each local planning scheme.  Clause 18 provides for the revocation thereof by a subsequent local planning strategy prepared in accordance with the Regulations and which expressly revokes the local planning strategy.	Not support	N/A
2.	Economic fluctuation and supply of land  An LPS has a long term focus and should be prepared with allowance for the cyclical nature of the capital market.  A decrease in rural living subdivisions is a self-correction by way of slowing market in a capital, privately owned economy. The market can continue to self-	ALPS guides settlement growth and land use planning over the next 10-15 years. It's objective is to contain urban development with the existing supply of land zoned and planned for settlement growth.	Not support	N/A

Sui	mmary of Submission	Planning Comment	Recommendation	Modification
	regulate in this manner and the planning system may simply let the economy do its own work.  The multiple layer of planning and environmental regulations means that investment decisions have to be made many years before project are brought to completion. The removal of land designated as future rural residential from the 2010 ALPS has potential several negative consequences.			
3.	Points out that there are many options available to the City to mitigate the cost of urban sprawl which was not considered in draft ALPS as follows:  Increase density simply by way of re-coding already urban zoned land  Create development contribution areas or impose specified area rates  Creating rural residential areas adjacent to existing communities.  These methods should be made available to the community whom may wish to meet the costs directly and develop and occupy the land.	One of the objectives of ALPS is to 'Promote urban consolidation by making better use of existing zoned land and infrastructure through urban renewal and infill residential and rural living development'.  This objective is supported by various strategic objectives and actions that will improve land use efficiency.  In addition, the City has implemented various initiatives over the last decade to increase residential densities as discussed in detail under Part 2 - Section 2.2.2 Urban Consolidation and Infill Development (page 18).  Creating rural residential areas adjacent to existing communities constituted continued urban sprawl and results in the loss of valuable agricultural land and/or remnant vegetation.	Not support	N/A
4.	Removal of future rural residential areas from 2010 ALPS	Draft ALPS guides settlement growth and land use planning over the next 10-15 years. It's objective is to contain urban	Not support	N/A

Summary of Submission	Planning Comment	Recommendation	Modification
Land identified as future rural residential does not mean that it is suitable for subdivision on an environmental level. Much of the land may be significantly affected by the bushfire planning requirements introduced by the LPS regulations and SPP 3.7.	development with the existing supply of land zoned and planned for settlement growth.		
Although the basic yield assessment may indicate the City has planned for rural residential areas that will exceed the estimated demand, there is no final and conclusive evidence to suggest that the areas identified for future rural residential are, as a whole, physically capable of subdivision, either for land capability, environmental or bush fire reasons.			
Accordingly, removing any site from the future residential base only serves to prohibit future investigations to determine whether land is or is not capable or suitable for rezoning and subdivision.			
5. Lots 50 and 51 Nanarup Road, Candyup  Candyup was identified in the 2010 ALPS as a potential site for future rural residential subdivision. The site is entirely capable of rural residential subdivision. Future lots will enjoy greater amenity than the Gull Rock Road subdivision due to its elevation. Efficient delivery of services can be provided	Draft ALPS designates the subject land 'Rural'. The designation is based on the following:  There is an oversupply of land zoned and planned for rural living purposes. More than 50% percent of land zoned for rural living are undeveloped and it will take 20 years to consume undeveloped and unrated land.	Not support	N/A

# **REPORT ITEM DIS 155 REFERS**

Summary of Submission	Planning Comment	Recommendation	Modification
by establishing it the same precinct as the Gull Rock Road subdivision.	<ul> <li>The objective of draft ALPS is to contain urban development with the existing supply of land zoned and planned for settlement growth.</li> </ul>		

**Subject of Submission:** President of Frenchman Bay Association

**Description of affected property:** Lot 660 La Perouse Court, Goode Beach

Sui	mmary of Submission	Planning Comment	Recommendation	Modification
1.	Strongly object to Action 2 (Part 1: Tourism) under which the subject lot recommended to be identified as a tourism designation and the potential thereof being investigated for rezoning to 'Tourism' in the LPS for the following reasons:  These are the only areas listed for rezoning in this manner;  The Goode Beach/Torndirrup area was not included in the 12 investigation areas included under Appendix 1;  The Strategy does not investigate this area for this purpose and does not explain what the implications of this rezoning would be, nor why it would be advantageous.	All land zoned for tourism purposes or zoned Special Use for tourism related land uses under LPS1 are shown as 'existing tourist sites' under Figure 2 of the Strategy.  The identification of only these 3 sites within an action under Part 1 is therefore inconsistent and should be deleted.	Support	Part 1 – Section 5.3: Tourism  Delete Action 2  Figure 2 – Amend 'tourism' to 'existing tourism sites'.
2.	The proposal to develop a tourist resort on the subject lot is currently under consideration by the WAPC and it being opposed by the Frenchman Bay Association.	Noted	Noted	N/A
3.	Any rezoning in the Goode Beach area should only be contemplated after significant community consultation.	Noted	Noted	N/A

**Subject of Submission:** Resident in Goode Beach

**Description of affected property:** Lot 660 La Perouse Court, Goode Beach

Su	mmary of Submission	Planning Comment	Recommendation	Modification
1.	Suggest that the reference to a tourism precinct at Goode Beach is unclear as the location, land use restrictions or the impact on residential amenity. This reference should be removed until the intention can be explained, and consultation has occurred with residents.	Action 1 under Tourism (Part 1) identifies the need to review the Tourism Accommodation Strategy and states matters that the proposed strategy should address.  One of these matters are the identification of precinct/sites in location of high tourist amenity (Albany Waterfront, Middleton Beach and Goode Beach) and to facilitate development within these areas which contribute to the diversity and intensity of land use mix to support the needs of visitors.  Matters to be considered by the proposed Tourism Planning Strategy should however, not be	Support	Part 1 – Section 5.3 - Tourism: Delete second bullet point under Action 1.
2.	The proposed rezoning of three sites in Goode Beach to Tourism is unclear as what it would enable or restrict. There should be no change in the existing conditions for development until there has been a more comprehensive consideration of the implications of such a rezoning.  Furthermore, this was cited as a reason for supporting Structure Plan No. 9 (DIS104). This appears to be a tactic intend to strengthen the possibility that Council, WAPC and EPA will	pre-empted at this stage.  LPS1 zones land for tourist related land uses as follows:  'Tourist Residential', 'Hotel/Motel' and 'Caravan and Camping';  LPS1 also permits tourist related land uses as 'Additional uses' and zones land as 'Special Use' that in some instance allow for tourist related land uses.  This is discussed under Part 2 - Section 3.4.6 Planning for Tourism (Page 73) The submission is therefore partly supported.  Figure 2 shows all existing tourism sites which as zoned for tourist related land uses (as mentioned above) and those zoned 'Special Use' where a tourist related land use is permitted.	Not support	N/A

Su	mmary of Submission	Planning Comment	Recommendation	Modification
	approve the Structure Plan.	Under the Local Planning Scheme, the special use for the subject land is 'holiday accommodation' and is therefore shown as an 'existing tourist site' under Figure 2 of ALPS.		
3.	There is no indication that the development of tourism facilities on Lot 660 is problematic. All of the sites shown on Figure 2 should be listed and their potential assessed.	It is not within the scope of draft ALPS to provide commentary on the suitability of land to be developed.  Other planning mechanisms such as Structure Plans and Development Applications allows the City to assess the suitability of land for the intended purpose.	Not support	N/A
2.	Draft ALPS should state that all tourism developments that diminish or endanger the environmental integrity of the Frenchman Bay area will not be approved.	It is not the purpose of a Local Planning Strategy to predict potential impacts of proposed developments in certain localities. These assessments are undertaken at Structure Plan and Development Application stage.  A Local Planning Strategy provide broad strategic direction across the City.	Not support	N/A
3.	Section 4.2.3 Wetlands (Part 1), should specifically state that Lake Vancouver and its surround wetland is a significant tourism asset that must be protected.	The protection of wetlands are guided by State Planning Policy 2.9 Water Resources and other relevant State and local government policies.  It is not the purpose of a Local Planning Strategy to predict potential impacts of proposed developments in certain localities. These assessments are undertaken at Structure Plan and Development Application stages.	Not support	N/A

**Subject of Submission:** Resident of Goode Beach

**Description of affected property:** Lot 660 La Perouse Court, Goode Beach

Sui	mmary of Submission	Planning Comment	Recommendation	Modification
1.	Conserve places and areas of Aboriginal and European heritage significance: The proposed development on the subject lot does not satisfy this condition as Aboriginal people has not been consulted on the development.  Protect the City's pristine natural and coastal environments: the proposed development on the subject lot does not satisfy this objective	It is not the purpose of a Local Planning Strategy to assess the suitability of development proposed under Structure Plans and/or development applications. It is also not appropriate to provide commentary on a Structure Plans in the assessment of submissions received during public advertising period.	Noted	N/A
	due to the fragile coastal environment on this site.			
2.	Urban Growth  The action to rezone land identified in endorsed structure plans through amendments to the Local Planning Scheme is a 'backdoor' approach being used to try and change the zoning of this lot.	It is an accepted planning process under the relevant WAPC policies and guidelines to normalise designations shown in endorsed Structure Plans under a Local Planning Scheme as zones.	Noted	N/A
3.	Rural Living  It should be noted that the subject lot does not meet the criteria that is outlined under the action to facilitate the further subdivision of rural living areas.	The subject lot is not a rural living lot and the actions in relation to rural living does not apply.	Noted	N/A

Su	mmary of Submission	Planning Comment	Recommendation	Modification
4.	Actions identified does not satisfy the proposed development on the subject lot. Aboriginal Elders have indicated that the subject lot is an important site to their people. A proper survey needs to be completed to assess the suitability of this site for development. Early engagement with the Aboriginal community has not occurred on Lot 660.	It is not the purpose of a Local Planning Strategy to discuss the suitability of development proposed under Structure Plans and/or development applications. It is also not appropriate to provide commentary on a Structure Plans in the assessment of submissions received during public advertising period.	Noted	N/A
5.	Tourism  The action that outline changing zoning in three areas at and near Goode Beach to 'Tourist' do not define the conditions that will apply. This needs to be included in the draft Strategy or removed.	The three areas at and near Goode Beach is recommended to be deleted under other submissions in relation to this subject lot. See submission number 47.	Noted.	N/A
6.	Rivers, Estuaries and Wetlands  There is no mention of the protection of wetlands in the action statements. This is significant and should be corrected.	State Planning Strategy 2.9 Water Resources provides policy measures for wetland, waterways and estuaries. The policy measure in regard to wetland is to protect, managed, conserve and enhance the environmental attributes, functions and values of significant wetlands, such as Ramsar wetlands, conservation category wetlands and wetlands identified in any relevant environmental protection policy.	Not support	N/A

Summary of Submission	Planning Comment	Recommendation	Modification
7. Coastal Planning and Management and Bushfire Risk  The subject lot is in a fragile coastal environment that has been shown to be unsuitable for development due to sea level rise and future inundation by the ocean. Another reason why no development should be allowed.  It has been shown that for a development on the subject lot a fast moving, out of control fire in the area could lead to a disaster regarding the inability to evacuate Goode Beach residents and tourists simultaneously.	It is not the purpose of a Local Planning Strategy to discuss the suitability of development proposed under Structure Plans and/or development applications. It is also not appropriate to provide commentary on a Structure Plans in the assessment of submissions received during public advertising period.	Noted	N/A
8. Service Infrastructure – Water and Wasterwater Infrastructure  The City has not followed the advice of qualified personnel in State Government Departments in regard to on-site effluent disposal in proximity to waterways and high groundwater levels.	It is not the purpose of a Local Planning Strategy to discuss the suitability of development proposed under Structure Plans and/or development applications. It is also not appropriate to provide commentary on a Structure Plans in the assessment of submissions received during public advertising period.	Noted	N/A

**Subject of Submission:** Resident of Goode Beach

**Description of affected property:** Lot 660 La Perouse Court, Goode Beach

Su	mmary of Submission	Planning Comment	Recommendation	Modification
1.	Tourism Accommodation Planning Strategy 2009 and the adopted ALPS 2010 designates the subject lot for conservation.  In 2014, the City rezoned the subject lot to SU1 and Parks and Recreation. Under the provisions of SU1 Holiday Accommodation is allowed, limited to 10 chalets/cottages and it is required to be commensurate with the fragile coastal nature of the site.  The City resolved on 24 July 2017 to approve Structure Plan No. 9 which is inconsistent with the Scheme provisions.	It is not the purpose of a Local Planning Strategy to discuss the suitability of development proposed under Structure Plans and/or development applications. It is also not appropriate to provide commentary on a Structure Plans in the assessment of submissions received during public advertising period.	Noted	N/A
2.	Draft ALPS should contain nothing that undermines the mandatory provisions of SU1.  As far as Lots 1 and 2 Frenchman Bay Road are concerned, draft ALPS should reflect its designation by the Tourism Accommodation Planning Strategy as a strategic site suitable for hotel development. The recent development approval for the site is not the best tourism use for it and should not have been granted. If the site is to be designated 'Tourism' it needs to be made clear that residential development will not be permitted.	There are no strategic directions or actions under Draft ALPS that undermine the mandatory provisions of SU1.  It is not the purpose of a Local Planning Strategy to discuss the suitability of development proposed under Structure Plans and/or development applications. It is also not appropriate to provide commentary on a Structure Plan in the assessment of submissions received during public advertising period.	Noted	N/A

**50.** Name of Submitter: Ayton Baesjou Planning

**Subject of Submission:** Act on behalf of landowners

Description of affected property: Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 157, 367, 394, Albany

Highway/Rocky Crossing Road, Willyung

Summary of Submission	Planning Comment	Recommendation	Modification
Object the subject land being deleted from the designation of 'Special Residential 'under ALPS 2010 to 'Rural' under the draft ALPS as it represents a major devaluation of the land.  Request that the subject land be designated as an Investigation Area – Menang Drive/Albany Highway Mixed Use Precinct for the following reasons:  There is a potential for a mix of land use, including Special Residential or Residential R5 and transport with employment generating activity.  It is strategically located and there is an opportunity to achieve a coordinated plan as there are only two land owners.  There is an opportunity to extend a significant green corridor through the Albany Highway.  Without prospect of developing the land, it will almost certainly result in the titles being sold off individually and complicate the development of a coordinated plan for the area. Such a plan would enable the existing multiple point of access onto Albany Highway to be rationalised.	Draft ALPS designates the subject land 'Rural'. The designation is based on the following:  There is an oversupply of land zoned and planned for rural living purposes. More than 50% percent of land zoned for rural living purposes and at the current rate of uptake will take 20 years to consume.  The objective of draft ALPS is to contain urban development with the existing supply of land zoned and planned for settlement growth.  The need for additional industrial land in this location has not been identified under Draft ALPS. Pendeen and Mirambeena industrial areas are strategically located on major roads and can support transport and employment generating activity.	Not support	N/A

**51.** Name of Submitter: Edge Planning & Property

**Subject of Submission:** Acting on behalf of

**Description of affected property:** Lots 4 and 5 Princess Royal Drive, Albany (Albany Waterfront)

Summary of Submission	Planning Comment	Recommendation	Modification
Seek support to ensure that there is a flexible planning framework for the Albany Waterfront in order to support delivering mixed use development, including permanent residential. Numerous reasons are offered in support of this of which the following summarise the main reasons:  There are sustainability viability issues with limiting the Waterfront to short stay accommodation and a new future is sought.  Without permanent residential use, a viable high-quality development cannot be achieved.  There is considerable challenges for the private sector to undertake short stay accommodation in Albany.  The City and WAPC has supported more flexible planning rules for the Middleton Beach Activity Centre through Amendment 1 and the Middleton Beach Activity Centre Structure Plan. There is now no cap or restriction relating to the percentage of permanent residential throughout the Structure Plan area.  It is consistent with the objectives of draft ALPS.  The site forms part of the Albany Regional Centre	The purpose of ALPS is to provide broad strategic direction for Albany over the next 10-15 years.  It is not the purpose of ALPS to stipulate development requirements for specific lots.  Planning mechanisms to guide site development are ideally employed through Structure Plans.  The support sought for a flexible planning mechanism under draft ALPS is not supported.	Not support	N/A

Summary of Submission	Planning Comment	Recommendation	Modification
and mixed use development including permanent residential is consistent with the planning framework.  It is consistent with relevant State Planning Policies and Planning Bulletins.			
Suggest that the final Strategy wording for the Albany Waterfront could include that there is a requirement to ensure that short stay and/or permanent residential development suitably addresses matter including hat port road and rail access is not compromised e.g. new development appropriately addressed acoustic and vibration standards.			

# **TOPIC SPECIFIC SUBMISSIONS**

#### Coastal Protection of Emu Point and Middleton Beach

**52.** Name of Submitter: Aurora Environmental

**Subject of Submission:** Coastal protection of Emu Point and Middleton Beach

Summary of Submission	Planning Comment	Recommendation	Modification
The City is developing a Coastal Hazard Risk Management and Adaptation Plan (CHRMAP) to provide strategic guidance on coordinated, integrated and sustainable planning and management for the coastline along Emu Point and Middleton Beach.	The recommendation to identify and Investigation Area in regard to the CHRMAP implementation is supported.	Support	Part 1 – Coastal Planning & Management  Insert an additional action in regard to CHRMAP implementation through an Investigation Area.  Appendix 1: Insert the Investigation Area.
These areas have been identified as highly valued areas for economic, social and environmental reasons and at a relatively high level of erosion risk in the short, medium and long term.			Part 2 – Section 4.2.5: Coastal Planning & Management  • Provide background on the CHRMAP project
The coastal area has experienced historic erosion and is at risk of future erosion and inundation due to storm events and predicted sea level rise.			Maps – Figures 2  • Insert the Investigation Area
It is recommended that ALPS identifies the CHRMAP study area as an 'Coast Erosion Investigation area' to allow for recommendations and actions outlined in the CHRMAP to be incorporated into the CoA planning framework.			

## Tertiary Education

#### 53. Name of Submitter:

**Subject of Submission:** Tertiary Educator and resident of Albany

Summary of Submission	Planning Comment	Recommendation	Modification
There has been limited expansion of	The submission is	Note	N/A
collaborative teaching across the	noted.		
universities and even less across	The about the		
tertiary sectors in Albany.	The observations and		
TAFE and universities have been	recommendation in		
subject to funding cuts which impacts	this submission		
on retaining quality teachers and	cannot be influenced		
academic mentors for students.	by ALPS or the planning process.		
The political climate from the capital-	pianining process.		
controlled administration has limited			
the likelihood of supportive			
collaboration.			
Propose a regional university model			
which has a cross-sector, local-needs			
focused framework which will work			
effectively towards an optimal			
outcome for local students.			
Unaware of any planning group			
working towards and to the leadership of this important aspect of Albany's			
future.			

## Protection of Views

#### 54. Name of Submitter:

**Subject of Submission:** Resident of Albany

Summary of Submission	Planning Comment	Recommendation	Modification
Visual landscape planning	ALPS identifies landscape	Noted	N/A
and protection of landscape	protection areas of land above		
and views are outlined in	60m contour line. In Albany,		
state policy.	Mount Clarence and Mount		
	Melville are identified.		
Refers to an example in the			
City of Rancho Palos Verdes	These areas considered		
where an ordinance protects	sensitive due to it being		
the scenic value of the	visually prominent and visible		
hillsides in the City and	from more the one viewpoint.		
another example in	The Strategy identifies actions		
Vancouver.	to develop statutory and		
	strategic responses to		
It is proposed that the City	landscape protection.		
undertakes the same			
response.	Draft ALPS deals with the		
	concerns expressed in the		
	submission.		

## Activity Centres

#### 55. Name of Submitter:

**Subject of Submission:** Chester Pass Mall

**Description of affected property:** Chester Pass Mall, Chester Pass Road, McKail

Summary of Submission	Planning Comment	Recommendation	Modification
1. Strongly support the overall intent and vision set out in the draft Strategy which is to guide development of Albany as a more compact, high quality and liveable City, with one key objective being to more retail centric shopping centres towards more diverse centres that meet shopping, employment and recreation needs of the community. This objective align perfectly with M/Groups' vision for Chester Pass Mall.	Noted	Noted	N/A
2. Raise concern that the maximum floor areas presently found within the City's Scheme for each of the Neighbourhood Centres have been carried over to the Strategy. This create an impression that these are appropriate. It is suggested that all reference to maximum floor areas be removed from the Strategy. An unimpeded performance-based approach should be	The relevant object under ALPS is to: "Progressively move retail centric shopping centres towards true activity centres that meets the shopping, employment and recreation needs of the community".  This objective is supported by a strategic objective and actions. The actions in relation to Activity Centres are twofold:  1. To maintain the activity centre network hierarchy and maximum floorspace allocation for each of the activity	Not support	N/A

Summary of Submission	Planning Comment	Recommendation	Modification
favoured. It would then be the responsibility of the centre owners to provide a comprehensive contextual and land use analysis in support of major development opportunities which would include a retail needs/sustainability assessment to ensure the current Albany centres hierarchy is not unduly disrupted.	centres within the lifespan of the Strategy.  2. Introduce Performance Based Criteria under the Local Planning Scheme which will determine the performance based criteria that needs to be achieved prior to relaxation of maximum floorspace.  It is not the objective of ALPS to adopt an unimpeded performance-based approach and the reference of maximum floorspace in the Local Planning Scheme under ALPS is therefore appropriate.		
3. Object to the draft Strategy requiring that a structure plan be prepared for neighbourhood centres which include Chester Pass Mall. This requirement is both onerous on the centre's owner and inconsistent with State Planning Policy 4.2. The SPP does not require structure plans to be prepared for neighbourhood and local centres or district centres below 10,000m² where the local authority becomes the approving authority. The SPP state that development should be guided by a local development plan.	Draft ALPS acknowledge a significant shift that has occurred in the way Activity Centres are planned. The introduction of State Planning Policy 4.2. Activity Centres for Perth and Peel (2010) moved the focus away from retail centric planning to include a broader spectrum of activities and interactions taking place in activity centres.  This is explained under Part 2 – Section 3.2.1 Hierarchy of Activity Centres however, the section does not deal with how the City see it being implemented i.e. Structure Plans or Local Development Plans.  Under the Planning and Development (Local Planning Schemes) Regulations 2015, Part 4	Support	Part 1 – Activity Centres  Replace Action 3 as follows: A Local Development Plan shall be required where redevelopment is proposed for land within the boundary of an activity centre i.e. Neighbourhood and Local Centre zones under the Local Planning Scheme. A Structure Plan shall be required where:  The City exercise its discretion and determine that a proposed redevelopment is considered 'major' and is within the boundary of an activity centre; and/or

Summary of Submission	Planning Comment	Recommendation	Modification
Summary of Submission	Clause 14 states that a "Structure Plan means a plan for the coordination of future subdivision and zoning of an area of land". Part 6 Clause 46 states that a "Local Development Plan means a plan setting out specific and detailed guidance for a future development".  Based on the requirements of the relevant SPP and the definition under the Regulations, the City support the preparation of a Local Development Plan where redevelopment of an activity centre is proposed for land within the boundary of an activity centre i.e. Neighbourhood and Local Centre zones under LPS1.  Where major redevelopment within the boundaries and/or beyond the boundaries of an activity centre is proposed in order to achieve diversification, the City would require the preparation of a Structure Plan.  The City will use its discretion when a proposal is considered 'major' that would require the preparation of structure plan.  This position needs to be explained under Part 2 and correct under Part 1 of the Strategy.	Recommendation	<ul> <li>redevelopment is proposed beyond the boundaries of Neighbourhood and Local Centre zones.</li> <li>Update Appendix 1 – Investigation Area 3 to reflect this position.</li> <li>Part 2 – Section 3.2.4 Performance-based Criteria</li> <li>Edit this section to reflect the City's position.</li> </ul>

**56.** Name of Submitter: Harley Dykstra

**Subject of Submission:** Acting on behalf of

**Description of affected property:** Lot 421 North Road, Yakamia

Summary of Submission	Planning Comment	Recommendation	Modification
Seek to amend draft ALPS to identify future local centre on the subject land for the following reasons:  It is consistent the objectives and aspirations of the State Planning Strategy. It provides for diversification of the economy at a local scale while providing for local convenience shopping.  It meets the strategic objectives of ALPS 2010 in relation to sustainable growth of the urban area, are located the existing urban settlement, support urban infill development and to prevent the stagnation of land.  It meets the strategic objectives of the draft ALPS as it is designated as 'Future Urban', it provides a basis for an increase in residential density and it will provide residents with specialised convenience retail and amenity services.  It meets the objectives of the Activity Centres Planning Strategy 2010 as it seeks to provide a suitable development localised retail services, it is appropriately sites and located within a new urban area and complements the adjacent neighbourhood centre 800m west of the subject land.  It meets the requirements of Liveable Neighbourhoods 2015 (draft) as high density	The proposed future local centre on the subject lot is not supported for the following reasons:  The Activity Centre Planning Strategy 2010 and the review thereof in 2015 does not identify a future local centre on the subject lot.  The Yakamia Structure Plan does not identify a future local centre on the subject lot.  Draft ALPS does not identify a future local centre on the subject lot.  Draft ALPS identifies that within the context of likely population growth, the floorspace supply could increase by up to approx. 10,000m² net lettable area. This floorspace is allocated within the planned future centres, being Big Grove and Oyster Harbour Neighbourhood Centres and Clydesdale Park and McKail North Local Centres.  There are no strategic framework within which	No support	N/A

Summary of Submission	Planning Comment	Recommendation	Modification
residential dwellings are proposed to be located within a 400m walkable catchments under the structure plan, it provides for a commercial retail site which is able to provide specialty convenience retail and it is located on an arterial road into Albany which supports its commercial vitality.  It is in accordance with the objectives of the 'Local Centre' zone under LPS1.	the proposed local centre can be supported.		

#### Albany Port

**57.** Name of Submitter: Southern Ports

Southern Ports is focussed on the efficient operation and protection of their assets, as well as the protection of freight

Subject of Submission:

protection of their assets, as well as the protection of freight road and rail corridors and industrial land that support nort

road and rail corridors and industrial land that support port

operations.

**Description of affected property:** Albany Port

Note	Note	N/A
Reservation of land applies to Crown land and only under exceptional circumstances are freehold land reserved.  Consideration needs to be given to an appropriate zone during the review of LPS1.	Support	Part 1 – Albany Port  Insert an additional action as follows:  "Investigate an appropriate zone for the 5 freehold lots zoned 'Port Industry' during the review of the Local Planning Scheme.
When an appropriate zone is determined for the 5 private lots, the	Support	Part 1 – Albany Port  • Delete Action 5
	applies to Crown land and only under exceptional circumstances are freehold land reserved.  Consideration needs to be given to an appropriate zone during the review of LPS1.  When an appropriate zone is determined for	applies to Crown land and only under exceptional circumstances are freehold land reserved.  Consideration needs to be given to an appropriate zone during the review of LPS1.  When an appropriate zone is determined for the 5 private lots, the

Sumn	mary of Submission	Planning Comment	Recommendation	Modification
b w o p la w	cort precinct where it can be demonstrated that it will not compromise the engoing operation of the cort. It is unclear what and this applies to and what the implications may be for the port, road and ail operations.	LPS1 will set out the land use permissibility.		
a te fu sl sl is co	Given the non-viability of n inland intermodal erminal in the near uture, consideration hould be given to horter-term solutions to ssues such as industrial and supply, road ongestion and supplyhain efficiency.	Draft ALPS meet the demand for industrial land by identifying investigation areas for expansion of the Mirambeena and Pendeen Estates as well as the Adress Estate Light Industrial Area. It also identifies the need to improve land use efficiency of all other industrial estates.  The Strategy advocates for the completion of the Ring Road in order to address road congestion and improve supply-chain efficiency.	Noted	N/A
w ra ir Si w N re a w re se sl	decommends that all land within 300m of road and ail freight corridors be included within a new pecial Control Area ander Local Planning cheme in accordance with SPP 5.4 Road and Rail Joise, to trigger the equirement of planning pproval and compliance with specific development equirements for all noise ensitive land uses. This hould be supported by a local planning policy to provide further guidance to landowners, developers and decision makers.	SPP 5.4 Road and Rail Noise identifies the implementation of the policy through regional and local planning schemes and strategies, through the day-to-day process of decision- making on rezoning, structure plans, and subdivisions and development applications. The SPP provides that in the cases of serious noise issues that a special control area is identified as a suitable planning mechanism.	Noted	N/A

Summary of Submission	Planning Comment	Recommendation	Modification
	LPS1 current offers protection to heavy freight routes under Clause 3.6.7 Residential Uses adjacent to Heavy Freight Routes. This provisions provides that in the case of any development located within 100 metres from the outer edge of the carriageway of Albany Highway (north of Chester Pass Road roundabout), Chester Pass Road, Princess Royal Drive, the Albany Ring Road alignment or the railway line located within the Scheme Area and proposed to be used for residential or tourist occupation, the Local Government shall have regard to the policy statements and recommendations in the Western Australian Planning Commission's Statement of Planning Policy 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning and may require appropriate noise attenuation measures.  In addition, LPS1 provides for the Albany Port Special Control Area. The purpose of the SCA is to protect the continued operations of the port and minimise the potential for sensitive land uses to be introduced on adjacent land.	Recommendation	Modification

Sui	mmary of Submission	Planning Comment	Recommendation	Modification
		Recommendation 7 under 'Roads' (Part 1) meets the requirements i.e.:		
		"Promote the efficient and effective provision of road infrastructure and facilities, to meet the demand arising from settlement growth and development, through the implementation of the requirements under State Planning Policy 3.6: Development Contributions for Infrastructure."		
		No further actions are required under the Strategy.		
6.	The LAeq metric may be adequate in relation to noise from high volume roads, however it is insufficient to measure the impact of intermittent freight road and rail noise. Consideration should be given to the use of the LAmax metric to guide land use, subdivision and development on land within 300m of freight rail, and possibly road corridors.	The use of <i>LAeq</i> metric as required under the relevant SPP is considered sufficient to determine the impact of noise.  The use of <i>LAmax</i> metric to guide land use, subdivision and development can be used by any proponent to improve the quality of the proposed development.  Also see response under point 5 above.	Not support	N/A
7.	No new residential areas and/or increased residential densities should be considered within 300m proximity of current (or future) strategic road and rail freight corridors and within proximity of the Port.	See response under point 5 above.	Noted	N/A

**58.** Name of Submitter: Freight and Logistics Council of WA

**Subject of Submission:** The Freight and Logistics Council of WA comprises senior decision

makers from industry and Government whose charter is to provide independent policy advice to the Minister for Transport on issues impacting the provision of freight and logistics services in WA. FLCWA is focussed on engaging with State and Local Government to inform strategic and statutory land use and planning policy to identify, protect

and defend strategic supply chain infrastructure, such as ports,

intermodal terminals and road and rail corridors.

Description of affected

property:

N/A
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Su	mmary of Submission	Planning Comment	Recommendation	Modification
1.	Generally support objectives and directions set out in ALPS.	Noted	Noted	N/A
2.	Supports the reservation of land in the ownership of State Government (including land owned by Southern Prots) for 'Strategic Infrastructure', however does not support the reservation of 5 privately owned freehold lots currently zoned 'Port Industry'. The Local Planning Scheme is silent on land use permissibility for reserved land which creates uncertainty and reduced protection for the Port in relation to the introduction of incompatible land uses on privately owned reserved land abutting or within proximity to the Port.	Reservation of land applies to Crown land and only under exceptional circumstances are freehold land reserved.  Consideration needs to be given to an appropriate zone during the review of LPS1.	Support	Part 1 – Albany Port  Insert an additional action as follows:  "Investigate an appropriate zone for the 5 freehold lots zoned 'Port Industry' during the review of the Local Planning Scheme.
3.	Raise concern that the Strategy recommends land use diversification on private lots within the Port precinct where it can be demonstrated that it will not compromise the ongoing operation of the port. It is unclear what land this applies to and	When an appropriate zone is determined for the 5 private lots, the Land Use Table under LPS1 will set out the land use permissibility.	Support	Part 1 – Albany Port  • Delete Action 5

Summary of Submission	Planning Comment	Recommendation	Modification
what the implications may be for the port, road and rail operations.			
4. Given the non-viability of an inland intermodal terminal in the near future, consideration should be given to shorter-term solutions to issues such as industrial land supply, road congestion and supply-chain efficiency.	Draft ALPS meet the demand for industrial land by identifying investigation areas for expansion of the Mirambeena and Pendeen Estates as well as the Adress Estate Light Industrial Area. It also identifies the need to improve land use efficiency of all other industrial estates.  The Strategy advocates for the completion of the Ring Road in order to address road congestion and improve supply-chain efficiency.	Noted	N/A
5. Recommends that all land within 300m of road and rail freight corridors be included within a new Special Control Area under Local Planning Scheme in accordance with State Planning Policy 5.4 Road and Rail Noise, to trigger the requirement of planning approval and compliance with specific development requirements for all noise sensitive land uses. This should be supported by a local planning policy to provide further guidance to landowners, developers and decision makers. I	SPP 5.4 Road and Rail Noise identifies the implementation of the policy through regional and local planning schemes and strategies, through the day-to-day process of decision- making on rezoning, structure plans, and subdivisions and development applications. It is only in the cases of serious noise issues that a special control area is identified as a suitable planning mechanism.  LPS1 current offers protection to heavy freight routes under Clause 3.6.7 Residential Uses adjacent to Heavy Freight Routes. This provisions provides that	Noted	N/A

Summary of Submission	Planning Comment	Recommendation	Modification
	in the case of any development located within 100 metres from the outer edge of the carriageway of Albany Highway (north of Chester Pass Road roundabout), Chester Pass Road, Hanrahan Road, Princess Royal Drive, the Albany Ring Road alignment or the railway line located within the Scheme Area and proposed to be used for residential or tourist occupation, the Local Government shall have regard to the policy statements and recommendations in the Western Australian Planning Commission's Statement of Planning Policy 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning and may require appropriate		
	noise attenuation measures.  In addition, LPS1 provides for the Albany Port Special Control Area. The purpose of the SCA is to protect the continued operations of the port and minimise the potential for sensitive land uses to be introduced on adjacent land.  Recommendation 7 under 'Roads' (Part 1) meets the requirements i.e.:  "Promote the efficient and effective provision of road infrastructure and		

Su	mmary of Submission	Planning Comment	Recommendation	Modification
		facilities, to meet the demand arising from settlement growth and development, through the implementation of the requirements under State Planning Policy 3.6: Development Contributions for Infrastructure."  No further actions are required under the Strategy.		
6.	The LAeq metric may be adequate in relation to noise from high volume roads, however it is insufficient to measure the impact of intermittent freight road and rail noise. Consideration should be given to the use of the LAmax metric to guide land use, subdivision and development on land within 300m of freight rail, and possibly road corridors.	The use of LAeq metric as required under the relevant SPP is considered sufficient to determine the impact of noise.  The use of LAmax metric to guide land use, subdivision and development can be used by any proponent to improve the quality of the proposed development.  Also see response under point 5 above.	Not support	N/A
7.	No new residential areas and/or increased residential densities should be considered within 300m proximity of current (or future) strategic road and rail freight corridors and within proximity of the Port.	See response under point 5 above.	Noted	N/A

**59. Name of Submitter:** Forest Industries Federation (WA)

**Subject of Submission:** Forest Industries Federation (WA) is the industry association

for the state's timber industry with membership including all the major companies and business that operate in the sector, covering commercial plantation growers and managers, harvest and haulage business, and processors of both

plantation and native timber resources.

Sumr	mary of Submission	Planning Comment	Recommendation	Modification
ir a	upport the overall strategic ntent of the Strategy and ctions set out in relation to he Port and rail network.	Noted	Noted	N/A
ir tl fr p si fr p ir o P	Vish to highlight the critical importance of ensuring that the 24/7/365 nature of reight operations is fully protected through the tatutory planning ramework. This centres on protecting the Port from incompatible land uses, the operations of the Albany port, as well as the freight orridors connecting inland suppliers to the Port.	LPS1 current offers protection to heavy freight routes under Clause 3.6.7 Residential Uses adjacent to Heavy Freight Routes. This provisions provides that in the case of any development located within 100 metres from the outer edge of the carriageway of Albany Highway (north of Chester Pass Road roundabout), Chester Pass Road, Hanrahan Road, Princess Royal Drive, the Albany Ring Road alignment or the railway line located within the Scheme Area and proposed to be used for residential or tourist occupation, the Local Government shall have regard to the policy statements and recommendations in the Western Australian Planning Commission's Statement of Planning Policy 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning and	Noted	N/A

Summary of Submission	Planning Comment	Recommendation	Modification
	may require appropriate noise attenuation measures.		
	In addition, LPS1 provides for the Albany Port Special Control Area. The purpose of the SCA is to protect the continued operations of the port and minimise the potential for sensitive land uses to be introduced on adjacent land.		
3. Raise concern in relation to the proposal to reservation ('Strategic Infrastructure' reserve) of 5 privately owned freehold lots currently zoned 'Port Industry' on the bases that it will afford less protection for the Port and its operations as the scheme is silent on land use permissibility for reserved land.	Reservation of land applies to Crown land and only under exceptional circumstances are freehold land reserved.  Consideration needs to be given to an appropriate zone during the review of LPS1.  When an appropriate zone is determined for the 5 private lots, the Land Use Table under LPS1 will set out the land use permissibility.	Support	Part 1 – Albany Port  Insert an additional action as follows: "Investigate an appropriate zone for the 5 freehold lots zoned 'Port Industry' during the review of the Local Planning Scheme. Delete Action 5

60. Name of Submitter: Co-operative Bulk Handling Limited (CBH)

**Subject of Submission:** CBH represents WA grain growers with considerable

operations and infrastructure located in and around Albany. CBH's export terminal facility at Albany forms a critical

component of CBH's supply chain infrastructure.

Summary of Submission	Planning Comment	Recommendation	Modification
1. Supports statements and actions in ALPS in relation to the importance of agriculture in the region, protecting key transport corridors, maintaining separation distances, recognising the importance of the Port of Albany in WA and protecting continued Port operations including limiting encroachment from incompatible land use.	Noted	Noted	N/A
2. Raise concern in regard to the proposed reservation ('Strategic Infrastructure' reserve) of land currently zoned 'Port Industry'. This appears to offer less protection than the current zoning arrangements. The 'Strategic Infrastructure' reserve simply aims to set aside land required for port or airport facilities.	Reservation of land applies to Crown land and only under exceptional circumstances are freehold land reserved.  Consideration needs to be given to an appropriate zone during the review of LPS1.  When an appropriate zone is determined for the 5 private lots, the Land Use Table under LPS1 will set out the land use permissibility.	Support	<ul> <li>Part 1 – Albany Port</li> <li>Insert an additional action as follows:         "Investigate an appropriate zone for the 5 freehold lots zoned 'Port Industry' during the review of the Local Planning Scheme.</li> <li>Delete Action 5</li> </ul>

#### **Tourism**

#### 61. Name of Submitter:

**Subject of Submission:** Resident of Goode Beach

**Description of affected property:** Lot 660 La Perouse Court, Goode Beach

Summary of Submission	Planning Comment	Recommendation	Modification
1. States that draft ALPS is not very strategic as it relates to tourism. Of the 17 objectives, only one refers to tourism. The objective requires that we understand what our competitive advantages actually are. It assumes that diversification is a good thing. If it is understood, it needs to be prioritised.	The objective under draft ALPS considers urban development and rural living, urban consolidation, rural villages, housing, community facilities, heritage, public transport walking and cycling, activity centres, industry, agriculture and tourism, natural environment, rural land, road and rail network, Albany airport and port and service infrastructure.  This provides an indicated of the depth and breadth of matters considered in ALPS. It is not the purpose of objectives to consider any one matter in detail.  The City's competitive advantages in tourism are well documented under Part 2 of the Strategy.	Noted	N/A
2. Highlights the requirements of Planning Bulletin 83/2013 – Planning for Tourism and states that draft ALPS only meet 1 out of the 6 requirements.	Draft ALPS identifies the need for a Planning Tourism Strategy to be prepared in order to meet the requirements of the Planning Bulletin.	Noted	N/A
3. Action 2 under Tourism: It does not articulate why 3 locations (i.e. Albany Waterfront, Middleton Beach and Goode Beach) are of especially high tourist	All land zoned for tourism purposes or zoned Special Use for tourism related land uses under LPS1 are shown as 'existing tourist sites' under Figure 2 of the Strategy.	Support	Part 1 – Tourism:  Delete action 2  Figure 2 – change legend of 'tourism' to 'existing tourism sites'.

Summary of Submission	Planning Comment	Recommendation	Modification
amenity or why Goode Beach is singled out and Frenchman Bay ignored.	The identification of only these 3 sites within an action under Part 1 is therefore inconsistent and should be deleted.		
4. In principle the proposal to include a 'Tourism' zone in the new Scheme is welcome. It has the potential to clarify land use and simplify the future LPS. Each site should however, be treated individually it is not clear as all zones where tourism uses are currently permitted or just to sites that are currently either 'additional use sites' or Special Use zones.	Noted	Noted	N/A

## Nature Based Camping

#### 62. Name of Submitter:

Subject of Submission: Resident

**Description of affected property:** Lot 14 (458) Grasmere Road, Elleker

Su	mmary of Submission	Planning Comment	Recommendation	Modification
1.	Request that Action 1 (bullet point 4) under the 'Tourism' section (Part 1) be amended to specify that	The purpose of ALPS is to provide broad strategic directions and actions.	Not support	N/A
	nature based camping is a potential ancillary use in the 'Rural' zone.	In the case of tourism, there are many potential ancillary and/or non- rural uses in the 'Rural' zone of which nature		
2.	Request that Action 6 under the 'Rural -Land and Soil' section (Part 1) specify that tourism, including nature based camping, is considered compatible and complementary to the primary use of rural land.	based camping is one of them. As the Strategy provides board direction, and mentioning only one of those potential uses is not appropriate.		

## Big Grove Outline Development Plan

#### 63. Name of Submitter:

**Subject of Submission:** Future Neighbourhood Centre, Big Grove

Summary of Submission	Planning Comment	Recommendation	Modification
Raise concern that the area along Frenchman Bay Road has been designated as a 'Future Neighbourhood Centre' i.e. an area for future growth.  Their concern is based on the following reasons:  The area is close to the Torndirrup National Park and on a tourist drive.  Developing this area will mean more car dependant urban sprawl which the City states it is trying to avoid.  It will result in remnant vegetation being cleared and reduce biodiversity.  It is important to maintain what makes Albany attractive to both tourist and residents: its natural beauty and absence of Perth-like urban sprawl in this unique are of Albany.  High density development will increase traffic on the only road on the peninsula, potentially turning a tourist drive into a traffic jam.  It is important for Albany's continuing reputation as a place of great natural beauty, and therefor as a tourist attraction, that there by no further development or encouragement of additional housing on the peninsula.	The 'Future Neighbourhood Centre' refers to an activity centre (shopping centre) that is planned to be provided for in the future.  The Big Grove 'Urban Growth' designated area is subject to the 'Outline Development Plan (ODP) – Big Grove".  The purpose of the ODP is to guide and coordinate future land use, subdivision and development for land.  The ODP provides for residential and rural living, tourism, a Village Centre, a primary school, public open space and a foreshore reserve.  Big Grove has therefore always been planned for future residential development.	Noted	N/A

## Motor Sports Park

#### 64. Name of Submitter:

**Subject of Submission:** Consultant

**Description of affected property:** Lot 5780 Down Road South, Drome (Mirambeena precinct)

Summary of Submission	Planning Comment	Recommendation	Modification
Any study for Investigation Area 4 (Mirambeena Strategic Industrial Area) should include consideration of the proposed Great Southern Motor Sports Park. Pending outcomes of the current site feasibility study, and funding decisions to be made by the City of Albany and State government, the proposed GSMSP will require a scheme amendment. The GSMSP proposal should also be consistent with the ALPS.	The proposed Motor Sports Park should be listed as a matter that needs to be considered as part of the preparation of the Structure Plan.	Support	Part 1 – Industry  Modify Action 3 by inserting the Great Southern Motor Sports Park as a matter that need to be considered in the preparation of a Structure Plan.

# **GENERAL**

65. Name of Submitter:

Subject of Submission: Resident

Su	mmary of Submission	Planning Comment	Recommendation	Modification
1.	States that the draft Strategy is comprehensive, competent and well presented.	Noted	Noted	N/A
2.	A recent State Government Green Paper wants to make strategic planning the cornerstone of the planning system and draft ALPS is a very timely and important document for Albany's planning and development for many years to come.	Noted	Noted	N/A
3.	Strongly supports the draft ALPS's objectives as they provide a clear strategic direction.	Noted	Noted	N/A
4.	Draft ALPS provides more certainty for the recently adopted Middleton Beach Activity Centre Plan. It is clear that land with the plan is to function as a Local Activity Centre and its facilities will be used by both local residents and tourist for the daily and weekly household shopping.	Noted	Noted	N/A
5.	The implementation of the strategy is the key to it success. The community and the development industry need to be informed of the importance of the Strategy. Therefore a wide range of mechanisms should be used including advocacy, promotion, collaboration and partnerships.	Draft ALPS identifies ways to implement the strategic objectives and action identified. Further investigation in specific areas such as housing and tourism is proposed, preparation of local planning policies and structure plans and through the management of subdivision and development. Where desired outcomes are outside the direct	Noted	N/A

### **REPORT ITEM DIS 155 REFERS**

Summary of Submission	Planning Comment	Recommendation	Modification
	sphere of influence of local		
	government, the Strategy		
	promotes and advocacy role		
	with relevant responsible		
	agencies. Collaboration with		
	State government agencies and		
	other organisations will help to		
	address cross-sectorial issues		
	and will facilitate access to		
	funding from both State and		
	Federal government.		

Subject of Submission: Resident

Summary of Submission	Planning Comment	Recommendation	Modification
Support the built environment in Albany with parklands, houses on blocks where children can safely play and to have a garden.  It appears that draft ALPS support high rise buildings. Albany can spread out rather than people living on top of one another. Do not want overlooking onto her backyard or brick walls and high fences.  Albany is unique, historic and you can bring up your family here and wish to see it stay this way.	Planning Comment  Draft ALPS identifies that the City has sufficient land zoned to support urban growth for more than 60 years.  The objectives of ALPS are therefore to contain urban development and rural living within the existing supply of land zoned and planned for settlement growth and to promote urban consolidation by making better use of existing zoned land and infrastructure through urban renewal and infill residential and rural living development. Another objective of ALPS is to provide a variety of housing types in close proximity to services and facilities.  These 3 mentioned objectives will improve liveability and will not to lead to high rise development across the City. Higher density living is normally supported around activity centres such as the CBD and shopping centres that are easily accessible by	Noted	N/A
	public transport, walking and cycling.		

Subject of Submission: Resident

Summary of Submission	Planning Comment	Recommendation	Modification
Endorse the proposed strategy.	Note	Noted	N/A
The best way for Albany and our region to be successful is to recognise all of the resources we have, then develop and value add these resources. This will create employment and inject income here.			

Subject of Submission: Resident

Su	mmary of Submission	Planning Comment	Recommendation	Modification
1.	Draft ALPS and Local Planning Scheme No. 1 has a number of anomalies that need to be addressed and rectified as part of the review.  There is an error on the Local Planning Scheme No. 1 maps. A reserve for Flora & Fauna is designated 'Priority Agriculture'.	Noted  Request further information in regard to the anomalies in order for this to be addressed.	Noted	N/A
2.	Priority agriculture is being planned on areas of 2 or 3 hectares in size where a much more suitable zone should be 'rural smallholdings'.	Under the review of LPS1, all agricultural zones will be rationalised under one zone 'Rural' in accordance with the Model Scheme text.  The 'Rural Smallholding' zone is classified as rural living. Rural living is a component of urban development. The designation of land for rural living is only supported where it does not lead to ongoing sprawl.	Noted	N/A
3.	'Urban sprawl' should be discouraged, by better consolidating existing residential areas and promoting better design and infill development where there are existing services in place.	The relevant objectives of ALPS, which are supported by strategic directions and actions, are:  • to contain urban development and rural living within the existing supply of land zoned and planned for settlement growth;  • to promote urban consolidation by making better use of existing zoned land and infrastructure through urban renewal and infill residential and rural living development.  • to provide a variety of housing types in close	Noted	N/A

### **REPORT ITEM DIS 155 REFERS**

Summary of Submission	Planning Comment	Recommendation	Modification
	proximity to services and		
	facilities.		
	Draft ALPS therefore achieves		
	the suggestion in the		
	submission.		

**Subject of Submission:** Private citizen

Summary of Submission	Planning Comment	Recommendation	Modification
Albany must create a 24 hr stop for caravaners who may wish to come and have a look around.	Draft ALPS provides board strategic direction over the next 10-15years for Albany's growth.	Noted	N/A
	It is therefore not the appropriate document to address the request.		
	The City will consider this request when the Tourism		
	Planning Strategy is prepared.		

#### 71. Name of Submitter:

Subject of Submission: Resident

**Description of affected property:** N/A

Summary of Submission	Planning Comment	Recommendation	Modification
Take issue with the comment that Albany has a low population growth at 1.4% per annum. Suggests that this rate of growth is incredibly rapid as those with an understanding of compounding would understand.  Australia's population growth nationally – the same as Albany, of about 1.4% per annum is a major concern in terms of infrastructure, resource and environmental pressures facing Australian cities generally.	Noted	N/A	N/A
The effect of compounding: Australia's population now is 25 million. At 1.4%pa growth rate, the population will double every 50 years (the population in 1968 was 12 million). Thus in 400 years Austalia's population would be 6.4 billion.			
If Perth's 2.4% annual rate continues, it's population will double every 30 years, in 120 years it would be around 120 million.			
Albany's population might be comparatively small in number now, but that does not mean its population growth rate of 1.4% is slow. Planning bodies have difficulty seeing the long term as much beyond 20 years but it is time that we really consider what the long-term really means. And together with that, what might be the			
implications of our actions if they continue on the current path.			

72. Name of Submitter:

Subject of Submission: Resident

Description of affected property: N/A

Su	mmary of Submission	Planning Comment	Recommendation	Modification
1.	Support restriction of urban sprawl and consolidation to make better use of inner city locations. Inner city locations are reliant on commuting to access them.	Noted	Noted	N/A
2.	Support the development of dining/accommodation/residential hubs at locations such as Wool Stores which will be within walkable distance from the city centre.	Noted	Noted	N/A

#### 73. Name of Submitter:

Subject of Submission: Resident

Description of affected property: N/A

Summary of Submission	Planning Comment	Recommendation	Modification
All sections of ALPS need to consider carbon footprint reduction across all areas of planning and development.	Noted	Noted	N/A
2. Support the direction to stop urban sprawl. The use of agricultural land for development must be prevented. Agricultural land should be kept purely for food production to feed current and future populations.	One of the objectives of ALPS is to "protect agricultural land form inappropriate development" which is supported by strategic objectives and actions.	Noted	N/A
Environment  3. This section should include a statement which acknowledges global warming and the need for Albany to reduce its carbon emissions. ALPS needs to align with the City's Carbon Footprint Reduction Strategy.  ALPS need to set a carbon rating level on all residential and industrial developments and ensure enforcement thereof.	The objectives of draft ALPS and the supporting strategic directions and action will over the long term achieve a reduction the City's carbon footprint. These objectives are to:              contain urban growth             promote urban consolidation             progressively move retail centric shopping centres towards true activity centres             integrated public transport linkages and cycle and pedestrian-friendly environments             protection of the City's natural and coastal environments.	Noted	N/A
Urban Growth  4. This section does not align with the Strategy's objective to 'Protect the City's pristine natural and coastal environments and other landscape qualities'. Native	In order to develop land designated as 'urban growth' under draft ALPS, a Structure Plan has to be prepared.  The Structure Plan are required to consider all environmental factors, including an assessment	Noted	N/A

Summary	y of Submission	Planning Comment	Recommendation	Modification
prote with hous Urba existi be all dama	tation should be ected and not replaced carbon-emitting ing estates.  In development with the ing zoned land must not lowed to remove or age any existing tation.	of environmental factors such as remnant vegetation and the identification of planning measures to protect it where relevant.		
Housing		These matters cannot be	Not support	N/A
'Wor build appro includ heati rainw conn launc	t an additional action: k with developers to more environmentally opriate housing ding solar ing/cooling systems and vater storage tanks ected to toilets and dry appliances – as a mum.	detailed under draft ALPS as it is a broad strategic document. It is also beyond the scope of strategic and statutory land use planning.		
Public Tra	ansport, Walking &	Noted	Noted	N/A
keep to pu	ort this section, please up the improvements ublic transport, walking cycling.			
Industry		The protection of native	Noted	N/A
any ii	ect native vegetation in ndustrial land lopment.	vegetation are considered under planning mechanisms such as Structure Plans, subdivision applications and development approvals.		
Vegetation Conserva	on & Biodiversity Ition	Department of Biodiversity, Conservation and Attraction	Noted	N/A
'Deve suppo remn veget to the envir	nd Action 8 as follows: elopment will only be orted in areas with no nant vegetation. All tation is highly-valuable e quality of Albany's conment and must not eared'.	requested modifications to this action which will address this matter.		
Bushfire	Risk	See comment under paragraph	Noted	N/A
remn	lopment near native or nant vegetation should be permitted. The	4.		

Summary of Submission	Planning Comment	Recommendation	Modification
amount of vegetation being lost to create buffer zones for housing development is not acceptable or environmentally sustainable.  Service Infrastructure	Bushfire risk is also assessed during the preparation of Structure Plans which is the appropriate planning mechanism to determine acceptable setbacks from remnant vegetation.  Public Drinking Water Source	Noted	N/A
10. Action 4 (i.e. maintain Public Drinking Water Source Area Special Control Areas) must be strictly adhered to. Water sources needs to be protected. Water needs to be harvested by inclusion of water storage tanks in all future housing and industrial developments. Water needs to be used more efficiently.	Areas are protected under the City's Local Planning Scheme No. 1 as Special Control Areas. LPS 1 is a statutory document and	Noted	IV/A
Figure 2: Urban  11. The 'Landscape Protection Areas' are not legible.	The notation for Landscape Protection Areas under Figures 1 and 2 is not legible in Albany town due to the colour and detail and needs to be improved.	Support	Maps – Figure 1 and 2  Improve the legibility of landscape protection areas

# CITY OF ALBANY PROPOSED MODIFICATIONS

## Part 1

Section	Comment	Justification	Modification
General	Insert a statement that expressly revoke ALPS 2010 in an appropriate section.	Required under Clause 19 of the Regulations	Insert the following statement on the front page: Under Clause 14 of the Planning and Development (Local Planning Schemes) Regulations 2015, this Local Planning Strategy revokes the 2010 Local Planning Strategy.
	Edit Part 1	<ul> <li>To improve text, undertake corrections and update all data</li> <li>To ensure that modifications as a result of submissions are correct and coherent with existing text</li> </ul>	Edit where considered necessary
Rural Living	Review Action 4 to clarify that this is consistent with the model scheme text. requirements under the Planning and Development (Local Planning Scheme Regulations) 2015	Clarification is required that the Special Residential Zone is no longer under the Model Scheme Text hence review is required and the zone no longer supported.	Modify action 4 as proposed.
Community Services and Facilities	Delete Action 1.	Feasibility is currently underway for a new tennis centre that may become the future district sporing facility and includes more sites than Collingwood Park.	Modify action 1 as follows: Implement the outcomes of the feasibility study into a suitable location/s of a future district sporting facility and relevant planning mechanisms to protect the site/s.
	Action 4 – Modify to include the City Cycle Strategy and the Trail Hub Strategy	To ensure all City Strategies are considered.	Action 4: Modify to include the City Cycle Strategy and the Trail Hub Strategy
Activity Centres	Where reference is made to redevelopment of Neighbourhood Centres, include reference to Local Centres.	In this draft, Neighbourhood Centres were identified as a priority for redevelopment however, redevelopment of Local Centres is also desirable.	Include reference to local centres under Actions 3 and 5.  Modify Investigation Area to also refer to local centres.

Section	Comment	Justification	Modification
	The actions are incoherent and should be reorganised to improve clarity	Actions in relation to redevelopment of Neighbourhood and Local Centres should be grouped together. Actions in relation to rationalisation of zones should be grouped together.	Rewrite Action 4 and 5 to improve clarity.  Reorganise to group related actions together.
Tourism	Modify Action 1 by deleting all bullet points.  Delete Action 2.  Revise Action 3.  Delete Action 4	Improve on the outcomes of the modifications required by WAPC prior to advertising, align with Part 2 of the Strategy and improve clarity, as follows: Action 1 – deletion of bullet points for the following reasons:  • Pre-empts the outcome of the proposed Tourism Planning Strategy;  • Make recommendations for which there is no justification under Part 2 of the Strategy;  • Make recommendations to be undertaken as part of the Local Planning Scheme review and unrelated to the proposed Tourism Planning Strategy and incorporated into the revised Action 3.  Action 2 – delete for the following reasons:  • All land zoned for tourism purposes and Special Use site where a tourism related land use is permitted are designated as 'existing tourism sites' under Figure 2.  • There is no justification for Action 2 under Part 2 of the Strategy.	Part 1 – Section 5.3 – Tourism:  Where necessary, modify the introductory paragraph to reflect the City's vision  Delete bullet points under Action 1.  Delete Actions 2 and 4.  Revise Action 3 to read as follows: 3: "During the review of the Local Planning Scheme, review tourist related zones and provisions consistent with the model scheme text."  Part 2 – Section 3.4  Clarify the above under the heading Local Planning Context – Statutory.  Insert a planning implication in relation to this statement.  Maps - Figure 2: Designate land 'existing tourism sites' as follows:  Land zoned 'Tourist Residential', 'Hotel/Motel' and 'Caravan and Camping' under the Local Planning Scheme, A 'Special Use' zone allows for tourism related land use/s.

Section	Comment	Justification	Modification
		Revise Action 3:  To broadly consider the model scheme text and Local Planning Scheme review.	
		Action 4 – delete:  • The City is currently guided by the Tourism Accommodation Strategy and the relevant Local Planning Policy which is sufficient until reviewed.	
Vegetation & Biodiversity Conservation	<ul> <li>Modify the introductory paragraph to:         <ul> <li>also mention                 Threatened and Priority                  Ecological Communities;</li> <li>Also mention dieback, climate changes and weeds as being threats to biodiversity.</li> </ul> </li> </ul>	To correct text	Modify the introductory paragraph to:  • also mention    Threatened and Priority    Ecological Communities  • also mention dieback,    climate changes and    weeds as being threats    to biodiversity  •
Rivers, Estuaries and wetlands	Modify Action 4 by deleting 'Floodprone areas are identified in Figure 2.	Floodprone areas are not identified in Figure 2 but in Figure 5 under Part 2 of the Strategy. What is shown is Yakamia Creek and Seppings Creek.	Figure 2 – Delete the notation 'Flood Prone Areas'
		Development of land subject to flood is guided through Local Planning Policy – Development in Floodprone Areas. LPS1 and LPP's are the appropriate planning mechanism whereas ALSP provides broad strategic direction.	
Rural – Land and Soil	Modify/delete Actions 9, 11, 12, 14 and 15.	Improve on the outcomes of the modifications required by WAPC prior to advertising, improve clarity, align with MST as follows:  Action 9: Delete. Landscape Priority Areas are identified on Figures 1 and 2 and the	<ul> <li>Delete Action 9</li> <li>Delete Action 11</li> <li>Delete Action 12</li> <li>Delete Action 15</li> </ul>

Section	Comment	Justification	Modification
		Scheme. Under the MST, there is only 1 zone i.e. 'Rural'. Revision of the land use table in regard to the current zones under the Local Planning Scheme is therefore superfluous.	
	Actions 4 requires reconsideration in light of the MST which only provides one zone i.e. 'Rural'.	<ul> <li>Action 4: Delete. These zones can only be rationalised in accordance with the MST i.e. the 'Rural' zone.</li> </ul>	Delete Action 4
	Introductory paragraph under basic raw materials, acknowledge that there is conflict between the location of limestone/sand deposits along the coast and under native vegetation of high conservation value.	Acknowledge the conflict between extraction and protection of native vegetation of high conservation value	<ul> <li>Expand paragraph under Basic Raw Materials to acknowledge the conflict between extraction and protection of native vegetation of high conservation value.</li> <li>Modify Action 7 to include 'environmental values' as a matter that needs to be considered.</li> </ul>
Roads	Action 3 should include measures to minimise impact on environmental values	To ensure that environmental values are considered in structure plans.	Modify Action 3 to include measures to minimise impact on environmental values
Appendix 1: Investigation Areas	Insert an introductory paragraph to explains the intent of the Investigation Areas	To provide clarification on the intent of the Investigation Areas	Insert an introductory paragraph that explains the intent of the Investigation Areas.

# Part 2

Section	Comment	Ju	stification	Modification
General	Edit Part 2	•	To improve text,	Edit where considered
			undertake corrections	necessary
			and updated all data	
		•	To ensure consistency	
			across Part 1 and Part 2 of	
			the Strategy.	

# Figures

Figure #	Comment	Justification	Modification
All	Where required improve	Legibility	Where required improve
	information presented		information presented
2	Delete 'Highway' from	It is not a zoning map	Delete 'Highway' from
	'Highway Commercial'		'Highway Commercial'
	designation		designation

## **CITY OF ALBANY**

### REPORT

To : His Worship the Mayor and Councillors

From : Development Services

Subject : Building Activity – March 2019

Date : 1 April 2019

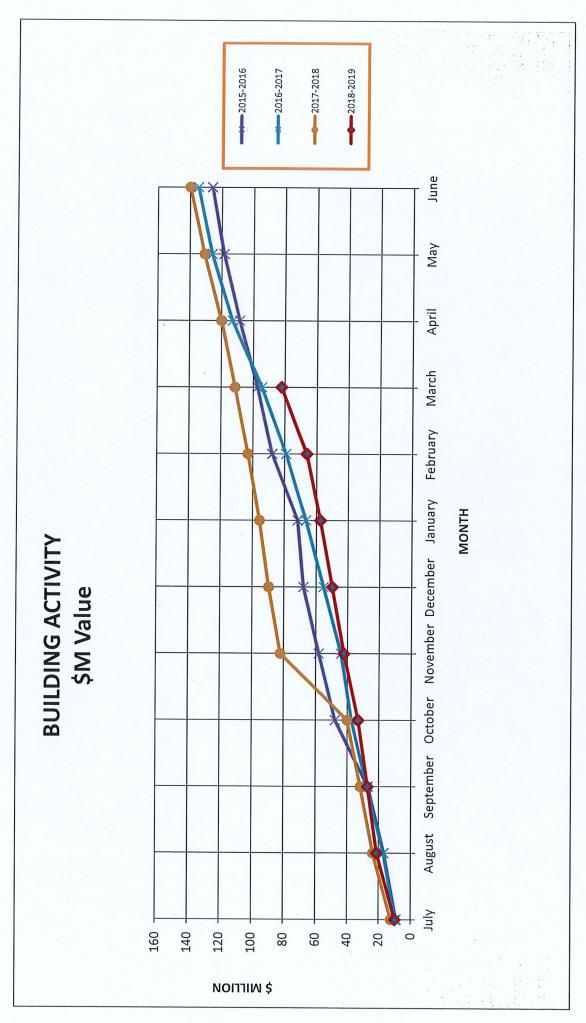
1. In March 2019, seventy eight (78) building permits were issued for building activity worth \$15,909,083.00. This included two (2) demolition licences and three (3) sign licences.

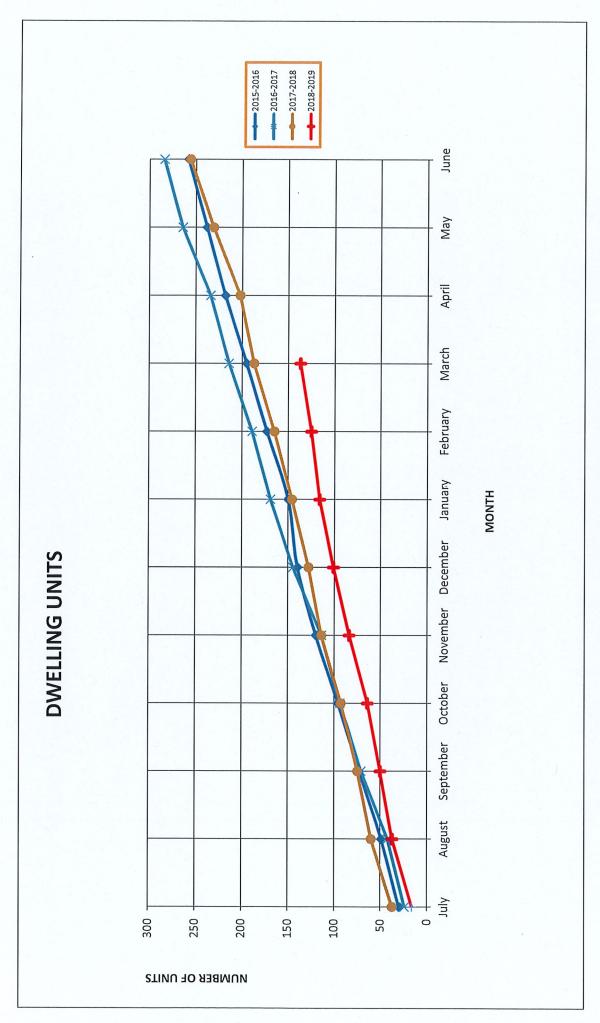
It's brought to Council's attention that these figures include building licence #163194 for Student Accommodation with an estimated value of \$9,705,206.00.

- 2. The two (2) attached graphs compare the current City activity with the past three (3) fiscal years. One compares the value of activity, while the other compares the number of dwelling units.
- 3. A breakdown of building activity into various categories is provided in the Building Construction Statistics form.
- 4. Attached are the details of the permits issued for March 2019, the ninth month of activity in the City of Albany for the financial year 2018/2019.

Zoe Sewell

Information Officer - Development Services





MOTEL   COMMERCIAL   COMMERCIAL   VALUE   No \$ Value   V		SINC	SINGLE	GROUP	UP		DON	DOMESTIC/	ADD	ADDITIONS/	HOTEL	EL	NEW	1	ADI	ADDITIONS/	ОТНЕВ	ED	TOTAL	
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FER   20    5,778,908														1,000,1	1257		2	000,102		10,000,040
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#### **BUILDING, SIGN & DEMOLITION LICENCES ISSUED UNDER DELEGATED AUTHORITY**

Applications determined for March 2019

Application Number	Builder	Description of Application	Street #	Property Description	Street Address	Suburb
	HACER PTY LTD trading as SMITH CONSTRUCT	UPGRADE OF ALISON HARTMAN GARDENS -	239-259	RES 40543 Lot 1374	YORK STREET	ALBANY
163163	J & S CASTLEHOW	RETAINING WALLS - STAIRS  8 X LIGHT POLES AND 3 X MULTI POLES -	239-259	RES 40543 Lot 1374	YORK STREET	ALBANY
163184	ELECTRICAL SERVICES R CHARLES	RE-ROOF - SHINGLE TO COLORBOND TO		RAILWAY RESERVE	RAILWAY RESERVE	ALBANY
163192	R MARSHALL	MUSEUM BUILDING - CERTIFIEED RETAINING WALL - UNCERTIFIED		AND LOT B41 Lot 66	FESTING STREET	ALBANY
163194		STUDENT ACCOMMODATION - CLASS 3 -	117-121	RES 33641	SERPENTINE ROAD	ALBANY
163226	PTY LTD PALMER CIVIL	CERTIFIED DEMOLITION - TOILET BLOCK - OUTHOUSE	117-121	RES 33641	SERPENTINE ROAD	ALBANY
163230	CONSTRUCTION COLAB CONSTRUCTION	& SHED REPLACE UNDERFLOOR STUMPING -	77	RES 42792 Lot 1404	PROUDLOVE PARADE	ALBANY
163234	PTY LTD  KOSTERS STEEL	CERTIFIED ALTERATIONS AND ADDITIONS TO	6	Lot 6	TOLL PLACE	ALBANY
163191	TSK CARPENTRY	EXISTING TAVERN - NEW OUTDOOR PERGOLA - UNCERTIFIED	6	Lot 90	BALLINDEAN AVENUE	BAYONET HEAI
163201	NIGEL PALMER	RETAINING WALLS - UNCERTIFIED	NEW LOT	FORMERLY LOT 90	CULLINAN TERRACE	BAYONET HEAD
163202	POCOCK BUILDING	NEW DWELLING - UNCERTIFIED	706 19	Lot 81	ASCANIUS PARADE	BAYONET HEAD
163219	COMPANY PTY LTD HACER PTY LTD trading	AMENDMENT TO BUILDING PERMIT 162591 -	20	Lot 501	ALISON PARADE	BAYONET HEAI
163224	as SMITH CONSTRUCT G RIEDYK	NATIONAL LIFESTYLE VILLAGE SHED - UNCERTIFIED	14	Lot 459	GREEN ISLAND	BAYONET HEAD
163173	KOSTER'S OUTDOOR	SHED AND CARPORT - UNCERTIFIED	29	Lot 2	CRESCENT BOLITHO ROAD	BORNHOLM
163170	PTY LTD IRONMONGER BUILDING	AMENDMENT TO ORIGINAL BP # 163026 -	93	Lot 33	COCKBURN ROAD	CENTENNIAL
163193	COMPANY CITY OF ALBANY	CONFIRMATION OF SOIL CLASSIFICATION RETAINING WALLS - CERTIFIED	LOT 4 &	LOT 4 & LOT 1003	SANFORD ROAD	PARK CENTENNIAL
163200	GREAT SOUTHERN	RETAINING WALL - UNCERTIFIED	LOT 1003 9C	Lot 4	PIONEER ROAD	PARK CENTENNIAL
163216	BOUNDARIES R & D CEKEREVAC	NEW DWELLING & OUTBUILDING -	53	Lot 12	STEAD ROAD	PARK CENTENNIAL
163221	SIGN LICENCE	CERTFIED 1 X SIGN - CLUB ARCHWAY	147-157	Lot 115 6	LOCKYER AVENUE	PARK CENTENNIAL
163227	J & S CASTLEHOW	RELOCATE AIR MONITORING POLE -	91-101	Lot 5	NORTH ROAD	PARK CENTENNIAL
163167	ELECTRICAL SERVICES SIMTINO PTY LTD	CERTIFIED ALTERATIONS/ADDITIONS TO EXISTING	2	Lot 153	HAKEA COURT	PARK COLLINGWOOD
163209	ATCO STRUCTURES &	BALCONY - UNCERTIFIED TRANSPORTABLE CLASSROOMS (X 3) AND	26	Lot 7377	BREWSTER ROAD	HEIGHTS COLLINGWOOD
	LOGISTICS PTY LTD SIGN LICENCE	TOILET BLOCK - CERTIFIED  1X ALUMINIUM SIGN		Lot 962	CUNNINGHAM STREET	HEIGHTS
	M RYSTENBERG	RE-ROOF EXISTING DWELLING - TILES TO		Lot 1030	MERMAID AVENUE	EMU POINT
	KOSTER'S OUTDOOR	TIN - ZINCALUME - UNCER SHED & LEAN TO - UNCERTIFIED		Lot 956	BURGESS STREET	EMU POINT
	PTY LTD OWNER BUILDER	SHED - UNCERTIFIED		Lot 4	LITTLE OXFORD	GLEDHOW
	TURPS STEEL	2 x PATIOS AND 1 X LEAN TO		Lot 2 1	STREET MILLBROOK ROAD	GREEN VALLEY
	FABRICATIONS TERJESEN	NEW DWELLING & WATER TANK -	LOT 148		HENTY ROAD	KALGAN
	CONSTRUCTION PTY	UNCERTIFIED				
	A POCOCK	NEW DECK - UNCERTIFIED	1 : 1 : 3	Lot 3	CHESTER PASS ROAD	KING RIVER
	LIMESCAPE CREATIONS (RYAN DURELL)	RETAINING WALL - UNCERTIFIED		Lot 265	BANDICOOT DRIVE	LANGE
	KEYBROOK HOLDINGS	DWELLING - DEMOLITION		Lot 21	CHIPANA DRIVE	LITTLE GROVE
	AUSCAN CONSTRUCTION	PATIO - UNCERTIFIED		Lot 247	LORIKEET WAY	LITTLE GROVE
	OWNER BUILDER	ALTERATION/ADDITION - ENCLOSING EXISTING VERANDAH - UNCERTIFIED		Lot 47	GORDON STREET	LITTLE GROVE
163178	MATSON FABRICATIONS	NEW SHED - UNCERTIFIED	106	Lot 100	SYMERS STREET	LITTLE GROVE

# REPORT ITEM DIS 156 REFERS

pplication lumber	Builder	Description of Application	Street #	Property Description	Street Address	Suburb
	P COOK	VERANDAH EXTENSION - UNCERTIFIED	13	Lot 14	CONNELLY STREET	LITTLE GROVE
163103	BRADLEY DAVIS HOOK	ALTERATIONS AND ADDITIONS TO	735	Lot 90	FRENCHMAN BAY	LITTLE GROVE
163187	EYERITE SIGNS	EXISTING DWELLING - VERANDAH SIGN	639	Lot 1	ROAD FRENCHMAN BAY	LITTLE GROVE
162824	OCCUPANCY PERMIT	OFFICE ADMINISTRATION - OCCUPANCY	32-36	Lot 6702	ROAD DRUMMOND STREET	LOCKYER
163231	OCCUPANCY PERMIT	PERMIT OCCUPANCY PERMIT - AGED CARE	11-15	Lot 150	TOWNSEND STREET	LOCKYER
163197	PLUNKETT HOMES (1903) PTY LTD	ACCOMMODATION - CERTIFIED  AMENDMENT TO ORIGINAL BP 160235 - FRONT FREE FORM LIVING ROOM	100	Lot 40	KING RIVER DRIVE	LOWER KING
163204	OUTDOOR WORLD ALBANY	CARPORT/VERANDAH - UNCERTIFIED	456	Lot 64	LOWER KING ROAD	LOWER KING
163207	GREAT SOUTHERN BOUNDARIES	RETAINING WALL - UNCERTIFIED	473	Lot 8	LOWER KING ROAD	LOWER KING
163210	OWNER BUILDER	CARPORT - UNCERTIFIED	13	Lot 107	ELIZABETH STREET	LOWER KING
163205	WALMSLEY BUILDING CO PTY LTD	ALTERATIONS & ADDITIONS - UNCERTIFIED	16	Lot 115	THORNE STREET	LOWER KING
163195	K WORT & K EVANS	NEW DWELLING AND WATER TANK - UNCERTIFIED	Lot 3725	Lot 3725	THOMPSON ROAD	LOWLANDS
163153	D & L DELBENE	ADDITIONS GARAGE ALFRESCO SHED AND RETAINING WALLS - UNCERTIFIED	129	Lot 29	LAITHWOOD CIRCUIT	MARBELUP
163208	M & G GUNN PTY LTD	SHED - UNCERTIFIED	279	Lot 187	LOWANNA DRIVE	MARBELUP
163185	L BRENTON	SHED - SWAB BOX - CERTIFIED	169	Lot 1	LANCASTER ROAD	MCKAIL
163199	M & G GUNN PTY LTD	NEW SHED - UNCERTIFIED	LOT 56	Lot 56	BEAUDON ROAD	MCKAIL
163220	M & G GUNN PTY LTD	AMENDMENT TO BP#163199 - CHANGE LOCATION OF SHED - UNCERTIFIED	Lot 56	Lot 56	BEAUDON ROAD	MCKAIL
	RYDE BUILDING COMPANY PTY LTD	NEW DWELLING - UNCERTIFIED	59	Lot 201	CELESTIAL DRIVE	MCKAIL
	BUILDING APPROVAL CERTIFICATE	BUILDING APPROVAL CERTIFICATE - ROOF LINE AND PAVING	38	Lot 19	EDINBURGH ROAD	MCKAIL
163161	TERJESEN CONSTRUCTION PTY	ANCILLARY ACCOMMODATION - UNCERTIFIED	20	Lot 60	BRONTE STREET	MILPARA
163186	G EVANS	NEW DWELLING SHED AND WATER TANK - UNCERTIFIED	19	Lot 141	HEREFORD WAY	MILPARA
Control Control	63106 DUNKELD STORAGE SHED - CERTIFIED CONSTRUCTION PTY		7	Lot 311	MERRIFIELD STREET	MILPARA
163175	RAY PADFIELD	ALTERATIONS/ADDITIONS TO EXISTING RESIDENCE - UNCERTIFIED	5B	Lot 31	NELSON STREET	MIRA MAR
163188	WA COUNTRY BUILDERS PTY LTD	NEW DWELLING - UNCERTIFIED	38	Lot 204	WOLLASTON ROAD	MIRA MAR
163217		AMENDMENT TO ORIGINAL BP163188 - CHANGE TO MASTER RETREAT	38	Lot 204	WOLLASTON ROAD	MIRA MAR
163218	N WALLIS	SHED - UNCERTIFIED	38	Lot 204	WOLLASTON ROAD	MIRA MAR
163160	KEEDAK HOLDINGS PTY LTD	REPLACE SKILLION ROOF PART OF EXISTING DWELLING TO NEW PITCH	29	Lot 17	JOHN STREET	MOUNT CLARENCE
163176	N & J WIGNALL	GARAGE & ALFRESCO ADDITIONS - UNCERTIFIED	3	Lot 12	SUSSEX STREET	MOUNT CLARENCE
	KEEDAK HOLDINGS PTY LTD	NEW DWELLING AND RETAINING WALLS - UNCERTIFIED	221	Lot 55	SERPENTINE ROAD	MOUNT MELVILLI
163214	SERVICE STREAM MOBILE	TELECOMMUNICATION TOWER & EQUIPMENT SHELTER - CERTIFIED	Lot 3058	Lot 3058	MAWSON ROAD	NAPIER
163212	OCCUPANCY PERMIT	OCCUPANCY PERMIT - SERVICE STATION - CONVENIENCE STORE & LUNCHBAR	342-346	Lot 40 41	ALBANY HIGHWAY	ORANA
	RYDE BUILDING COMPANY PTY LTD	AMENDMENT TO BP #163049 - INCREASE FRONT SETBACK - UNCERTIFIED	15	Lot 303	SEAWOLF ROAD	ROBINSON
	OWNER BUILDER	RETAINING WALL - UNCERTIFIED	15	Lot 120	HARDING ROAD	ROBINSON
163177	OCCUPANCY PERMIT	MARKET GARDEN PACKING SHED COOLRROM AND HARVEST STORAGE	166	Lot 100	FRENCHMAN BAY ROAD	ROBINSON
163183	OWNER BUILDER	PATIO - UNCERTIFIED	6	Lot 5	HARDING ROAD	ROBINSON
	KOSTERS STEEL CONSTRUCTION PTY	ALTERATIONS & ADDITIONS TO EXISTING DWELLING - UNCERTIFIED	106	Lot 250	PRINCESS AVENUE	ROBINSON
	DAVID HOLLOWAY	NEW DWELLING SHED & RAINWATER TANK - UNCERTIFIED	107	Lot 535	HOME ROAD	ROBINSON

# REPORT ITEM DIS 156 REFERS

Application Number	Builder	Description of Application	Street #	Property Description	Street Address	Suburb
163215	M & L STONE	NEW DWELLING - UNCERTIFIED	Lot 207	Lot 207	TROTTER GROVE	ROBINSON
163151	T J & W E BRADE	ALTERATIONS/ADDITIONS TO EXISTING DWELLING - UNCERTIFIED	6	Lot 23	MUIR STREET	SPENCER PARK
163169	IRONMONGER BUILDING COMPANY	AMENDED ENGINEERED DETAILS TO ORIGINAL BUILDING PERMIT # 163	86	Lot 37	DAVID STREET	SPENCER PARK
163211	OWNER BUILDER	SHED - UNCERTIFIED	27	Lot 148	NEWBOLD ROAD	TORBAY
163203	MATSON FABRICATIONS	CARPORT - UNCERTIFIED	18	Lot 219	KENDELL COURT	WARRENUP
	RYDE BUILDING COMPANY PTY LTD	NEW DWELLING - UNCERTIFIED	36	Lot 60	CATLING CLOSE	WARRENUP
163223	OWNER BUILDER	SHED EXTENSION - UNCERTIFIED	70	Lot 110	RANDELL CRESCENT	WARRENUP
	TURPS STEEL FABRICATIONS	GARAGE AND PATIO - UNCERTIFIED	1	Lot 808	PARISH STREET	YAKAMIA

# **CITY OF ALBANY**

## **REPORT**

То

His Worship the Mayor and Councillors

From

Administration Officer - Planning

Subject

**Development Application Approvals** 

March 2019

Date

1 April 2019

- 1. The attached report shows Development Application Approvals issued under delegation by a planning officer for the month of March 2019.
- 2. Within this period 68 Development applications were determined, of these;
  - 61 Development applications were approved under delegated authority;
  - 0 Development application was approved by Council;
  - 1 Development application was cancelled; and
  - 6 Development applications were withdrawn.

Jenny Ferrell

Information Officer - Development Services

# **PLANNING SCHEME CONSENTS ISSUED UNDER DELEGATED AUTHORITY**

#### Applications determined for March 2019

Application Number	Application Date	Street Address	Locality	Description of Application	Decision	Decision Date	Assessing Officer
		Parade Street	Albany	Museum - Temporary Sea			
P2190066	12/02/2019			Container	Delegate Approved	7/03/2019	Taylor Gunn
P2190059	8/02/2019	Stirling Terrace	Albany	Office (Lots 528 & 75)	Delegate Approved	11/03/2019	Jessica Anderson
P2190075	14/02/2019	Grey Street East	Albany	Single House - Additions	Delegate Approved	11/03/2019	Jessica Anderson
P2190081	18/02/2019	York Street	Albany	To Operate an Outdoor Eating Faclity - Albany Sandwich Bar Cafe	Approved	6/03/2019	Jan Van Der Mescht
P2190122	6/03/2019	Serpentine Road	Albany	Bed and Breakfast	Withdrawn	15/03/2019	can van Ber Mecent
P2190114	1/03/2019	Toll Place	Albany	Dod and Droamact	Cancelled	6/03/2019	
P2180499	9/10/2018	Toll Place	Albany	Hotel	Approved	12/03/2019	Adrian Nicoll
P2180631	19/12/2018	Lower Stirling Terrace	Albany	Showroom	Delegate Approved	28/03/2019	Alex Bott
P2180632	19/12/2018	Earl Street	Albany	Grouped Dwelling x 13	Delegate Approved	8/03/2019	Taylor Gunn
P2190104	27/02/2019	Yatana Road	Bayonet Head	Single House - Patio	Delegate Approved	11/03/2019	Jessica Anderson
P2190119	5/03/2019	Bluff Street	Mira Mar	Single House - Deck & Retaining Wall	Delegate Approved		Jessica Anderson
P2190055	7/02/2019	Barker Road	Centennial Park	Grouped Dwelling (x49)	Delegate Approved	25/03/2019	Taylor Gunn
P2190063	11/02/2019	Stead Road	Centennial Park	Single House - Outbuilding	Delegate Approved	11/03/2019	Taylor Gunn
P2190109	28/02/2019	Pioneer Road	Centennial Park	Single House - Retaining Wall	Delegate Approved	11/03/2019	Jessica Anderson
P2190129	7/03/2019	Bedwell Street	Emu Point	Single House - Outbuilding	Delegate Approved	26/03/2019	Jessica Anderson
P2190120	5/03/2019	Baxteri Road	Cheynes	Development - Garage Extension	Withdrawn	21/03/2019	Jessica Anderson
P2190118	5/03/2019	Charles Street	Gledhow	Single House - Outbuilding	Delegate Approved	19/03/2019	Jessica Anderson
P2190107	28/02/2019	Karrakatta Road	Goode Beach	Approval of Existing Development Single House - Deck	Delegate Approved	8/03/2019	Alex Bott
P2190110	1/03/2019	Millbrook Road	Green Valley	Single House - Patio Extensions & Outbuilding Addition	Delegate Approved	14/03/2019	Taylor Gunn
P2190041	31/01/2019	Bay View Drive	Little Grove	Single House	Delegate Approved	13/03/2019	Taylor Gunn
P2190098	25/02/2019	Symers Street	Little Grove	Single House - Outbuilding	Delegate Approved	5/03/2019	Jessica Anderson
P2190100	25/02/2019	Lorikeet Way	Little Grove	Single House - Patio	Delegate Approved	6/03/2019	Taylor Gunn
P2190128	7/03/2019	Grove Street West	Little Grove	Single House	Delegate Approved	25/03/2019	Jessica Anderson
P2190046	1/02/2019	Lower King Road	Lower King	Single House - Addition (Alfresco)	Delegate Approved	13/03/2019	Taylor Gunn
P2190127	7/03/2019	Boulton Lane	Lower King	Pet Grooming Service	Withdrawn	12/03/2019	
P2190132	8/03/2019	Lower King Road	Lower King	Single House - Retaining Wall	Delegate Approved	13/03/2019	Taylor Gunn

Application Number	Application Date	Street Address	Locality	Description of Application	Decision	Decision Date	Assessing Officer
		Mckenzie Drive	Lower King	Approval of Existing Development -			
P2190146	13/03/2019	WOROTIZIO BITTO		Single House - Retainings Walls	Delegate Approved	27/03/2019	Taylor Gunn
P2190156	19/03/2019	Prideaux Road	Lower King	Single House - Water Tank	Delegate Approved	29/03/2019	Taylor Gunn
		Northwood Lane	Lower King	Telecommunications Infrastructure - 40m Tower and Ground Based			
P2180612	12/12/2018			Equipment	Delegate Approved	15/03/2019	Alex Bott
P2190094	22/02/2019	Mount Boyle Road	Kalgan	Winery Additions & Water Tanks x2		26/03/2019	Jessica Anderson
P2190116	5/03/2019	Riverside Road	Kalgan	Single House - Outbuilding	Withdrawn	19/03/2019	Taylor Gunn
P2180634	19/12/2018	Chester Pass Road	King River	Approval of Existing Development - Home Business	Delegate Approved	8/03/2019	Alex Bott
P2190136	11/03/2019	Hortin Road	Kronkup	Single House - Additions & Alterations	Delegate Approved	23/03/2019	Taylor Gunn
P2190092	21/02/2019	Berrima Road	Marbelup	Single House	Delegate Approved	15/03/2019	Taylor Gunn
P2190141	12/03/2019	Lowanna Drive	Marbelup	Single House & Change of Use of existing Single House to Ancillary Accommodation	Delegate Approved	28/03/2019	Taylor Gunn
P2190076	14/02/2019	Timewell Road	McKail	Tree Plantation - Addition	Delegate Approved	21/03/2019	Taylor Gunn
P2190077	14/02/2019	Timewell Road	McKail	Tree Plantantion - Addition	Delegate Approved	21/03/2019	Taylor Gunn
P2190117	5/03/2019	Beaudon Road	McKail	Single House	Delegate Approved	21/03/2019	Taylor Gunn
P2190038	29/01/2019	Hare Street	Middleton Beach	Single House	Delegate Approved	21/03/2019	Taylor Gunn
P2190078	14/02/2019	Mckenzie Street	Middleton Beach	Single House - Retaining Wall	Withdrawn	5/03/2019	Jessica Anderson
P2190113	1/03/2019	McKenzie Street	Middleton Beach	Single House and Retaining Walls	Delegate Approved	18/03/2019	Jessica Anderson
P2190082	18/02/2019	Bonthorpe Court	Millbrook	Single House - Outbuilding	Delegate Approved	21/03/2019	Taylor Gunn
P2190070	13/02/2019	Hereford Way	Milpara	Single House Outbuilding & Water Tank	Delegate Approved	6/03/2019	Taylor Gunn
P2190090	20/02/2019	Hereford Way	Milpara	Single House - Additions	Delegate Approved	1/03/2019	Taylor Gunn



# LOCAL EMERGENCY MANAGEMENT COMMITTEE MEETING Minutes

Thursday 13 December 2018 at 8.30am

VENUE: Civic Rooms, 102 North Road

(File Ref: ES.MEE.5 /AM18177277)

**Committee Terms of Reference:** The aim of the Local Emergency Management Committee (LEMC) is to overview, plan and test the local community emergency management arrangements. The committee includes representatives from agencies, organisations and community groups with expertise relevant to the identified community hazards and risks and emergency management arrangements.

#### 1 ATTENDANCE:

Name	Organisation
Fiona Pengel	Shire of Plantagenet
Rob Lake	DFES
Adam Smith	DFES
Noel Chambers	DOT
Anna Page	COA – Airport
Stuart Jamieson	COA – Governance
Barbara Marquand	WACHS – GS AHC
Vicki Charters	WACHS
Kirsty Steytler	DOC
Vince Hilder	DBCA
Michael Cole	COA – ED
Andrew Buchanan	ATCO
Charlotte Powis	DFES
Gary Duncan	CBFCO
Colin Hyde	COA – RES
Grant Pollard	WAPOL
Adrian Stratico	WC
Simone Klose	COA – Events
Kiera Stephen	COA – Events
Rob Lynn	BFAG – Chair
Nathan Tysoe	COS – RES
Kurt Weinert	Western Power
Stacey Abbott	SJA
Paul Camins	COA – ED
Samantha Stevens	COA - ALAC

#### 2 APOLOGIES:

Name	Organisation
Mike Richardson	COA
Lorna Woodward	DOC
Andrew Collins	ABC
Susan Kay	COA
Alison Benson	Parks & Wildlife Service
Phillip Schupp	Dept of Communities (Housing)

#### REPORT ITEM LEMC 018 REFERS

Dennis Wellington	COA
Robert Castiglione	Department of Education
Andrew Sharpe	COA
Kelly Hill	DPIRD
Neville Blackburn	DOC
Scott Macaulay	Southern Ports
Tony Ward	COA
Roy Spurr	ARC

#### 3 CONFIRMATION OF MINUTES OF THE PREVIOUS MEETING

#### **ITEM 3.1: COMMITTEE RECOMMENDATION**

The minutes of the Local Emergency Management Committee meeting held on 13 September 2018 confirmed as a true and accurate record of proceedings with inclusion of amendment to point 7.3; COA (Stuart Jamieson); closing paragraph with word 'review'.

Moved: S Jamieson Seconded: C Hyde

#### 4 DISCLOSURE OF INTEREST - Nil

#### 5 BUSINESS ARISING FROM PREVIOUS MEETINGS:

Item	Status
THAT LEMC write to DEMC highlighting concerns regarding communications network failure and lack of reliable power back up during the recent extended power outage.	

#### 6 STANDARD AGENDA ITEMS (AS PER State EM PROCEDURE 7)

#### 6.1 Confirmation of Contact Details and Key Stakeholders

As per attached contact list (Attachment 1).

#### 6.2 City of Albany Events

(Simone Klose - Events Coordinator)

Introduction newly appointed Events Coordinator, Kiera Steven.

Request for feedback regarding Field of Lights opening and Remembrance Day celebrations.

#### City Events and Key information:

#### New Year's Eve

- Anzac Peace Park
- Road closures commence from 4pm to midnight
- Fireworks to be launched from the jetty
- Protective matting in place on the jetty
- Food trucks & entertainment positioned at peace park until 9pm
- Firework display 9pm & midnight

#### Australia Day Celebrations

- Located at Middleton Beach
- Commercial opportunities to operate during the week
- Workshops and stall holders
- Sunset movie
- No road closures

#### Kalgan Stampede

12 & 13 January 2019

#### Wagnall's Wine Concert

• 25 January 2019

**Action**: City of Albany to incorporate the Southern Ports cruise ship schedule into the Events Register.

#### 6.3 Post Incident Reports

City of Albany Brigade PIA (Redmond & Napier Fires) - Rob Lynn (Chair of BFAG) Executive Summary, post incident analysis and recommendations from the fire events of 24 May 2018. Acknowledgement to Brendan Gordon.

As per attached Post Incident Analysis (Attachment 2).

#### 6.4 Post Exercise Reports

Department of Transport Oil Spill Exercise – N Chambers Overview of joint exercise between Southern Ports and Department of Transport.

As per attached Ex Amity Challenge Post Event (Attachment 3).

#### 6.5 Funding Nominations and Application Progress

Adam Smith – National Disaster Resilience Program funding open.

- State and non-government agencies eligible
- Information available at https://semc.wa.gov.au

### 6.6 Risk Management / Treatment Strategies

Report of Bushfire Mitigation Forum 2018 – Rob Lynn (Chair of BFAG) Attended the rural fire division discussion in October, 2019.

As per attached Rural Fire Division Bushfire Mitigation Forum 2018 (Attachment 4).

#### 7 GENERAL BUSINESS

#### 7.1 City of Albany Beach Closure Policy

#### **COA - Colin Hyde (Acting Ranger & Emergency Services Manager)**

Presented an overview of the City of Albany's Beach Closure Policy.

#### 7.2 Agency Reports

#### Parks & Wildlife Service - Vince Hilder

Water bombers and pre-formed teams commenced a couple of weeks ago. Currently working with DFES on a pre-determined response plan. A spate of arson incidents in the North East Sector was reported.

#### **DFES - Rob Lake**

Pre-season forum now completed and training calendars are full.

New District Officer Rural; Murray Hatton returning and commencing early in the New Year.

Darren Prior the Bushfire Risk Mitigation Officer is concentrating on mapping areas for bushfire mitigation and mapping areas that have been previously burnt.

Assisting Charlotte Powis with the Bushfire Ready Groups which have received increasing interest and positive feedback from the community.

#### **COA - Stuart Jamieson**

All access gates at the airport are being upgraded, to improve security and access for response agencies. As a result of the gate upgrades, the emergency exercise is delayed until January or February 2019. All fuel tanks for the EPB are being serviced and restocked ready for the fire season.

#### **COA - Mike Cole**

DOT exercise corroborated that involvement in committees such as LEMC proves to be beneficial and builds positive networks.

Minister for Fisheries visited the City of Albany on Wednesday and announced a lifejacket trial to commence at Salmon Holes from 1 January 2019. Officers from the Department of Primary Industries and Regional Development and the Department of Biodiversity, Conservation and Attractions will be monitoring and enforcing the wearing of lifejackets by visitors. The trial is expected to run until 2021.

#### **DOT - Noel Chambers**

Marine information evening to be held at the Boat Shed on January 11, 2019, targeting families and a focus on interacting with the marine environment.

The Leeuwin will visit Albany on 12 January 2019 for approximately 5 days, moored within the marina. The Leeuwin will be open to the public for some of its visit.

#### Water Corporation - Adrian Stratico

Currently undertaking a large portion of work around critical infrastructure such as; treatment plants, tanks etc. Water Corp has a team visiting from Perth who are completing risk assessments of their assets and properties managed by WC.

#### Western Power - Kurt Weinert

A large portion of bushfire mitigation work was undertaken in Frankland and Rocky Gully in November this year. In 2019 the focus will be within the Torbay area, with installation of new poles and an inductor. ETA February, March, 2019.

#### St John Ambulance – Stacey Abbott

Leading into the summer busy period, there will be an increase of jobs. As a result SJA is now reviewing the cluster of jobs and the hour's that crew's work to prepare for the busy period.

#### **COA – Thea Rogister (Works and Services)**

Skeleton staff available between 24 to 27 December. All incoming calls will be managed by the Manjimup call centre, with escalation and emergency responses for City staff.

#### **CBFCO - Gary Duncan**

Availability discussions commenced with VBFB for the festive period. A minimum of 2 appliances will be turned out to each fire over this period.

#### **COA - Suzan Lees (Acting Emergency Management Team Leader)**

Brendan Gordan has been working closely with DFES training new VBFB recruits, with 20 to 30 new enrolments.

The City is considering submitting a nomination for a grant to carry out bushfire risk management work through the National Disaster Resilience Funding.

Reminder that prohibited Season commences on December 15.

The City of Albany is reviewing responses over the Christmas New Years Break, ensuring we have persons available to support the VBFB.

Two new appointments now confirmed: CBFCO, Gary Duncan and DBFCO Graeme Poole. Acknowledgement of Darren Prior's work as former CBFCO.

#### **Charlotte Powis - DFES**

Public spike in interest around bushfire preparedness. The King River BFB Community Engagement information session in October, was successful with approximately 70 persons attending.

Further community engagement information sessions and meetings have been delivered within the City and wider communities such as: Torbay Hill, Youngs Siding, Manypeaks, South Stirlings, Esperance, Jerramungup, Ongerup, Gnowangerup and Denmark. Public feedback and engagement has been very positive.

#### **Shire of Plantagenet – Fiona Pengel**

Call centre to manage incoming calls over the Christmas and New Years Period, with persons on call

#### **Department of Communities - Kristy Steytler**

Amalgamation of Departments has increased the pool of personnel trained to assist at the evacuation centre during an incident.

#### **DFES - Rob Lake**

Endorse Charlotte's view that there is a high level of interest around bushfire preparedness within the communities.

#### WAPOL - Grant Pollard

Emergency plans are in place for the festive period and the communications plan is under review this afternoon. Normal patrols to continue.

#### **WA Country Health Service - Barbara Marquand**

WACHS undertook burns management training for the district in preparation and leading into summer.

#### 7.3 City of Albany Emergency Management Report

Reiterated and welcomed Gary Duncan's appointment as newly appointed CBFCO.

Conversations continue internally with key stakeholders within City directorate's incident management. Measures to support Bushfire Brigades have been established and will continue to maintain the strategy to elevate early, rather than wait.

Rangers are now located back at Mercer Road, which is equipped with an incident control facility for managing small incidents.

#### REPORT ITEM LEMC 018 REFERS

New acting appointments within Rangers and Emergency Services team, due to Garry Turner and Tony Ward's absence are as follows:

- Colin Hyde Ranger and Emergency Services Manager
- Suzan Lees Emergency Services Team Leader
- Michelle Doherty Ranger and Emergency Services Administration Coordinator
- Nathan Tysoe Ranger Team Leader

Firebreak inspections have been delayed until January 2019, with focus on small acreage and high-risk areas.

City councillors recently adopted a policy around small acreages that have strategic firebreaks on scheme plans. However, the strategic firebreak sometimes doesn't exist or isn't where you think it is. City Rangers will educate the community around the requirements of strategic firebreaks and promote bushfire management plans throughout the firebreak inspection period.

Skeleton Ranger staff are available over the festive period and calls will be managed by the Manjimup call centre. Rangers will increase patrols in coastal areas leading into the high fire period, to encourage the public to be more responsible when using cooking camp fires.

#### **COA - Stuart Jamieson**

The City of Albany insures 800 plus registered volunteer fire fighters. As a result of a change to the *Fire and Emergency Services Act 1998 (the Act)*, the City's insurer now provides extra cover for all registered bushfire volunteer firefighters should they be diagnosed with one of the 12 prescribed cancers.

Extract from Policy:

#### 4.6 Specified Diseases

Specified Diseases cover for fire fighters as per Part 6B sections 36ZM, 36ZN, 36ZO, 36ZP, 36ZT & 36ZX of the Fire and Emergency Services Act 1998 (as amended) and Division 4A sections 49A, 49B, 49C, 49D, 49E & Schedule 4A-Specified diseases for firefighters of the Workers Compensation and Injury Management Act 1981 (as amended) and any other applicable Acts that may apply from time to time.

This change has increased the cost of insurance, which in turn may impact on the amount of ESL funding available.

The City also insurer all Volunteer Bushfire Brigade appliances for like for like replacement, which is also claimed against the ESL fund.

Increased insurance cost may have an impact on available ESL funding for disbursement across the state.

#### **DFES - Adam Smith**

New Disaster Recovery Funding Arrangements for WA

Commonwealth disaster relief and recovery funding arrangements. What is changing, who you can contact and what you need to know.

As per attached DEMC – DRFA-WA presentation (Attachment 5).

- 8 DATE OF NEXT MEETING: Thursday 21 March 2019
- 9 CLOSURE OF MEETING: 10:25am

Signed John & Slambor (Cr John Shanhun)

Page 6 of 6

#### **Post Incident Analysis**

Redmond & Napier Fires - 24th May 2018

#### **Executive Summary**

On the evening of Thursday 24<sup>th</sup> May 2018 strong northerly winds resulted in multiple escaped burns. Fires in Redmond and later in Napier rapidly escalated and threatened lives and property.

This post incident analysis (PIA) has not identified or commented on the root cause of the fires as it is understood this will be carried out by others.

Although technically separate incidents due to the Redmond and Napier fires occurring on the same night and utilising shared resources and a common IMT we have analysed both fires concurrently.

The following method was used in compiling this report:

- 1. Brigades attending the fires conducted formal post incident meetings.
- 2. Resulting observations, comments and suggestions were collated into a single discussion document.
- Utilising the abovementioned discussion document a forum was held comprising senior brigade personnel, emergency service agencies, Parks and Wildlife, and City of Albany employees.

It was concluded despite the rapid escalation of the Redmond fire and the threats posed by the Napier fire the incident was well managed, initially by Redmond control, and later by central control. The mobilisation of brigades was fast and efficient with all Albany Brigades working proactively. The escalation of the incident level was appropriate and timely and the level 3 incident team was competent and well resourced. The organisation and support of career and volunteer crews from surrounding towns and further afield to provide relief for Albany crews was greatly appreciated.

The recommendations and suggestions below are a result of the comprehensive review held by participating volunteer brigades and discussions with other agencies.

#### **Rob Lynn**

**Bush Fire Advisory Group Chair City of Albany Volunteer Bush Fire Brigades** 

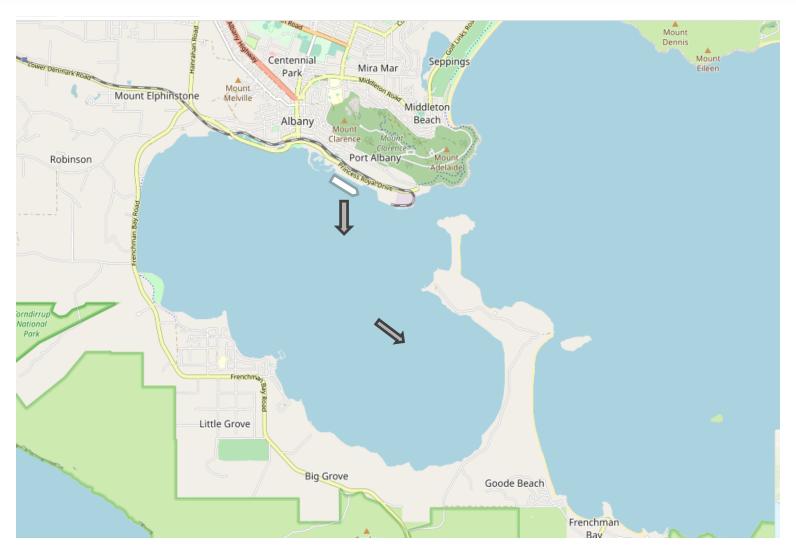
### REPORT ITEM LEMC 018 REFERS

	Redmond Napier PIA Recommendations:	Action	Est. Completion	Responsible	Completed
1.	Identify alternative ways sending T-card information to Control point. Eg radio, phone, SMS.	B,C	End Oct	RBL	
2.	FCV to provide assistance from CoA/DFES to help first responders set up battle boards, radios and protocols for evacuations.	A,C	End Nov	COA - to liaise with DFES/SES for Support	SES support is available at request of Incident Controller.
3.	Establish protocol for early sectoring of fires.	A,B	26-Sep	Re-education of BOP - Preseason briefing	BOP refresher included in Brigade pre-season briefings.
4.	Fit second radio to all light tankers.	С		All CoA LT's are compliant. Have previously requested in HFS vehicles, but denied	Completed. All City light Tankers are equipped with two radios.
5.	Establish protocol for secondment of nearby duplex repeaters for different fires.	С	15-Oct	Letter from CBFCO to DFES - COA to prepare	In progress - Expected completion 1/12/2018
6.	Consider establishment of a Communications Planning Group to formalise bushfire communications protocols and identify areas for improvement.	В,С	26-Sep	Re-education- BOP - Preseason briefing	
7.	For large fires have fuel available at the control point or other strategic location.	С		COA - Review fuel supplies and suppliers for adequacy and portability	Fuel supplies are incorporated into LEMA Resource log and are available for consideration by Incident Management team.
8.	Suggest mobilising an ambulance for all larger fires (Ambulance to be located as close as safety allows to the incident).	В,С	End Nov	IMT to consider requirement for on-site Ambulance. Letter from CBFCO to St John's - COA to prepare	
9.	Develop scenario planning model to train incident controllers, IM teams, sector commanders and crew leaders to high level incidents in a controlled environment.	В,С	15-Oct	Exercise planned for 17th Oct. Letter from CBFCO to DFES - COA to prepare	Completed - exercise implemented 17/10/2018.
10.	Review catering and meal distribution process.	В,С		Brigades to consider options	
11.	Simplify CoA website to ensure community is clear about limitations for lighting fires and when bans are in place. Explore development of a social media and smartphone App to inform residents.	С		CoA website improvements are underway. Emergency WA needs to be primary supplier of information regarding limitations and bans - cross-reference from COA website. Social Media discussion currently in progress with DFES	
12.	Develop and implement electronic permit regime before next fire season.	A,B		This is being considered by OBRM as part of their review of the May over the whole SW WA. AVBFB to engage with OBRM and WALGA. COA would endorse State program.	Internal discussions underway re: possibility of in-house system.
$\vdash$					
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Α	COA Emergency Management Team				
В	Brigade				
С	CBFCO				

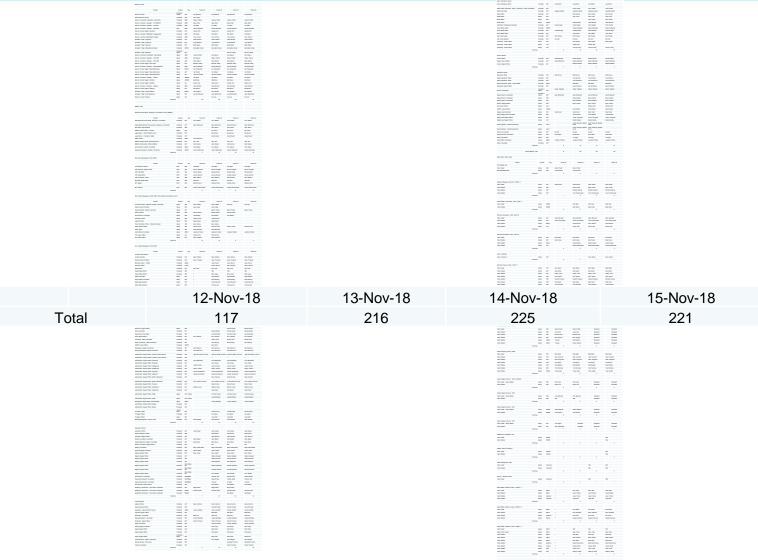


A Joint Exercise between Southern Ports and Department of Transport





# **Personnel Matrix**



# Exercise Amity Challenge Technical Details

Incident between a ship and tug resulting in a HFO spill

Spill size – Estimated 30 Tonnes
Port was primary responder and boomed the vessel

Port closed to commercial traffic and Princess Royal Harbour closed to all vessels – including ramps and marina

# **Exercise Amity Challenge**First Response

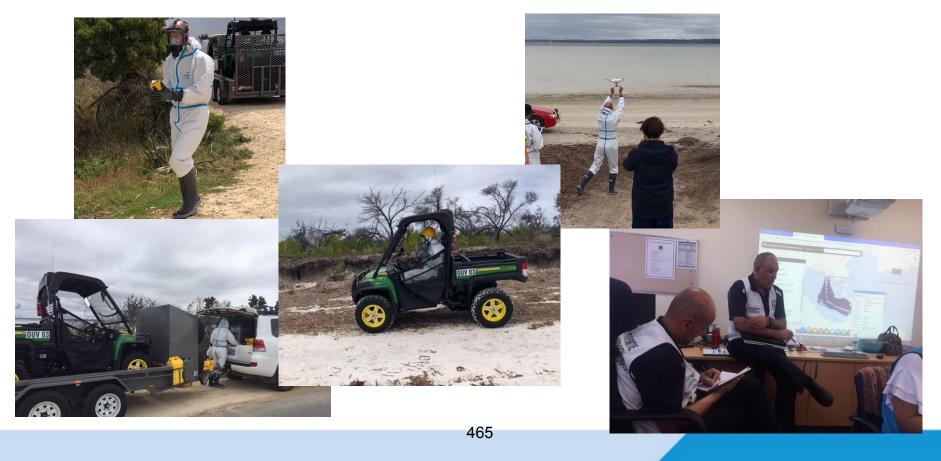


Safety of responders is always paramount



**Escalation of Incident** 

Due to oil not being contained within the boom Southern Ports requested assistance from the Department of Transport, the incident was classified as a Level 2 Incident.



# Exercise Amity Challenge Oiled Shoreline Response

With oil expected to land on the shore of Shoal Bay a shoreline clean-up was planned and enacted





FOB in Albany







Staging area at the port





Division Command at the beach

## **Exercise Amity Challenge**

Oiled Shoreline Response - Contd.



Treatment of Oiled Wildlife





Shoreline collection







## **Exercise Amity Challenge**

Media - Community



GWN Actual interviews

Staged Media scrum





Staged Community meeting



## **Exercise Amity Challenge**

### Conclusions - So Far

- Final report yet to be published
- Always room for improvement
- New systems tested
- Considered a great success a lot of <u>firsts</u>
  - o equipment was deployed in a remote exercise
  - o remote response model worked well
  - oiled wildlife container used
  - police involved
  - Local Government involved on ground
- Department of Transport appreciates the support of the all participating agencies and businesses

REPORT ITEM LEMC 018 REFERS

**Exercise Amity Challenge** 





### Bushfire Mitigation Forum held in Kalamunda on the 4th October.

- Attended by over 100 people for the State's Bushfire Management Sector including State agencies, volunteers, local govt and special interest groups.
- Forum combined plenary Q&A sessions with two workshops Working together in Bushfire Mitigation and Designing the Bushfire Centre of Excellence.
- Sml working group sessions Start doing, Keep doing and Stop doing format
- Key themes of Bushfire Mitigation Workshop were:
  - **Stop doing**: unnecessary complexity, silo behaviours, inadequate or inequitable funding arrangements, top-down-ineffective communication practices, lack of commitment from all stakeholders to coordinated bushfire mitigation.
  - Keep doing: ongoing, improved funding for bushfire mitigation activities, opportunities for shared training, coordinated mitigation planning, local community engagement.
  - Start doing: there were over 200 ideas to improve how agencies work together in bushfire mitigation, a central tenet of recommendations was the need to better tailor planning systems and practice to the State context. Participants strongly identified the need to improve consultation and communication with local communities and empower them to share responsibility for their bushfire risk through tailored education practices. The sector needs to better communicate the mitigation imperative and promote where practices successfully reduced bushfire risk or had directly assisted in the management of bushfires. Also to improve understanding and incorporate traditional owners mitigation measures by promoting cultural linkages.

- Key themes from the Designing the Bushfire Centre of Excellence workshop were:
  - Workshop captured over 730 views
  - Common themes were: expectation the centre would be
    accessable and representative of all segments of the bushfire
    sector, staffing of the centre must be true subject matter experts
    representative of all segments of the bushfire sector, must include
    hands on and infield training facilities, needs to include research
    and development facilities.
  - Examples of "Excellence" included: cross sector collaborative behaviours and application of advanced technologies. Ability to "share" excellence in an online environment for those living remotely. Needs to cover all aspects of bushfire prevention, preparedness, response and recovery.
  - Many groups emphasised the importance of the Centre providing practical outcomes not bureaucratic outputs.
- The ideas from the forum will be used to inform the operational planning and design of the Bushfire Centre of Excellence while the mitigation contributions will be used to shape the current and future bushfire mitigation programs and strategies.



# District Emergency Management Committee

New Disaster Recovery Funding
Arrangements

12 December 2018

## Today's presentation

- Commonwealth disaster relief and recovery funding arrangements
  - WANDRRA and DRFA-WA
  - Summary of the arrangements
  - Summary of assistance measures
- What is changing?
  - Claims process
  - Support for LGs
  - Quarterly estimates
  - Greater information
- Who can you contact?
- What do you need to do now?

# Commonwealth disaster refreshands recovery funding arrangements

It is an arrangement, not an agreement.

It is designed to be a safety net for States only.

If WA wants to access funding, it must follow the Commonwealth's rules.



Natural Disaster Relief and Recovery Arrangements

Applied to all events prior to 1 November 2018



**Disaster Recovery Funding Arrangements** 

Commenced on 1 November 2018

## Western Australia's disaster funding

Western Australia does not offer all available measures under the NDRRA and DRFA

- E.g. concessional loans are not offered in WA
- Fencing measures for Primary Producers are offered in WA only, as a State assistance measure

Western Australia's application of the Commonwealth arrangements include:



- Currently 11 active WANDRRA events & one possible activation from June 2018
- Claims possible until June 2020



- New DRFA-WA guidelines commenced on 1 November 2018
- No event to date
- Any new event is a DRFA-WA event

## When does DRFA-WA apply?

### To be an eligible event, these criteria must be met:

It must be a terrorist event or one of 10 natural disasters



**Bushfire** 



Cyclone



Earthquake



Storm Surge



Meteorite Strike



Flood



Landslide



Storm



Tsunami



Tornado

## When does DRFA-WA apply?

### Criteria for an eligible event continued:

- A coordinated multi-agency response is required
- The cost of emergency assistance to individuals and communities, or damage to essential public assets, is estimated to exceed \$240,000

To make a claim an organization must be an eligible undertaking, including:

- A department or state government agency
- Established by or under state legislation for public purposes
- In the operation of the asset provides services free of charge or at a rate that is 50% or less of the cost to provide those services

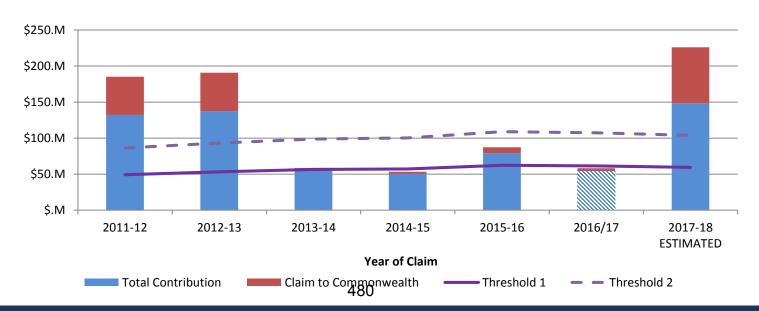
## Who decides if an event is eligible?

- Affected local governments & agencies advise DFES Recovery of impact following an event
- Expected terrorist event
  - DFES Recovery liaise with the Commonwealth and provide details.
     Commonwealth determine if it is deemed eligible.
- Natural disaster event
  - DFES Recovery collate information about eligibility and provide to the Commonwealth
  - Discussions between Commonwealth and State Minister offices to agree media requirements
  - Once Commonwealth has approved the event, FES Commissioner proclaims a DRFA-WA event.
- The process must follow the established protocol and can take time

## The Commonwealth/State split

- The DRFA-WA (and previously WANDRRA) is jointly funded by the Commonwealth and State.
- It is a safety net only for the State.
- The State pays the initial threshold (approximately \$60 million)
- The Commonwealth's contribution is significant, when Western Australia has a number of eligible events that incur costs

### WANDRRA Claim Summary - 2011/12 - 2017/18



### A DRFA-WA overview

## Assistance measures provided

- Category A Emergency assistance for individuals
   New Community Recovery Officer measure to support individuals
- Category B Support to asset owners, small business and primary producers
  - Financial support provided to repair essential public assets
  - Counter disaster operations for the protection of the general public to ensure health and safety in public areas
  - Assistance for small business and primary producers
- Category C Community recovery package
   Possible mitigation funding available, dependent on over/under estimation of works. Expectations to be managed.
- Category D Measures for exceptional circumstances
   As agreed with the Commonwealth.

### REPORT ITEM LEMC 018 REFERS

## Key changes under the DRFA-WA

 The State will be paid by the Commonwealth based on estimates for essential public asset reconstruction, not actual costs

*Note*: LGs will continue to be reimbursed on actual costs

- Significant assurance information must be provided to substantiate estimates
- Possible mitigation funding, dependent on over/under estimation of works

Note: Variances must be explained

## Changes for LGs and agencies

- Damage reports must be provided and must include:
  - Pre-disaster condition information
  - Asset function information
- Estimates must be provided and costs verified by an engineer or quantity surveyor.
- Removal of 'day labour restrictions'
- Introduction of emergency works and immediate reconstruction works

## Changes to support the DRFA-WA

## State level changes

- Recovery now part of DFES
- A/State Recovery Coordinator A/Assistant Commissioner Rick Curtis
- A/Deputy State Recovery Coordinator Suellen Flint
- Additional resources being recruited
- Additional Recovery Manager to look at broader recovery issues, including Category C

## **Existing issues**

identified at the beginning of this process)





Concerns with the process

→ Concerns over the lack of information

## Addressing LG cashflow concerns

- New Asset Repair Working Capital will be available from 1 November 2018
- Provides a 20% advance payment to the LG to assist LGs with the upfront costs
- Does not apply for WANDRRA events
- Does not change LG contribution
- It is an LGs choice project by project

# How does the Asset Repaire LEMC 018 REFERS Working Capital operate?

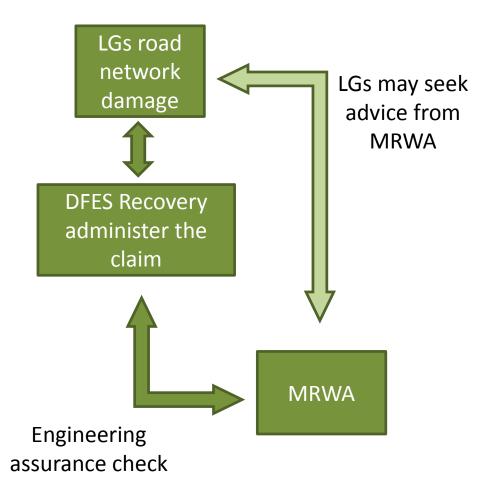
- Based on the verified estimate
- LGs choose whether they would like the 20% advance payment
- When LGs make claims, 25% is withheld to repay the Working Capital
- Once 50% of the estimate is claimed, LGs will be reimbursed 50% of their claims until the Working Capital and LG Contribution is repaid

## Process changes under DRFA-WA

## Changes to the MRWA role in processing DRFA-WA LG claims

- Estimates and claim information from LGs goes directly to DFES Recovery
- DFES Recovery will seek engineering assurance from MRWA Regional Office
- LGs may seek advice/request support from MRWA Regional Office

### **DRFA-WA**



## Changes to quarterly estimates

- Requirement of the Natural Disaster Relief & Recovery Arrangements (NDRRA) and DRFA
- Figures previously collected by MRWA now undertaken by DFES
- Indicative future costs informs both the State and Commonwealth
- Supports the payment timeframes to Asset Owners
- DFES requires supplementary funding from Treasury

## Greater information available

- DFES webpage for the DRFA-WA
  - DRFA-WA Guideline
  - Templates e.g. Damage
     Report, Cost estimate
  - Frequently asked questions
  - Factsheets for some key measures
  - Ongoing iterations of documents to support stakeholders

### **FACT SHEET**



#### Verification requirements

#### Damage assessment - verified by a 'suitably qualified professional'

Clause 6.2.1 of the DRFA-WA states:

States must undertake a damage assessment of each essential public asset. This must be conducted or verified by a suitably qualified professional with the appropriate level of expertise and experience from either.

- a. The state or local government; or
- b. A delegated third party

The Commonwealth does not define what suitably qualified means for a damage assessment. It is the responsibility of the agency to be able to provide evidence at the point of sign off, which notes why the person is deemed 'suitably qualified'.

An engineer or quantity surveyor must verify the cost estimate, but it is not required for the Damage Assessment. If an engineer or quantify surveyor does verify the damage assessment, their qualifications would be deemed to be suitable.

A signature box is included on page 2 of the Damage Assessment Template. There is room to identify the qualifications and experience of the verifying officer to ensure it clearly explains why the agency or local government believes the person to be suitably qualified.

A list of suitably qualified professionals in regards to road infrastructure for Main Roads Western Australia, is provided in Attachment 1. An example of a local government position that may be considered suitably qualified is also included in Attachment 1.

#### Verification of the cost estimate

Clause 6.4.7 of the DRFA states:

If cost estimation is the selected method [as opposed to market response] states must verify the estimated reconstruction cost by:

- Using an internal engineer or quantity surveyor with the appropriate level of expertise
   and experience or
- Engaging an independent engineer or quantity surveyor with the appropriate level of expertise and experience.

The cost estimate template has a signature box with a space to clearly identify the qualifications and any comments regarding experience of the verifying officer. The person must be an engineer or quantity surveyor.

This information must be clearly identified in order to meet the assurance requirements of the DRFA-WA.

This information will be checked with the National Engineers Register or through a search of the Australian Institute of Quantity Surveyors.

Version Date: 23 October 2018

Page 1 of 2

## Going forward

REPORT ITEM LEMC 018 REFE

## Communicating the changes

### To date significant consultation with:

- Main Roads WA
- WALGA
- The Office of the Auditor General
- Treasury and DPC

### Communicating the changes through:

- Presentations to LG Regional Road Groups, webinars, forums, DEMAs, LEMCs as requested
- Meeting with LG consultancy groups
- Meeting with all stakeholders

## The next challenge

### Supporting implementation

- Payment process between DFES and asset owners is key to ensuring payments are timely
- Communication between DFES and Treasury is critical to ensuring the availability of DRFA-WA/WANDRRA funding.
- Significant support may be required for the initial claims.
  - Dependent on the size of the event and the LGs affected, level of support
- Managing two systems in parallel, 11 active WANDRRA events and new DRFA-WA events

## Who to contact

### WANDRRA LG road claims

 Continue with the current process



### **DRFA-WA**

 Estimates & claims from 1 November



Disaster Recovery Funding Officers

### **DRFA-WA**

General queries



Katherine Clarke

## What do you need to do now?

## Disaster funding & preparedness

- New arrangements require greater assurance, but provide greater flexibility
- LGs are accountable for all projects which access disaster funding, including roads
- Understand what is going to make it easier post disaster e.g. good asset information



#### REPORT ITEM LEMC 018 REFERS

## Checklist

- Are you receiving the communication updates?
- Is your asset database up-to-date?
- Do you have questions that could be incorporated into the supporting materials?







Update 3 - 8 October 2018

### Support for LGs: Asset Repair Working Capital

New Disaster Recovery Funding Arrangements (DRFA) have been introduced by the Commonwealth and will commence on 1 November 2018. Western Australia will have a new DRFA-WA guideline that will replace the current WANDRRA process for all events that occur after 1 November 2018.

Under the current WANDRRA arrangements, local governments are reimbursed for repair works after they have completed the works. Some local governments have indicated that the time between undertaking the works and being reimbursed, places a significant strain on their cashflows.

The new DRFA process requires estimates for the repair of their essential public assets to be provided by asset owners and verified by engineers or quantity surveyors. Greater information is required to support these estimates. This new process, introduced by the DRFA, has enabled the State to develop a process that supports local governments to manage cashiflow concerns.

The Asset Repair Working Capital will be available to local governments for their asset repairs following an eligible disaster event.

#### What is the Asset Repair Working Capital?

- The Asset Repair Working Capital is an advance payment, which is 20% of the estimated cost
  of repair works.
- The 20% is based on the verified estimate to repair the damaged asset.
- It assists local governments to cover the upfront costs of repairs to damaged essential public assets.
- It does not have an impact on the local government contribution, which is the amount the local government must contribute towards the cost of repairs.
- The Asset Repair Working Capital is available for essential public asset reconstruction (Section 6 of the DRFA-WA), which requires a verified cost estimate, pre-disaster condition information and asset function information.
- It is not available for emergency and immediate works, which are undertaken within the first three months of the disaster event (or three months from the time the damaged asset is accessible)

## Questions



### **New arrangements**

Katherine Clarke – 9395 9971 – <u>drfawa@dfes.wa.gov.au</u>

### **DRFA-WA & WANDRRA queries**

- Graham Capper 9395 9973 graham.capper@dfes.wa.gov.au
- Terry Asher 9395 9341 <u>terry.asher@dfes.wa.gov.au</u>
- David Budd 0438 784 074 <u>david.budd@dfes.wa.gov.au</u>