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# ATTACHMENTS

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## **Ordinary Meeting of Council**

**Tuesday 13 December 2016**

6.00pm

City of Albany Council Chambers

ORDINARY COUNCIL MEETING  
ATTACHMENTS – 13/12/2016

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A Priority Project for the Albany Trails Hub Strategy

# **ALBANY HERITAGE PARK TRAIL NETWORK CONCEPT PLAN**



**COMMON GROUND**

# ALBANY HERITAGE PARK TRAIL NETWORK CONCEPT PLAN

Prepared by Common Ground Trails Pty Ltd for  
City of Albany  
[www.albany.wa.gov.au](http://www.albany.wa.gov.au)

## ACKNOWLEDGEMENTS:

The authors of this Albany Heritage Park Trail Network Concept Plan acknowledge that this land on which we live and work is Noongar country, and we pay our respects to Elders past and present.

Common Ground Trails wishes to acknowledge the significant contribution of the project steering committee as well as the valuable input from community interest groups, stakeholders, organisation representatives, users and individuals.

## PHOTOGRAPHY:

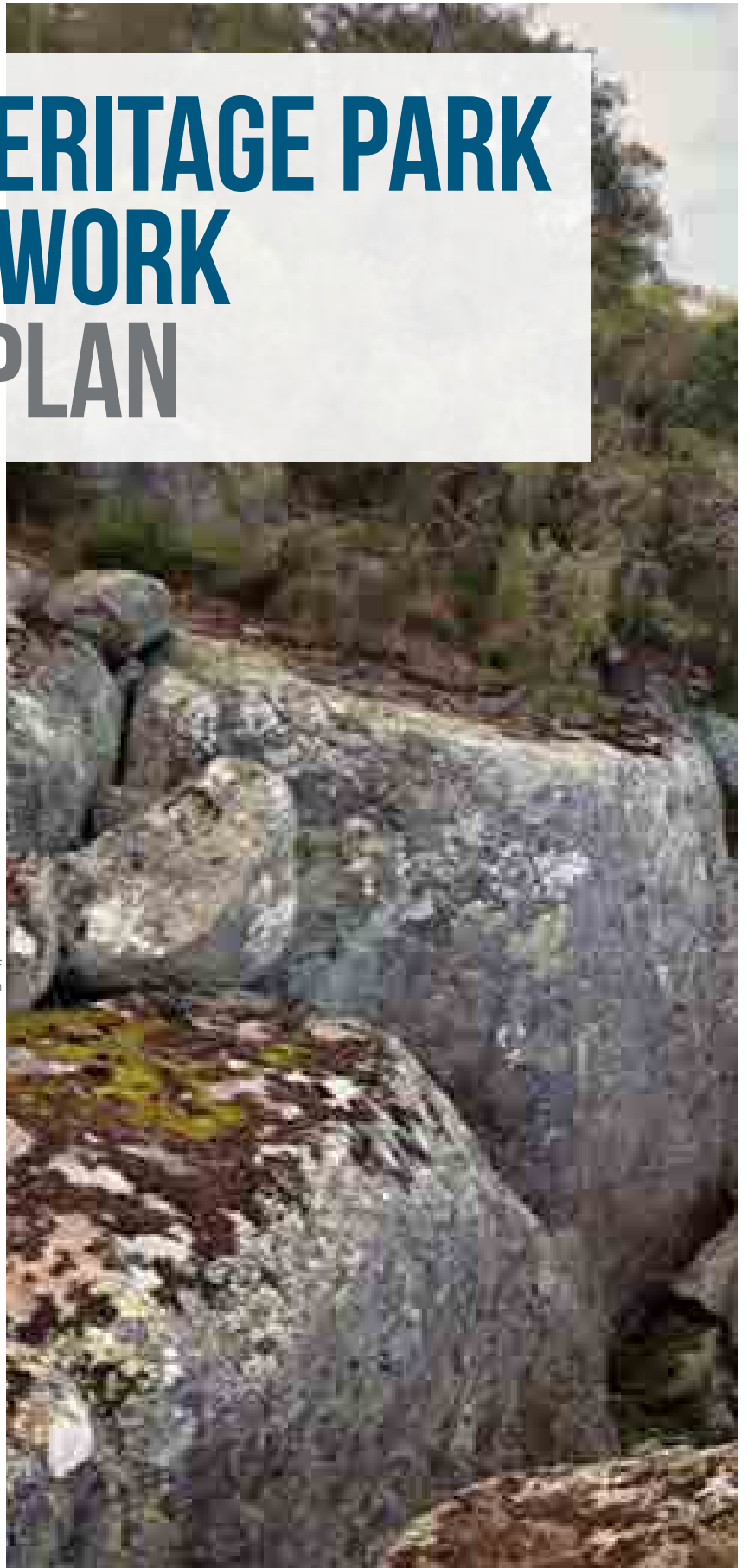
David Willcox

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# EXECUTIVE SUMMARY

The Albany Trails Hub Strategy 2015-2015 was developed to provide strategic guidance to assist the City of Albany to become a World Class Trail Tourism Hub. The first priority project identified from the Strategy was the Albany Heritage Park Trail Network Project (the project).

The project will result in a network of world class walking, mountain biking and interpretive trails that will provide sustainable benefits to the Albany community. The consolidation and rationalisation of existing trails, creation of new high quality trails and links, and the closure and rehabilitation of unsustainable trails, will result in better accessibility and utilisation of the trail network.

The project aims to achieve a cohesive, high quality network of trails that will provide recreation users and visitors with an enjoyable and safe experience.

The Albany Heritage Park is a parcel of native bushland representing one of the City's most important biodiversity, heritage, recreation and tourism assets. The protection of these values is a cornerstone of the proposed trail network development.

The park is located centrally to the City, offering a highly accessible facility and introduction to the trail opportunities in the region. The peaks of Mt Clarence and Mt Adelaide, the connecting ridge line and the surrounding oceanic interface provide highly desirable terrain and stunning viewsheds for trail users.

The concept plan within this document was developed in consultation with the local community and potential user markets, to identify a suitable mix of experiences that capitalise on the area's unique attributes.

The concept planning process, undertaken in accordance with the recommendations of the Albany Trails Hub Strategy and the Western Australian Mountain Bike Management Guidelines, involved detailed site inspections, trail auditing and broad ecological assessments of the project area. The outcomes of the planning process identified opportunities to enhance existing infrastructure and establish the area as a world class trail facility, while protecting the important biodiversity and heritage values.

The proposed trail network comprises a variety of trail experiences to achieve the desired outcomes as detailed in the Albany Trails Hub Strategy. The network provides the full spectrum of nature experiences, from peaceful contemplation and wildlife watching, to recreational walking, bushwalking and adventurous mountain biking that caters for existing local demand. Additionally, the network captures new markets, catering for a range of user types and abilities.

The composition of the proposed trail network is provided below:

TRAIL	TRAIL QUANTITY (M)
Existing alignment (singletrack or fire break)	13,572
New trail construction	25,398

TRAIL TYPE	TRAIL QUANTITY (M)
Dual use	20,207
MTB	13,265
Walk	5,498

The total cost of the project is estimated at approximately \$3.2 Million, which includes design and construction of the trails. Capital costs have been estimated on the basis of a very high quality finish, including landscaped elements.

Trail management and maintenance will require resourcing beyond the current capacity of the City, and recommendations have been made to establish an appropriate supporting management model.

Adoption of the recommendations of this concept plan will establish the Albany Heritage Park as a new benchmark for sustainable trail facilities in Western Australia.

# OVERVIEW



## ALBANY TRAILS HUB STRATEGY

The City of Albany Trails Hub Strategy was developed to provide strategic guidance to enable the City to become one of Australia's primary trails destinations. The Trails Hub Strategy was endorsed by Council in 2015. Seven key projects were identified for the City of Albany, with the first priority project being the Albany Heritage Park (AHP).

The Vision for the Trails Hub Strategy is: A World Class Trail Tourism Hub situated around high quality trail systems, supported by a complete package of hospitality and visitor services set within our unique natural landscapes. The Albany Trails Hub Strategy reviewed the entire supply and demand of trails and user groups, and significant gaps in all areas were identified. The Trails Hub Strategy identified suitable locations for trail development, and further recommended the most appropriate development for each location, including which user types and trail styles should be catered for.

## PRIORITY PROJECT – ALBANY HERITAGE PARK TRAIL NETWORK

The Albany Trails Hub Strategy identified nine priority projects to be implemented with the aim of developed Albany as a Trails Tourism Hub. The Albany 'Mounts Precinct', or the Albany Heritage Park, where Mt Clarence and Mt Adelaide are located, was identified as the highest priority project.

The existing social network of trails has very high demand for mountain bike trails as well as walk and interpretive trails. The mountain bike trail supply in this area is less than 1km of advanced classification trail, which caters for a limited market. The demand for lower classification mountain bike trails is evidenced by mountain bikers riding on many of the existing walk trails.

The Albany Heritage Parks' proximity to the city centre presents excellent potential for visitors. The Trails Hub Strategy identified the excellent opportunity to address ongoing management issues and user conflict while promoting formal recreation and tourism utilisation, through provision of a logical, well signposted trail network.

## PURPOSE OF THIS PLAN

This plan was commissioned by the City of Albany, to progress the Albany Heritage Park (AHP) trail network through the Trails Hub Strategy development process, from Feasibility to Concept Plan. The Plan documents the processes and outcomes of:

Community and stakeholder engagement

- Review of legislative requirements, land use and management practices
- Evaluation of impacts on landscape, environment and heritage values
- Review of location, access, ground conditions, recreational use, visitor risk management, constraints, conflicts and sensitivities

The concept plan includes key locations of trail heads, configurations of trails, alignments of corridors, estimates of development costs and recommended construction staging. Trails and associated infrastructure have been planned to enable improved protection of the natural and cultural values of the AHP.

Where appropriate, the retention and upgrade of existing alignments has been recommended. However, the focus of the development has been on rationalising and consolidating trails to transform the network into a cohesive, high quality, desirable and sustainable facility for a wide range of users.

The network has been designed with consideration to existing demand, management issues and potential opportunities. The introduction of shared use trails will maximise the quantity of trail available to users, whilst minimising impact on the extremely valuable flora and fauna. Conflict management techniques, including a code of conduct and yield hierarchy have been recommended to improve all trail experiences.

Community and stakeholder input was sought at various stages to identify, discuss and address broad issues and opportunities influencing the design of the network.

Further stages of development, including detailed on-ground corridor evaluations, detailed design, further community

# ALBANY HERITAGE PARK TRAIL NETWORK CONCEPT PLAN

engagement and construction, have been recommended to allow for investment from the land manager and potential funding partners.

## PROJECT AREA

The project area encompasses a total area of approximately 242 Hectares, bound by the city centre, Princess Royal Harbour and Middleton Beach.

The area is made up of a number of reserves located on Crown land, with management responsibilities held primarily by the City of Albany and a number of other significant stakeholders. Water storage and reticulation and power line easements occur within the reserve. A number of Aboriginal Heritage sites exist within the reserve and are protected under the Aboriginal Heritage Act 1972.

## PROJECT OBJECTIVES

The following objectives for the project were developed in collaboration with the Project Control Group, in consultation with potential project partners, and in response to feedback from the Albany community.

Create a high quality, accessible, cohesive and sustainable network of trails that:

- Provides the full spectrum of nature experiences, from peaceful contemplation and wildlife watching, to recreational walking, bushwalking and adventurous mountain biking that caters for existing local demand
- Attracts new visitors to Albany, and invites visitors to explore and experience the natural beauty that reflects the whole region, right in the middle of town
- Encourages visitors to extend their visit or return again
- Consolidates and rationalises opportunities to enhance the amenity and stories unique to Albany

- Connects key areas of Albany, such as the City Centre and Middleton Beach
- Features and interprets the natural landscape of the Mounts, and the wider region
- Creates new business, training and employment opportunities
- Captures the adventure sport market (walking, running, mountain biking, multi-sport events)
- Creates a legacy and community resource including facilitating opportunities through schools and other educational institutions
- Reduces user conflict and development of unsanctioned trail

Through

- Undertaking best practice, sustainable design and construction practices
- Upgrading, realigning, improving or rehabilitating where existing trails and access tracks are unsustainable
- Creating new trails, links and connections
- Providing event facilities to host high quality events that attract adventure sport market (for whom events are a primary driver)
- Creating a code of conduct for all trail users to clarify and promote good trail etiquette

While

- Recognising and considering front of mind the AHP's underlying conservation, ecological and cultural heritage (Indigenous and non-Indigenous) importance
- Maintaining diversity of flora and areas protectable from *Phytophthora cinnamomi* (dieback), and protecting species of significance
- Considering the potential impacts on surrounding residents
- Considering future maintenance and management requirements



Figure 1: Project Area Overview



# POLICY & PLANNING REVIEW

## SURROUNDING TRAILS AND REGIONAL CONTEXT

The following strategies, policies, guidelines and plans have been reviewed in the preparation of this plan.

### WESTERN AUSTRALIAN STATE TRAILS STRATEGY

The State Trails Strategy (Department of Sport & Recreation, 2008) outlines the strategic direction for the Western Australian trails sector for the period 2009-2015. The Strategy was under review at the time of writing this plan. It supports and complements trail based initiatives, and embraces the various sectors by articulating high-level principles, directions and outcomes rather than prescriptive action. It outlines the purpose, guiding principles, vision, opportunities, strategies and suggests implementation roles for developing trails. The Albany Trails Hub Strategy as well as this concept plan are aligned with several of the strategy's objectives.

### WESTERN AUSTRALIAN MOUNTAIN BIKE STRATEGY

The Western Australian Mountain Bike Strategy (WestCycle, 2015) provides the over arching framework and hierarchy of planning and development for mountain biking in WA, and it identifies the Great Southern as a mountain bike hot spot requiring regional level master planning to provide guidance for prioritising more detailed levels of site planning.

### WA MOUNTAIN BIKE MANAGEMENT GUIDELINES

The Draft Western Australian Mountain Bike Management Guidelines (Parks and Wildlife, 2015) were developed by Parks and Wildlife to provide a development and management process for sustainable mountain bike trails, using world's best practice planning, design and construction principles. Protection of Western Australia's unique and significant biodiversity and prevention of environmental impact is the key consideration of the guidelines.

### ALBANY TRAILS HUB STRATEGY (2015)

The City of Albany Trails Hub Strategy 2015-2025 was developed to provide strategic guidance to assist the City of become one

of Australian's primary trails destinations situated around a high quality trail system, supported by a complete package of hospitality and visitor services. The Strategy identified broad objectives and trails initiatives, including the Albany Heritage Park Trail Network as a priority project.

## SITE SPECIFIC PLANNING DOCUMENTS AND RELATED LITERATURE

The following existing government documents providing policy direction, guidance or support for the project as well as site and technical information were reviewed as part of the development of the concept design:

- Albany Regional Vegetation Survey (2010)
- Fuel Management Strategies and Works Program for Specific Areas of Land Managed by the City of Albany (2015)
- Age-Friendly Albany (2016-2020)
- Access and Inclusion Plan (2012-2017)
- City Mounts Management Plan (2006)
- Mount Clarence and Mount Adelaide Bush Reserve Fauna Survey (2002-2011)
- Distribution and Fire Response of Threatened and Significant Fauna Species within the Mount Clarence / Mount Adelaide Bush Reserves (2012)
- City of Albany Aboriginal Accord (2003)

# OPPORTUNITIES

Understanding current trends in community participation and provision of trail facilities in Australia and worldwide is important to determine the type and scale of development appropriate to the AHP. There are many examples of established facilities that successfully cater for and attract sufficient recreation and tourism visitation to enable sustainable facility management.

The demand for trails in the AHP is driven by the size of the target market, the frequency of participation and their proximity to similar existing facilities.

## DEMAND AND MARKET ANALYSIS

The proposed development will create a tourism and recreation resource for visitors to and residents of Albany. The Albany Trails Hub Strategy identified that connections to the Albany Harbour Path and the City Centre would promote formal recreation and tourism utilisation of the trail network.

The objectives of the development include attracting new visitors to Albany and encouraging visitors to extend their visit or return again. It also aims to capture the adventure sport market through events. The network aims to provide for a wide range of user types, from those seeking peace and quiet contemplation in nature, to the more extreme style of downhill mountain bike racing.

This will be achieved by providing a range of high quality single and shared use, and single and dual direction trails. The trail system will need to cater for:

- Existing users of the AHP
- Growing recreation based mountain bike community
- Predicted increase in mountain bike destination travellers
- Increasing number of local and travelling school groups
- Increased interest in ANZAC / Military and Noongar history
- Tourism market seeking additional activities and opportunities
- The needs of people of all abilities and the ageing population, in alignment with the City of Albany's Access and Inclusion Plan 2012 - 2017 (City of Albany, 2014) and Age Friendly Albany Plan 2016 - 2020 (City of Albany, 2016)

## TARGET USER GROUP DEMOGRAPHICS

Determining the target market and demand for trail facilities in the AHP has involved exploring local demographics as well as the demand from the existing local enthusiast markets. The Albany Trails Hub Strategy identified the existing demand and market potential for the AHP trail network.

A primary focus is catering for the leisure cohort via strategic connections and dual use trails. Leisure users include general trail users of all ages and abilities and is potentially the largest market. Typically they use trails infrequently, have limited experience on trails and require very accessible experiences. They are not members of clubs and they are more likely to use highly accessible routes close to home or key destinations. They will make the journey to trail facilities with amenities and services such as bike hire, cafes and toilets. This group will generally seek the easiest classification trail.

Due to its location and proximity to the Albany city centre, high level of accessibility and its regional significance as an urban trail network, it is likely to be popular with the typical leisure and enthusiast demographics.

## TARGET USER GROUP - WALKERS

The Albany Trails Hub Strategy identified walking as the most popular trail activity in Albany, and concluded that Albany has a sufficient quantity of walk trails overall. However, the supporting elements are inadequate to meet the requirements of a world class destination. Subsequently, a secondary focus of the AHP Trail Network is on improving walking trail quality, safety and promotion.

Older walkers are currently overrepresented in this user group, which could be attributed to the ageing population in Albany and its current brand positioning attracting the older demographic.

The objective of the network is to provide grade 1-3 bushwalking trails to cater for new and existing user groups, including nature watchers and appreciators, recreational walkers, dog walkers, bushwalkers and trail runners. The natural values and historical use of the site dictate that bushwalking style trails are appropriate.

## TARGET USER GROUP - MOUNTAIN BIKERS

The Albany Trails Hub Strategy identified the opportunity for more

mountain biking in Albany, as well as the potential to attract the younger demographic and new user markets.

In order to achieve this, a secondary focus of the network is catering for the enthusiast mountain bike cohort with a single use trail network. Enthusiasts are purely recreational mountain bikers with moderate skills and variable fitness, and ride weekly. They are typically aged 29–49 and form the existing market majority. They typically don't compete in events and they possess limited outdoors experience. They prefer trails with good trail signage and seek technical but not too challenging trails. Enthusiast mountain bikers are the most likely to take short breaks to different areas. This group will generally seek easy and moderate classification trails. As they progress, they will start to ride difficult classification trails.

A tertiary focus is on catering for the sport and gravity cohorts within the greater trail network and event-specific facilities. Topography and value of landscape, and historical use of the site dictate that both cross country and gravity mountain bike styles are appropriate. Park trail styles including skills park will be provided for in a limited capacity.

The primary use of the trail network will be for recreation. Trails should be linked appropriately to potential event staging areas, spectator access and facilities to allow for ongoing use of the area for mountain bike and other events. Spectator based events (such as downhill mountain bike racing) infrastructure may be developed in areas of less environmental value where appropriate, and impacts of viewing areas for spectators must be considered. Non spectator based events (such as long distance events) may be appropriate where it can be demonstrated they will not have a negative effect on the landscape.

## ACCESS AND INCLUSION

In accordance with the Albany Trails Hub Strategy's vision to establish the City of Albany as one of Australia's primary trails destinations, the trails will need to be supported by appropriate infrastructure, services, experiences and management to meet the needs of all users.

## PEOPLE WITH DISABILITY

It is estimated that over 20 percent of Western Australians have a disability, and this number is expected to increase due to the ageing population. People with disability face barriers with everyday activities, such as climbing stairs, hearing or understanding what is said and reading and understanding signage.

## AGEING POPULATION

Recognised as an attractive retirement destination, Albany has a significant number of aged and retirement accommodation. Older residents desire outdoor spaces with well maintained amenities, paths and clear directional signage.

The City of Albany Plan, Age-Friendly Albany 2016–2020, identifies the importance of public spaces in encouraging active living. With the aim of improving inclusiveness, safety, comfort and accessibility of these facilities for seniors, the plan identifies ongoing management actions.

## INTERNATIONAL VISITORS

While the intent is to provide a facility that attracts international visitors, this group is very diverse, and has a wide range of requirements. Many visitors to Australia are seeking highly accessible outdoor nature experiences, while not necessarily seeking the adventurous element.

The Albany Trails Hub Strategy identified a key tourism market, the 'Experience Seekers', who are highly likely to undertake trails and outdoor activity, like to stay longer and spend more in regional areas. They constitute around 30 to 50% of all potential long haul travellers from Australia's key source markets.

A significant number of tourists visit the AHP from cruise ships. There is potential to increase this visitation with the provision of highly accessible, high quality experiences that can be completed in a short duration and do not require specialised clothing or equipment.

## PARTICIPATION

In 2009, 52% of the Western Australia population participated in walking for recreation, while 9% participated in cycling for recreation. Overall, a higher proportion of females compared to males walked for recreation (65% vs 53%), while a higher proportion of males compared to females cycled for recreation (12.4% vs 7.9%). (Be Active WA Physical Activity Taskforce, 2009).

Recreational participation in mountain biking has been rapidly increasing in WA. According to the Western Australian Mountain Bike Strategy (WestCycle, 2015), around 405,000 people ride at least once a week and one million people ride at least once a year. Almost 120,000 mountain bikes are purchased every year in WA and nearly one of five people in WA owns a mountain bike. Popular existing trails in the Perth Hills attract up to 50,000 rides per year (based on wheel counts).

Trail users who responded to the user survey (Refer Appendix 4 – Fully Survey Report) indicated that of the total estimated visits to the AHP each year:

- 30% were for walking trails or dog walking
- 14% were for mountain biking
- 12% were for the lookouts
- 12% were for running trails
- A small percentage were for historical, interpretive or culturally significant sites

Survey respondents indicated that if walk trails were improved on the AHP:

- 74% would use the walk trails
- 43% said they would use grade 5 walking trail (the highest grade recommended for very experienced bushwalkers)

Survey respondents indicated that if mountain bike trails were developed on the AHP:

- 52% would use them
- 82% of users would prefer a network catering for all skills levels and a range of trail styles

## WORLD CLASS TRAILS DESTINATIONS

### TRAIL DESTINATION SIGNIFICANCE

The Albany Trails Hub Strategy identified the proven potential for mountain bike trails to bring a new user group and associated economic benefits to the City, and have identified mountain bike trails as the highest priority on the AHP site.

The strategy recommended development of the mountain bike network to local / regional significance. In accordance with the Western Australian Mountain Bike Management Guidelines (Parks and Wildlife, 2015).

# ALBANY HERITAGE PARK TRAIL NETWORK CONCEPT PLAN

## LOCALLY SIGNIFICANT LOCATIONS

Locally significant locations cater for community based trail use with tourism demand limited to day visits. Facilities are developed within a 10-15km zone from population centres unless servicing existing recreation and camp sites, or significant population centres where alternate opportunities do not exist. Locally significant locations can develop around the trail hub and trail centre models, but can also be stand-alone individual and networked trail systems.

They contain limited services and infrastructure but can still host events. Excluding long distance trails, up to 20km of trail may be developed with the majority being single track forming at least two loops. Locations of local significance may develop limited trail types and classifications and can expect demand from surrounding regional and national locations.

## REGIONALLY SIGNIFICANT LOCATIONS

Regionally significant locations cater for small population centres or large communities and/or tourism resources that cater for short breaks or weekend trips. Facilities should be developed within a 15-20km zone, and be focused around a primary trail centre or trail hub model.

They provide a minimum level of services and infrastructure and can host national and regional events. Excluding long distance trails, regionally significant locations contain at least 30km of trail with the majority being single track, forming at least two major loops. Locations of regional significance should encompass broad trail types and classifications.

## MOUNTAIN BIKE TRAIL NETWORK MODEL

Various trail models and trail types provide different user experiences, which should guide how a location is developed. Simplistically, trail hubs suit small tourism-focused towns, and trail centres serve larger population centres and more remote but iconic locations.

The Albany Trails Hub Strategy recommended development of the AHP as a mountain bike trail network. A trail network is typically a single site with multiple signed and mapped trails of varying type and classification with no visitor centre and limited facilities. A trail network may be standalone within a population centre or individual location and can form part of a trail centre or hub.

If not incorporated as part of a trail hub they are typically located away from population centres, or in a location that does not provide essential mountain bike services. Trail networks suit locations where demand does not exist for significant development and there is no supporting population centre.

Trail networks also suit locations close to residential population centres as passive recreation facilities for community use. With good planning, trail networks can be designed to accommodate staged development towards becoming a trail centre as demand increases.

Each trail model possesses advantages and disadvantages, which guide the management, governance structures and model choice. Table 1 provides an overview of best practice mountain bike trail network model requirements, and a comparison to the current provision at the AHP.

	BEST PRACTICE MOUNTAIN BIKE TRAIL NETWORK MODEL	CURRENT PROVISION AT THE AHP
<b>QUANTITY OF TRAIL</b>	<ul style="list-style-type: none"> <li>Sufficient quantity of trail for up to 1 day of unique trail experiences, 20km – 30km of mountain bike trail</li> </ul>	<ul style="list-style-type: none"> <li>&lt;1km mountain bike trail</li> </ul>
<b>SERVICES</b>	<ul style="list-style-type: none"> <li>Toilets, parking, trail information</li> </ul>	<ul style="list-style-type: none"> <li>Toilets &amp; Parking provided</li> </ul>
<b>MARKET</b>	<ul style="list-style-type: none"> <li>Typically day trip markets only</li> </ul>	<ul style="list-style-type: none"> <li>Caters for local recreation market</li> </ul>
<b>COHORT</b>	<ul style="list-style-type: none"> <li>Can be user friendly and can serve all cohorts including leisure, enthusiast, sport, and gravity</li> </ul>	<ul style="list-style-type: none"> <li>Currently only services gravity cohort</li> </ul>
<b>POTENTIAL FOR REVENUE GENERATION AND ECONOMIC IMPACT</b>	<ul style="list-style-type: none"> <li>Clearly identifiable recreation product that can attract sponsorship for ongoing management and maintenance</li> <li>Scale manageable by volunteer and not for profit organisations</li> <li>Potential for concessions to commercial operators with revenue being returned to trail management</li> </ul>	<ul style="list-style-type: none"> <li>Limited funds raised by volunteers of mountain bike clubs to maintain track.</li> <li>Standard of work performed limited by capabilities of volunteers.</li> </ul>
<b>ADVANTAGES</b>	<ul style="list-style-type: none"> <li>Can cater for a range of abilities</li> <li>Accessibility can be greatly enhanced</li> <li>Single trailhead makes it easier to manage visitors and trail users</li> <li>A number of loops can be focused on one trailhead</li> <li>Can be consolidated in a single location with minimal external influences</li> <li>Ability to manage trail quality and standards, user experience</li> </ul>	<ul style="list-style-type: none"> <li>Only caters for advanced level riders</li> <li>Start of track is at least 200m uphill from the trailhead</li> <li>Trailhead has limited parking and is shared with a popular visitor lookout and carpark</li> </ul>
<b>DISADVANTAGES</b>	<ul style="list-style-type: none"> <li>Lack of visitor services and facilities deter market majority</li> <li>Very hard to generate income for management</li> <li>Can limit overnight stay and limit community economic benefit</li> <li>Typically less accessible to users</li> <li>More remote trail networks can lack community development, activation and stewardship</li> </ul>	

Table 1: Trail Network Model Requirements and Considerations

**MOUNTAIN BIKE TRAIL TYPES**

There are seven trail types used for mountain biking. Each type is generally suited to a particular style of riding and can consist of varying classifications.

**CROSS COUNTRY (XC)**

Primarily single-track, with a combination of climbing and descending trails and natural trail features of varying technicality. They appeal to the majority market and are suitable for timed competitive events. Cross country trails can include cyclo-cross tracks.

**ALL MOUNTAIN (AM)**

Similar to cross country, primarily single-track with greater emphasis on technical descents and non-technical climbs. All mountain trails are suitable for timed competitive events.

**DOWNHILL (DH)**

Descent only trails with an emphasis on speed and technical challenge. They appeal to more experienced riders; however lower-classification trails are emerging to cater for all experience levels. Downhill trails usually require uplift to the trailhead via chairlift or vehicle shuttle. These trails are suitable for timed competitive racing.

**FREERIDE (FR)**

Descent focused trails with an emphasis on technical challenge and skill development. Trails feature both built and natural technical features with a focus on drops and jumps. Appeals to more

experienced riders and caters for competitions judging manoeuvres and skills.

**PARK (PK)**

Built feature environment with emphasis on manoeuvres, skills and progression. Appeals to wide market including youth and can cater for competitions judging aerial manoeuvres. Can include jump and pump tracks and skills parks. Typically dirt surfaced but can include hardened surfaces.

**TOURING (TO)**

Long distance riding on reasonably uniform surface conditions and lower grades. Touring trails are dual direction linear trails or long distance circuits with a focus on reaching a destination. Touring trails can include rail trails, access/fire roads and single-track. While there is a limited market, touring trails can be ridden in sections making them accessible to all.

**ADAPTIVE MOUNTAIN BIKE (AMTB)**

This is not a formally recognised trail type in itself however other trail types may be suitable for adaptive mountain biking, which caters to riders who require adapted equipment to suit their physical, intellectual, neurological and sensory abilities. In WA many sanctioned mountain bike trails have been assessed for their suitability to cater for off-road hand cycles. Break the Boundary is a not for profit volunteer-based community group that advocates for accessibility and inclusion for off-road hand cyclists and people with mobility challenges.

**MOUNTAIN BIKE USER COHORTS**

Mountain bike users are a diverse user group, inclusive of people of all ages, skills and abilities. For management purposes, mountain bikers can be divided into five user cohorts, based on trail requirements and expectations (Parks and Wildlife, 2015).

**LEISURE (LS)**

Cyclists of all ages and abilities who ride infrequently, often have limited appropriate skills and require very accessible trails. They are not members of clubs and they are more likely to use accessible routes close to home, or make the journey to trail facilities with amenities and services such as bike hire, cafes and toilets.

**ENTHUSIAST (EN)**

Recreational riders with moderate skills and variable fitness who ride weekly. Typically aged 29-49, they form the existing market majority (WestCycle, 2015), don't compete in events and they possess limited outdoors experience. Enthusiast riders prefer trails with good trail signage, seek technical but not too challenging trails and are the most likely to take short breaks to different areas.

**SPORT (SP)**

Competitive riders who ride regular routes multiple times a week

and are members of clubs. They are a small but influential market who seek less accessible trails, have a high fitness level and are technically proficient, but may have limited outdoor skills. They ride a very wide variety of trails and generally prefer higher classifications.

**INDEPENDENT (IN)**

Skilled outdoor enthusiasts who ride at least once a week and are technically proficient with good level of fitness. Often involved in other outdoor activities, they are capable of planning rides and prefer a very wide variety of trail classifications. The adventurous aspect is more important than the technical challenge and they seek more remote trails.

**GRAVITY (GR)**

Highly skilled technical riders who seek very challenging trails, ride at least once a week and are often members of clubs. They represent a small market that requires purpose built trails, which are repeatedly used in a concentrated manner. Gravity riders seek specific trails with the highest classifications.

Table 2 shows the user types and their potential market segments.

USER TYPE	TRAIL TYPE	CLASSIFICATIONS SOUGHT	MARKET POTENTIAL
LEISURE	Touring & Cross Country	White & Green	Large
ENTHUSIAST	Cross Country, All Mountain, Park	Green to Black	Moderate
SPORT	Cross Country & All Mountain	Green to Double Black	Small but influential
INDEPENDENT	Touring, Cross Country & All Mountain	White to Black	Small
GRAVITY	Freeride, Downhill, Park	Blue to Double Black	Small

Table 2 User Types & Potential Market Segments

**ALBANY HERITAGE PARK  
TRAIL NETWORK  
CONCEPT PLAN**

**WALK TRAIL NETWORK MODEL**

The Albany Trails Hub Strategy identified the need for formalised walking trails focused around Mt Clarence and interpretive walking trails focused around the NAC, Royal Princess Fortress and Lower Forts enhancing the heritage theme of the area.

The strategy recommended installation of signage and upgrades to various trails, as well as development of several major shared use connections. It was identified that looped, logical and well signposted trail networks will assist with improved visitor safety, reduced user conflict and ongoing management issues. The strategy identified that the site is compatible with a range of walk trail classifications to suit users with mobility impairments through to experienced bush walkers.

Through provision of adequate services as required by the mountain bike trail network model, the AHP will also cater for the day trip walking market.

**WALK TRAIL USER TYPES**

Walk trails need to cater for a vast range of users with varying needs, including:

- Recreational walking
- Bush walking
- Running
- Dog walking
- Wildlife watching
- Sight seeing

- Contemplation
- Connecting with nature
- Geocaching

**SINGLE USE AND SHARED USE TRAILS**

Single use trails are designed, constructed and managed to be used by a single user group, for example walkers. Traditionally, single use trails have been developed as the predominant trail type. Many trail destinations worldwide are increasingly incorporating shared use trails into their networks, as they provide a number of opportunities.

Trails may be designed as shared use, depending on the particular circumstances and the purpose and function of the trail within the overall system. Where trails are shared use, it is important to manage user interactions and trail etiquette through a clearly communicated Code of Conduct, which details the rules of the trail and yield hierarchy. Where shared use trails are communicated clearly, users are able to anticipate and prepare for interactions on the trail, and adjust their speed accordingly. When shared use trails are designed and constructed fit for purpose, alignments are selected by the trail designer to ensure lines of sight and slow points are sufficient to allow safe passing.

Single use trails are appropriate for advanced mountain bike trails, as these are generally incompatible with other non-mountain bike trail users due to the nature of the trail, and the speed and actions of riders.

The following provides a summary of advantages and disadvantages of single use and shared use trails.

	<b>SINGLE USE TRAILS</b>	<b>SHARED USE TRAILS</b>
<b>ADVANTAGES</b>	<ul style="list-style-type: none"> <li>• Can eliminate / avoid conflict with other user groups in high use areas</li> <li>• Can enable construction of technical features (for mountain bikes) that are not suitable for other user types</li> <li>• Provide more predictable experiences as riders are unlikely to encounter other user groups</li> </ul>	<ul style="list-style-type: none"> <li>• Allow families to use together (e.g. parents may walk while their young children ride)</li> <li>• Can make use of available space and reduce environmental impacts and maintenance costs – when compared with providing separate single use trails for each user group</li> <li>• Can mitigate potential for conflict as all users are aware of each-others' presence on the trail</li> <li>• Help to build relationships and cooperation between different user groups through positive interactions and shared interest</li> <li>• Can be more attractive to funding bodies than single use facilities</li> </ul>
<b>DISADVANTAGES</b>	<ul style="list-style-type: none"> <li>• Enforcing single use can be challenging</li> <li>• Can create hostility between different user groups</li> <li>• Can increase demand for single use trails for other user groups</li> <li>• Can concentrate users, resulting in overcrowding</li> </ul>	<ul style="list-style-type: none"> <li>• Can limit the technical difficulty of mountain bike trails, or necessitate multiple lines</li> <li>• Can require a more onerous Code of Conduct</li> </ul>

Table 3 Advantages Et Disadvantages of Single Et Shared Use Trails

## POTENTIAL FOR TOURISM

The Albany Trails Hub Strategy identified the potential trail tourism market segments as trail tourists and cycle tourists. The Strategy also recognised Albany's stagnant tourism industry and the need to attract new markets to support the rejuvenation of the City. There is an oversupply of accommodation and the majority of visitors are older and travel as couples.

Iconic and adventurous trail products, particularly mountain bike trails, appeal to a young demographic, and have the potential to attract visitors year round. The trails industry is gaining recognition from the State Government as a key component of Western Australia's tourism offerings.

The high demand for trail experiences presents significant potential for economic development surrounding world class trail destinations. The proposed development has the potential to appeal to the young trails tourism market, which will generate significant economic benefits for Albany.

## POTENTIAL FOR EVENTS

Events have the potential to attract large numbers of visitors to Albany for short stays. Albany already hosts significant events, which utilise areas and trails on the AHP, such as the Southern MTB Festival, ANZAC Albany and Adventurethon Albany. Careful planning of event facilities will ensure the trail network is capable of hosting a range of successful competitive and non-competitive events year-round.

## FUNDING

The development of the proposed trail network is likely to cost approximately \$3.2 million. Funding opportunities have been discussed with the Great Southern Development Commission, government agencies and local stakeholders.

Ongoing maintenance costs (for trail maintenance only) are estimated at \$144,000 annually, and a number of revenue generation streams have been identified below, which may assist with these costs.

## REVENUE GENERATION

While government funding may be available for the initial capital investment, funding for ongoing maintenance is not usually available through grants. The following potential revenue generation mechanisms should be investigated for ongoing funding of the trail facility:

- Official Albany Heritage Park (or Albany Trails Hub) Providers, Supporters and Events – local businesses and organisations could contribute a fee as a designated official provider, supporter or event for users of the facility. In return for this fee, the entity or event would be promoted officially as part of an official promotional program managed by the CoA.
- Community fundraising events – events with a focus on the outdoors, walking or mountain biking could be run by the CoA or community organisations to raise funds through entries or donations.
- Event permits – events will need to be administered by the CoA, and will impact on trails. Event permits could incur a fee to cover the additional management costs, as well as general ongoing maintenance of the facility.
- Entry and car parking fees – An appropriate fee could be charged to park users, for car parking or park entry.
- Donation collection boxes or online donation portals – Boxes can be located at trail heads or local businesses to collect donations from users. Donations could also be received via online banking, promoted through the CoA or community group websites.
- Corporate sponsorship – Trails and maps can be sponsored by private businesses. In return, the business is promoted via naming and signage on the trail, online media and other opportunities.
- Sale of trail maps and merchandise – A wide variety of goods can be sold in the retail outlets located within the AHP, or at local businesses throughout Albany.
- Shuttle uplift service – A commercial uplift service could be provided to transport users to the summits of Mt Clarence and Mt Adelaide. This could provide a gravity focussed experience for mountain bikers.
- Commercial tenancies and tariffs – New commercial providers located within the AHP, such as bike hire, can contribute tenancy fees.
- Accommodation tariffs – There is potential for bed nights to include a % fee toward recreation, which should be addressed at the Albany Trails Hub level.
- Interpretive visitor experiences – Unique visitor experiences, such as guided tours, self-guided audio tours of interpretive trails and locations can be provided for a small cost. These can be undertaken as organised tours or individual self-guided tours.
- Coin operated binoculars – The existing binoculars on the Convoy Walk are proven examples. They require very low maintenance and management. If combined with interpretive signage and promotion of the trail maintenance program, these have the potential to contribute significantly.

# SITE ANALYSIS



## SITE OVERVIEW

The AHP is highly accessible, located centrally between the City Centre, Port of Albany and Middleton Beach. The main vehicle entrance to the site is located on Marine Drive, which provides access for motor vehicles to the large car parks located near the National ANZAC Centre on Mt Adelaide and the Desert Mounted Corps Memorial on Mt Clarence. Mounts Clarence and Adelaide cover a total area of approximately 242 Hectares. By comparison, Perth's Kings Park is 400 ha. The AHP is a place of unique recreation, natural and cultural values, with diverse and stunning terrain, vegetation and topography. In order to develop the concept plan with consideration to site sensitivities, these values need to be understood. This will help minimise potential impacts resulting from trail design and construction activities.

## LANDSCAPE

The topography of the AHP is dominated by the two prominent granite/gneiss headlands of Mt Clarence and Mt Adelaide, connected by a relatively flat saddle which slightly falls along its axis to the southeast. The southern faces of the reserve are quite different from the northern faces. While the southern faces are characterised by dry, rugged, steeper terrain, the northern faces host dense scrub and woodland. Mt Clarence is a prominent peak characterised by massive, exposed granite outcrops, and rising sharply over the City Centre. The south-easterly face of Mt Clarence slopes to a wide ridge line saddle expanse, which then rises gradually to the lower summit of Mt Adelaide approximately 3km in the southeasterly direction. The vertical relief of the AHP is approximately 185m; the highest point on Mt Clarence reaches an elevation of 185m, while the foot of Mt Adelaide reaches sea level on the shores of King George Sound. The reserve supports a variety of native vegetation types. Fragmented open heaths are present near the fringes of granite outcrops, while dense eucalypt forest/woodlands, heathland and scrub understory occur on shallow soils.

Where challenges such as steep topography and sandy soils are encountered, careful planning, design and construction techniques will ensure trails are sustainable and protect vegetation from the introduction of disease and weeds where possible.

The AHP has high landscape value, with vistas over King George Sound to the southeast and Stirling Range to the northeast.

## NATURAL VALUES AND ENVIRONMENTAL PROTECTION

The City Mounts reserve system is a large area of natural bushland and represents part of an internationally significant coastal corridor link with Torndirrup National Park to the south-west and Gull Rock National Park to the east. Threatened flora and fauna have been located and identified within the Mounts reserves.

The Department of Parks and Wildlife monitor and survey the presence and health of threatened ecological communities (TEC) and priority ecological communities (PEC). While initial broad surveys have indicated there are no TECs or PECs present, targeted surveys and assessments are required prior to proceeding to the detailed design of trail alignment corridors. Where environmental sensitivities are found, such as TECs, PECs, weeds or disease, protection measures will be implemented in the detailed design stage. Environmental protection can be achieved through appropriate trail design, which is explained in further detail in Appendix 3. The individual trail summaries provided in the Concept Plan have identified known environmental constraints and protection mechanisms to be applied.

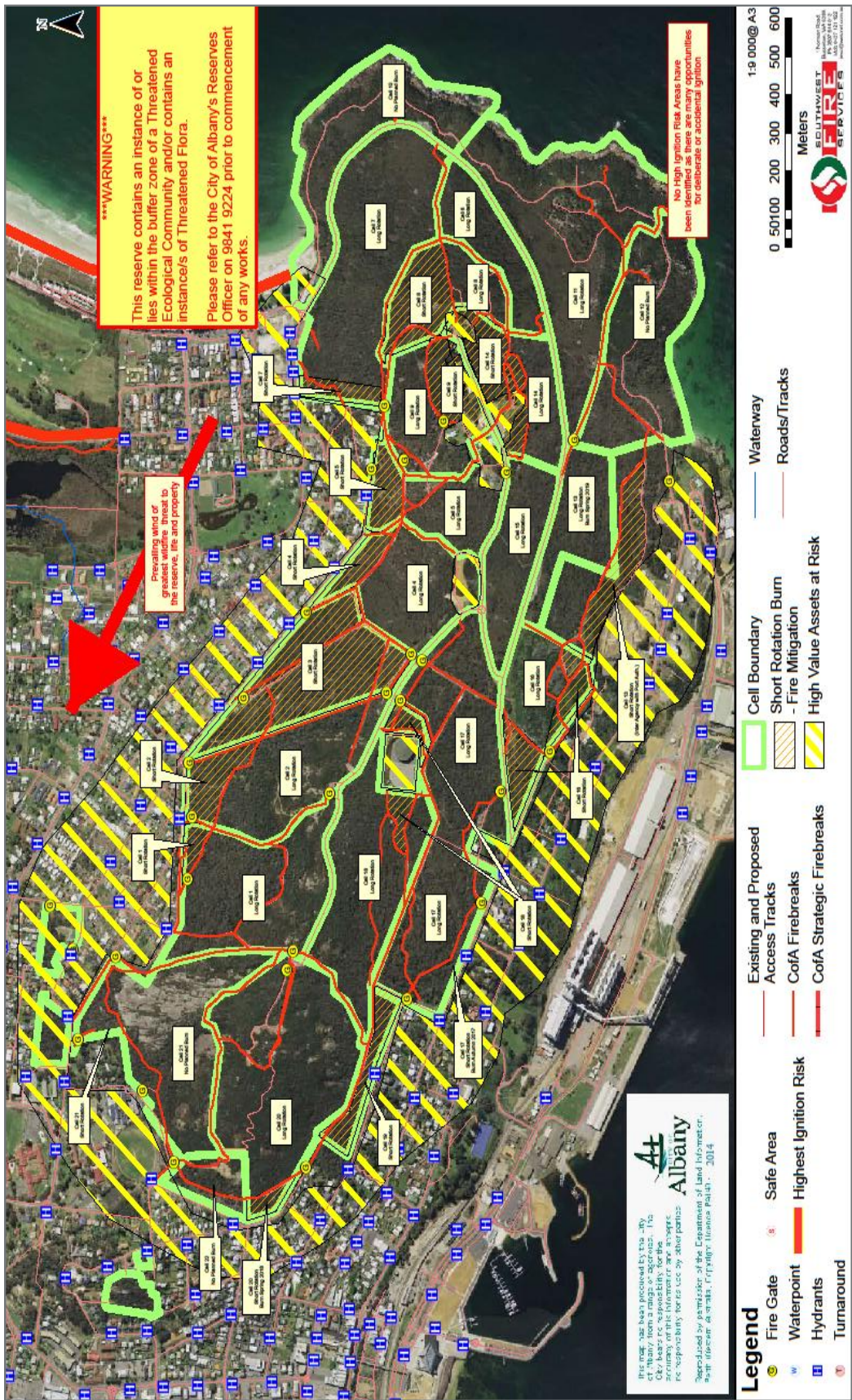
## FIRE

Fire management activities include prescribed burning, weed control and improvement of fire breaks and access tracks. The City of Albany Fuel Management Strategies and Works Program (City of Albany, 2015) maps fire breaks and access tracks, and proposes upgrades to some existing tracks. The program identifies specific difficult challenges of the site including steep topography, high aesthetic value and landmarks, and surrounding high value urban development. It also identifies the need for fire vehicle access routes to protect the unique ecosystems of endangered wildlife and threatened plant communities on the Mounts. The fuel management plan, pictured below, has been considered in the development of the concept plan for the AHP trails network.



**ALBANY HERITAGE PARK TRAIL NETWORK  
CONCEPT PLAN**

FIGURE 2: FUEL MANAGEMENT PLAN MAP



**SITE ANALYSIS**

## ALBANY HERITAGE PARK TRAIL NETWORK CONCEPT PLAN

### FLORA

A desktop assessment was undertaken by Department of Parks and Wildlife to identify potential threatened flora on the Mounts. Specific sensitive areas were identified, as shown in the map below. These sensitive areas will be confirmed in detailed flora assessments, and avoided in the detailed design of trail alignments. The detailed assessments may also inform current maintenance and management activities that may have an impact.

Native flora is characterised as good condition given its proximity to urban development and residential areas. There are four vegetation types mapped by the environmental consultants:

1. Granite outcrop and fringing Taxandria shrub land
2. Tall Gastrolobium shrub land
3. Open Jarrah/Marri woodland, and
4. Coastal heath

Two targeted flora surveys (one during winter and one during spring 2016) were undertaken as part of the development of the Demonstration Trail, which indicated that no threatened flora or threatened ecological communities were present within the proposed alignment to be cleared.

At the detailed design stage, further advice and recommendations should be sought from Department of Parks and Wildlife and specialist environmental consultants to identify and address issues associated with threatened species and management strategies.

### HYGIENE

Phytophthora Dieback is a deadly plant disease, which has caused the death of susceptible species in the AHP. Areas identified as most at risk are vehicle access tracks and trails. A broad scale Phytophthora dieback survey was undertaken, focusing on areas of confirmed disease presence and high risk disease vectors. Anticipated protectable and un-protectable areas were identified and mapped. Phytophthora dieback is distributed across the entire project area, with the exclusion of the small granite shrubland south of Marine Drive, which was considered to be uninterpretable due to the lack of indicator species. There is potential for disease free vegetation to exist on the lower slopes of the reserve, however based on the presence of the disease high on both Mounts, all downslope areas are considered to be either infested or un-protectable. An operational scale, comprehensive transect survey may be completed when trail alignments are confirmed, to enable the development of an effective operational hygiene plan designed to protect any un-infested vegetation that may exist on the lower slopes. However, this was not recommended by the consultant engaged to undertake the broad scale survey, as it is unlikely that significant protectable areas would be located within the alignments. It is recommended that trail development within this area considers mitigation of the risk of exporting potentially infested soil and tissue material away from the reserve, to external uninfested areas.

Weeds have impacted on disturbed areas, such as roadsides, firebreaks, fire access tracks,

car parks and trails. In developing, upgrading and rehabilitating trails it will be important to reduce the presence and impact of weeds.

The targeted flora survey identified:

- Two weeds of concern, *Acacia longifolia* and *Pelargonium capitatum*
- Several species known to be susceptible to dieback  
*Phytophthora cinnamomi*

Care should be taken during design and construction of trails to prevent spread of disease and weeds and associated impacts on the biodiversity value of the area. In addition to the design and construction provisions, it is recommended that targeted education initiatives are implemented to prevent the spread of dieback and weeds within and beyond the AHP.

### FAUNA

Surveys were undertaken between 2002-2010, which determined there are over 165 species of native fauna that reside in the AHP reserve. A number of threatened and significant fauna species occur on the reserve, including possums, bandicoots, black cockatoos, other birds, frogs, reptiles and invertebrates. The Upland Eucalypt Woodlands and Forests create the best habitat for many of the threatened species listed fauna, and as such these features should not be removed or damaged through trail construction. A particular concern is the potential impact on ringtail possums residing in the Mounts. Trail widths will be sufficiently narrow as to allow tree-dwelling fauna to move across the canopy as they currently do. A survey of ringtail possums is to be undertaken one week prior to construction of the Demonstration Trail. Further surveys should be conducted prior to construction works going ahead to gather data on the fauna in the area.



THREATENED HONEY POSSUM ENDEMIC TO THE ALBANY HERITAGE PARK

## ABORIGINAL AND EUROPEAN HERITAGE PROTECTION

The Traditional Owners of Kinjarling homelands (Albany), the Minang People, maintain a strong spiritual connection to the AHP, with 40,000 years of ancestral history. The Mounts were used as a base for camping and hunting, and the area of King George Sound around Albany supported a large population for Minang at the time of European settlement. Consultation with Noongar families was undertaken to gain an understanding of the cultural significance and appropriate communication and engagement protocols required for the development. Noongar people identify with the broad area, as well as a number of specific significant heritage sites within and surrounding the AHP that must be protected from disturbance, including gnamma holes, lizard traps, traditional camp sites and rock features. During and for some time following the First World War, the AHP was closed off to members of the public, including Aboriginal people, who were unable to continue cultural practices within the area. As a result, much of the knowledge has not been retained, and significant sites are not well documented. It was agreed that during the detailed design and construction, an Aboriginal Heritage Survey will be undertaken to ensure compliance with the Aboriginal Heritage Act 1972 is observed and no cultural heritage materials are disturbed. The Survey will provide recommendations regarding requirements for Monitors.

In addition to protection of cultural heritage, it is recommended that further consultation be undertaken with local Noongar families to develop an appropriate Noongar Cultural Interpretation plan for the trail network and the Albany Heritage Park generally.

The AHP is culturally and historically significant to Australians and New Zealanders for preservation of the Anzac tradition, with a number of military attractions, including the Princess Royal Fortress, National Anzac Centre, Desert Mounted Corp Memorial, Ataturk Memorial, Padre White Lookout and the Avenue of Honour. The Anzac story is told through the iconic Anzac monuments, the Forts precinct and the exhibits within the National Anzac Centre, which was opened on 1 November 2014 to commemorate the centenary of the departure of over 41,000 Australians and New Zealanders bound for the First World War in 1914.

The Albany Heritage Park is contained on the Heritage List in the City's Local Planning Scheme No 1 and some of the European heritage sites are also contained on the State Register of Heritage Places. The approval processes required by both the Local Planning Scheme No 1 and the Heritage of Western Australia Act 1990 will be observed as required.

The Western Australian Mountain Bike Management Guidelines also advise on the relevant legislation that applies to heritage protection.

## SITE CONSTRAINTS MAPPING

Control points, or site constraints, were mapped to identify areas requiring further assessment or consultation prior to developing trails. The following constraints have been mapped in Figure 5:

- Historic, cultural and archaeological sites
- Registered Aboriginal sites (noted as DAA)
- Private properties and residential areas
- Physical barriers, such as ocean and port
- Unpleasant views
- Flat ground
- Sensitive wildlife habitat
- Sensitive plant communities

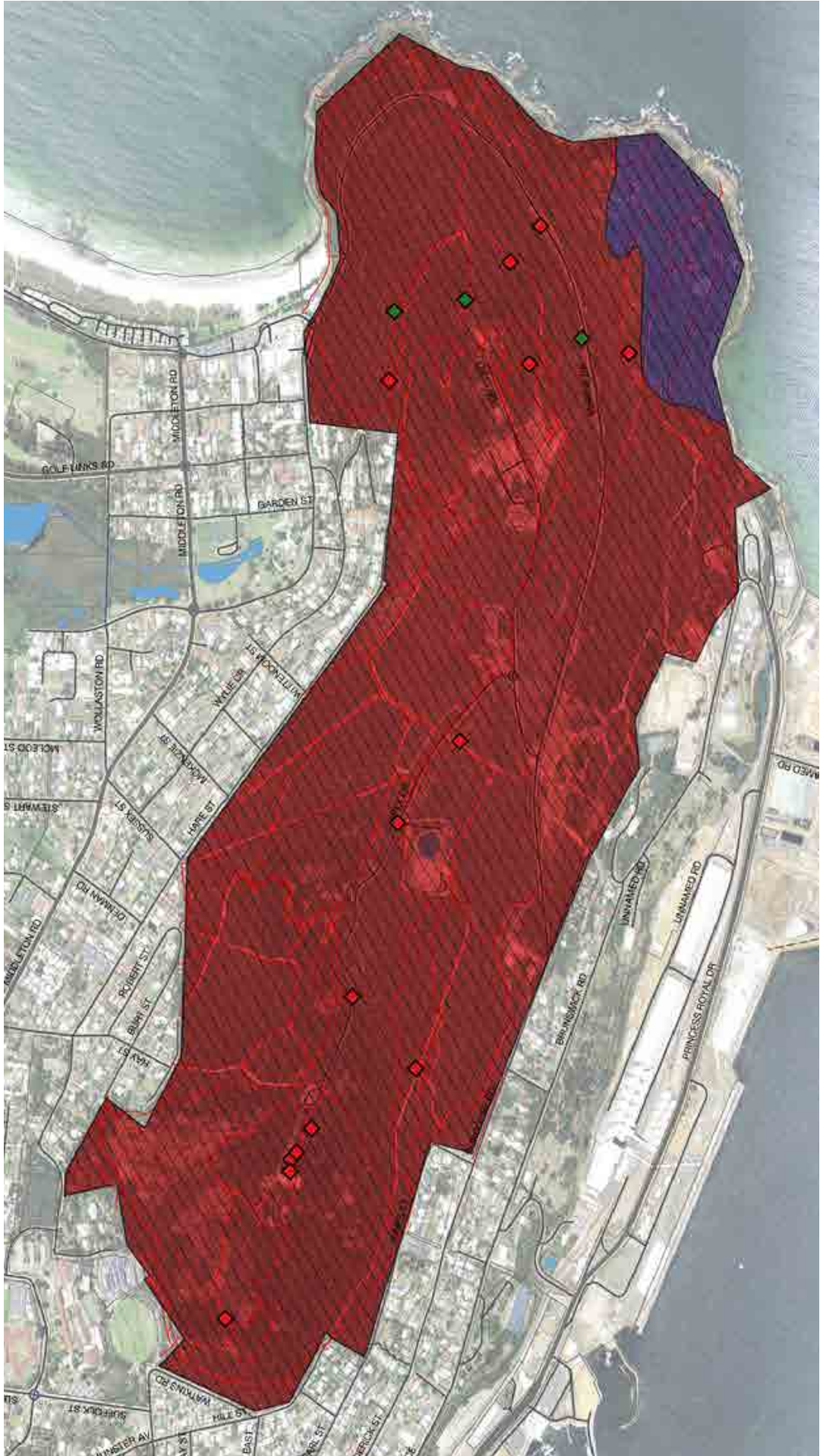
**ALBANY HERITAGE PARK TRAIL NETWORK  
CONCEPT PLAN**

FIGURE 3: SENSITIVE FLORA IDENTIFIED IN DESKTOP SURVEY



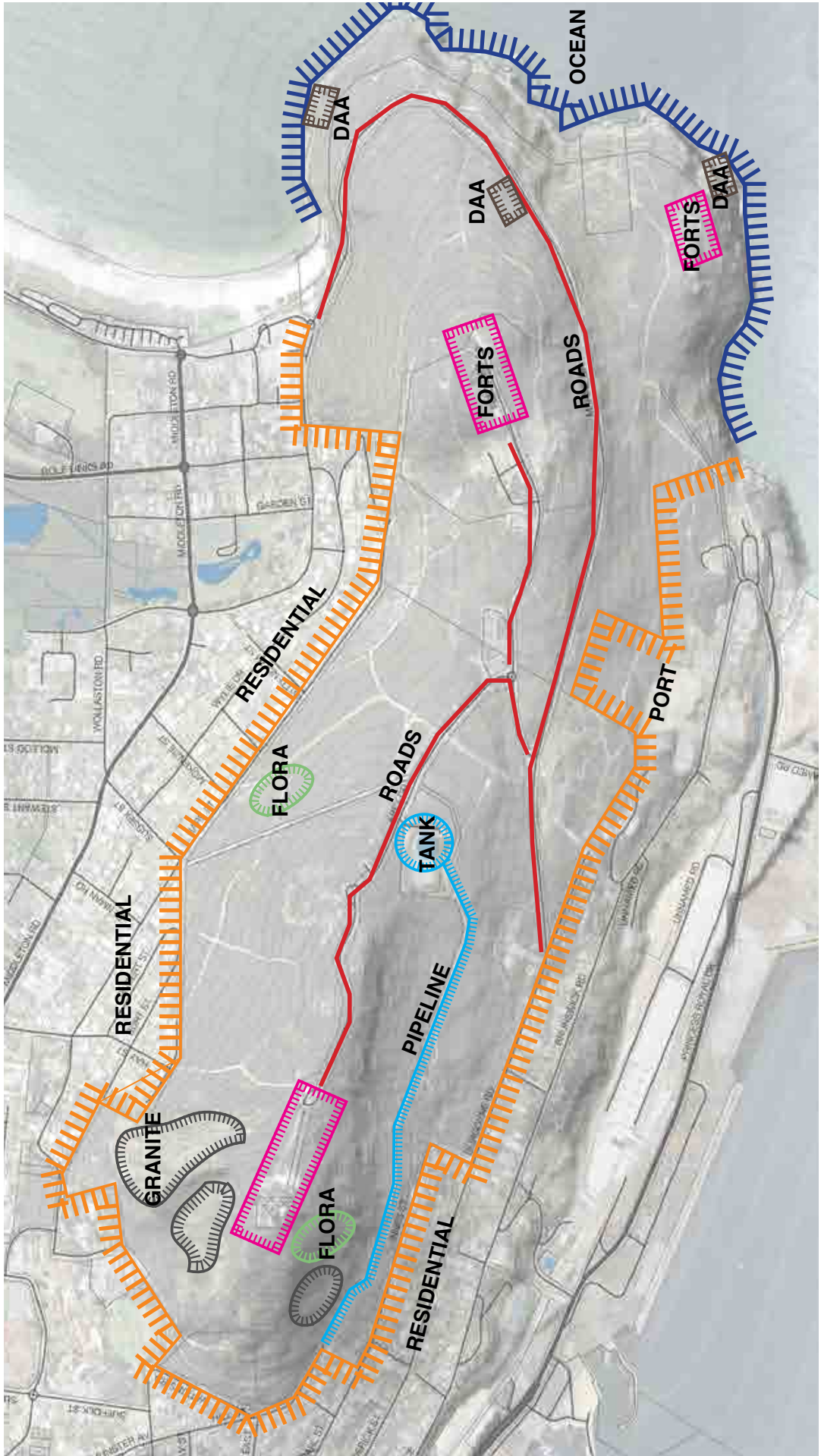
ALBANY HERITAGE PARK TRAIL NETWORK  
CONCEPT PLAN

FIGURE 4: HYGIENE SURVEY



**ALBANY HERITAGE PARK TRAIL NETWORK  
CONCEPT PLAN**

FIGURE 5: SITE CONSTRAINTS



## FACILITIES AND INFRASTRUCTURE

Existing car parks are located within the AHP and at Middleton Beach, however there are no formal trail heads to communicate trail information to users. There are existing amenities on both Mounts, however development has been focused on Mt Adelaide predominantly, which has toilets, visitor services, picnic areas and a café. There is potential for future installation of additional trail supporting infrastructure such as:

- Bike and boot wash facility
- Shelters and picnic furniture
- Bike and outdoor equipment retail and hire facility

## LAND USE, TENURE AND MANAGEMENT CONSIDERATIONS

The AHP is managed by the City of Albany. The lack of appropriate trail design and supporting infrastructure, combined with increasing demand for trails by a range of users, has resulted in user conflict and management and safety issues. Events at the site are increasing in popularity, and new types of events have the potential to increase visitor numbers year round. Formal recreation and tourism utilisation of the trail network at the site will introduce the need for a suitable management model, ensuring clarity of roles and responsibilities.

## EXISTING RECREATIONAL USE, DEMAND AND CONFLICTS

The AHP has been a popular recreational venue for many years for walkers and more recently, mountain bikers. There are a number of existing trails, facilities, activities, events and associated management issues on the AHP. While areas of the site are disturbed, the majority comprises natural bushland of high ecological and amenity value in the local landscape.

## EXISTING TRACKS AND TRAILS

Existing trails on the AHP comprise predominantly informal trails and management access tracks. Formal trails include a number of walk trails: Mt Adelaide Nature Trail, Heritage Loop, Circuit and Granite Trail, Padre White Trail and Summit Trail; and a purpose built downhill mountain bike trail. To gain an understanding of the existing use of the site, all trails were audited and mapped, as shown in Figures 6 & 7. The condition of the existing trails is generally characterised as poor or below average. The main issues and observations of existing trails include:

- Excessive erosion
- Altered and ineffective drainage
- Unauthorised bike use on walk trails
- Unmanaged Dieback risk
- Creation of multiple desire lines through vegetation
- Various trip hazards on trails

These may be indicators of poor trail design or lack of maintenance. The impacts of poorly designed trails are discussed in further detail in Appendix 3. The site is highly permeable and is accessed regularly by local residents and visitors via a number of informal user created and management access tracks. Half of the walkers who responded to the user survey access the site via walking trails, and over 33 different informal access points were identified.

The existing formal network does not connect with popular lookouts and destinations on and surrounding the AHP. Mt Clarence

and Mt Adelaide precincts are connected by a road, over which some of the existing informal trails cross. The stairs to the Anzac monument and the coastal boardwalk are heavily used by local and visiting walkers and cyclists.

## STRATEGIC CONNECTIONS

Strategic trail connections will ensure a large number of users have good access to the trail network. Figure 8 shows the major points of interest and potential strategic connections. The following links and connections should be developed:

- Mt Clarence
- Middleton Beach
- Albany City Centre
- Mt Adelaide
- Albany Harbour Path
- Lookouts
- Potential recreation and tourism nodes
- Existing bike paths and routes
- Commercial tourism and accommodation precincts in proximity to the AHP
- Albany Senior High School
- Important access points from surrounding residential area

**ALBANY HERITAGE PARK TRAIL NETWORK  
CONCEPT PLAN**

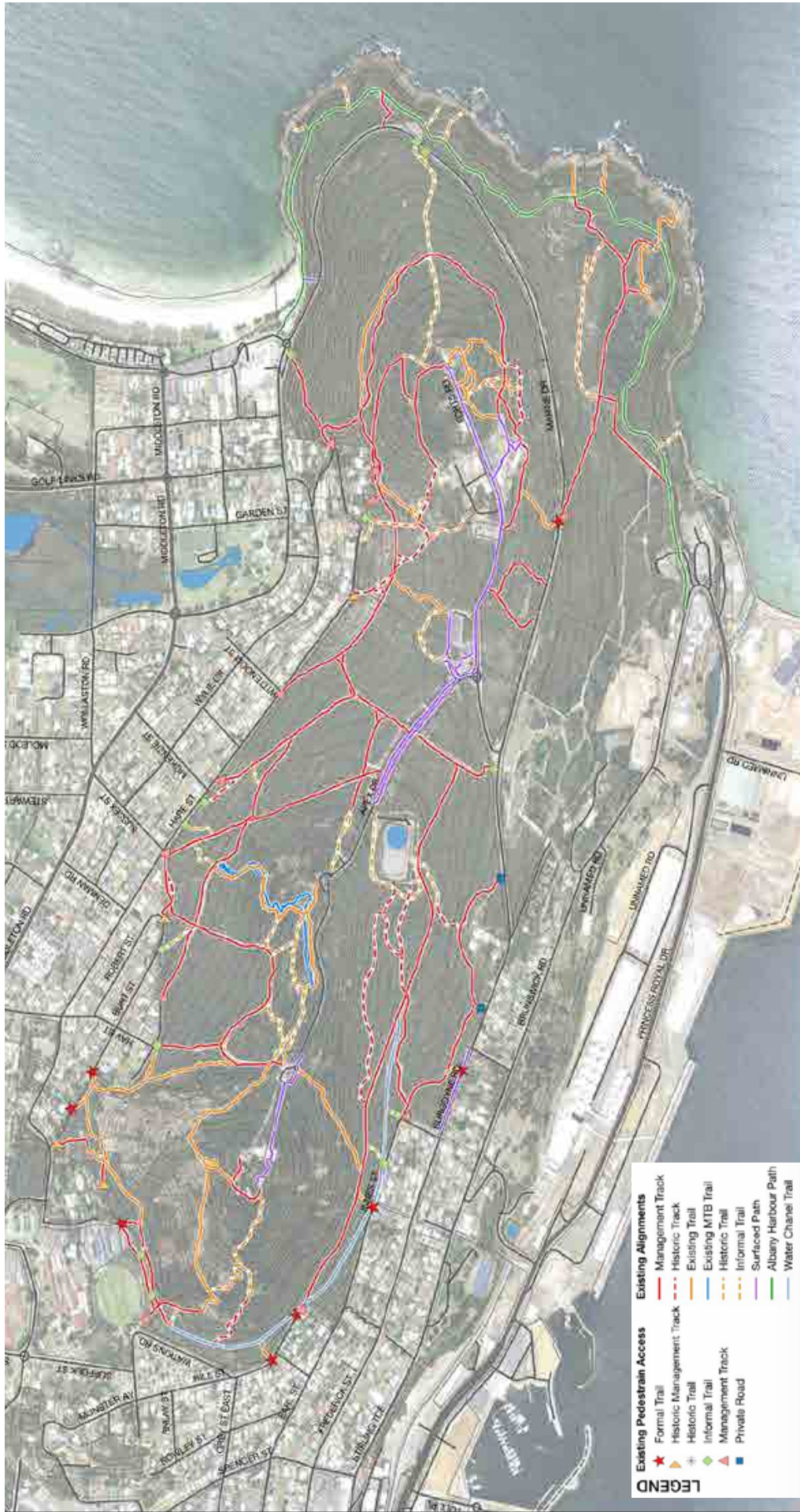
FIGURE 6: EXISTING SITUATION





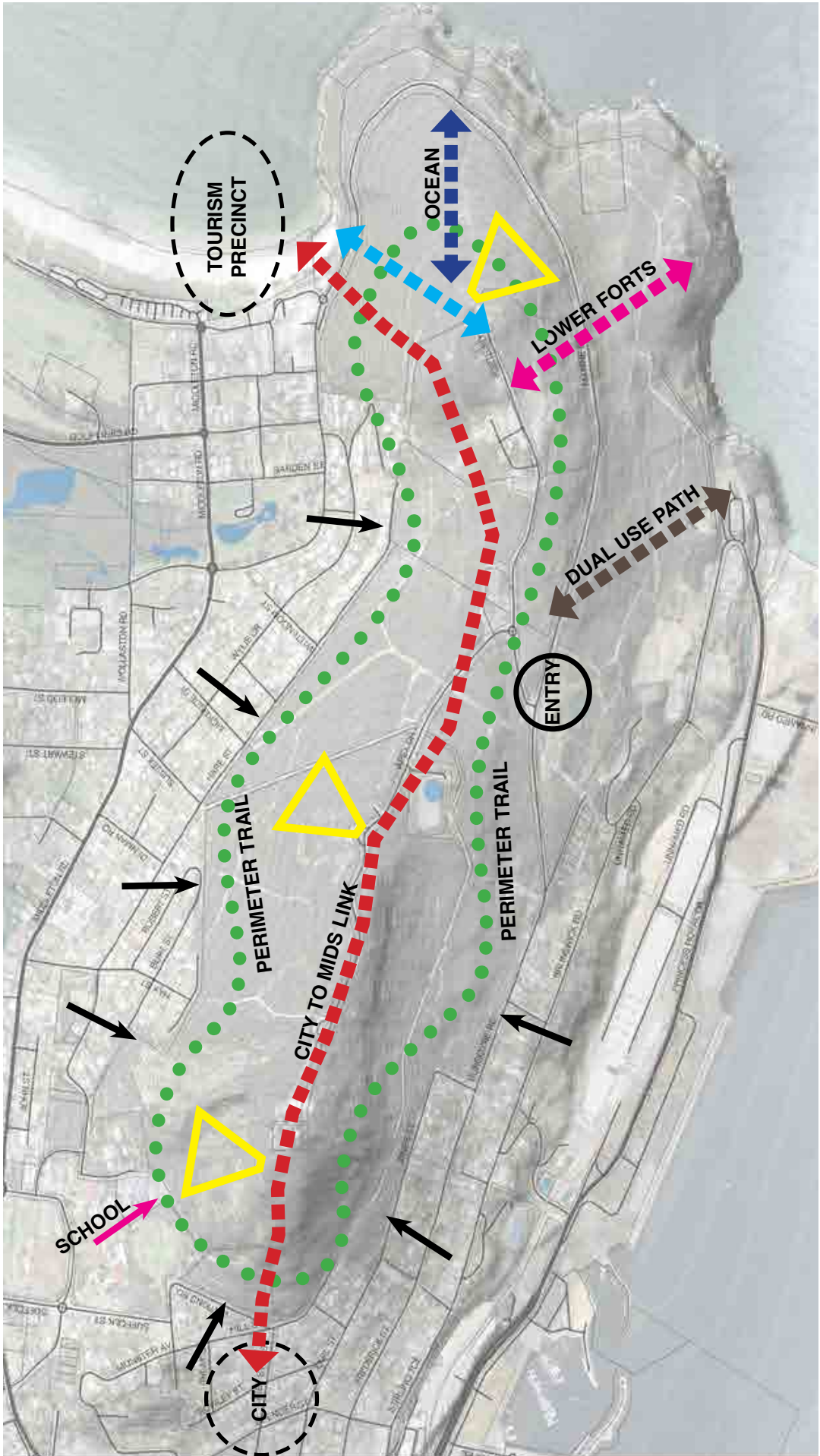
ALBANY HERITAGE PARK TRAIL NETWORK  
CONCEPT PLAN

FIGURE 7: EXISTING TRAIL ALIGNMENTS



**ALBANY HERITAGE PARK TRAIL NETWORK  
CONCEPT PLAN**

FIGURE 8: STRATEGIC CONNECTIONS



**USER TYPES**

A number of recreational walkers, runners and dog walkers utilise the informal and formal walk trails on the AHP.

Many visitors use the interpretive trails surrounding the historical sites, concentrated near the peaks of Mt Clarence and Mt Adelaide and along the ridge between the Mounts. Respondents to the user survey indicated the most popular trails as the Padre White Trail, Mass Rock Trail, Granite Trail and the boardwalk from Middleton Beach. The existing formal mountain bike trail is only suitable for a minority of mountain bikers, being less than 1 km in length and difficult classification. Respondents to the user survey indicated that the majority of mountain bikers are seeking trails of easy to moderate classifications. A number of mountain bikers use the walking and fire access trails, which are somewhat desirable to mountain bikers, on a regular basis. This has resulted in user conflict in some areas, and ongoing management issues due to trails not being designed for this type of use. All mountain bikers who responded to the user survey and who attended the community workshops advised that they would prefer purpose built single track over walk trails or fire access tracks. This is typical of mountain bikers in other trails destinations. For example, in a recent survey conducted in Kamloops, British Columbia (Larose Research & Strategy, 2015), 84% of riders stated that they prefer to ride on trails that were legally sanctioned.

Other users are not permitted in the reserve, including equestrian, motorcycle and 4WD users.

**TOURISM**

A number of tourism operators provide commercial products, such

as guided bus tours, abseiling operations and bike hire.

A significant number of tourists also visit the AHP from the cruise ships (containing from 250 to 3000 passengers) that stop in the Albany Harbour in the warmer seasons (Albany Port Authority , 2016).

Providing new or improved connections through the AHP, for example, to the Albany Harbour, could facilitate additional tourism opportunities.

**EVENTS**

The ANZAC Day Dawn Service is hosted at the Desert Mounted Corp Memorial, a tradition believed to have been started in 1930. A number of sporting events utilise the AHP trails, including Adventurethon adventure race, athletic cross country, Parkrun, Gallipoli run, City to Surf, Fun runs and walks and the Port to Point run. Downhill mountain bike races are held on the existing purpose built downhill track, and the annual Urban Downhill race uses informal tracks and walk trails originating from the summit of Mt Clarence. Cross country races are also held, using some management access tracks, walk trails and public roads.

**CONFLICTS**

The user survey highlighted some particular areas of conflict and the related issues, which generally relate to interactions between walkers and mountain bike users on all types of trail. Although 30% of respondents said they'd experienced conflict with other trail users, more than 80% of respondents stated they support shared use trails or mutual trail heads and meeting points. The general safety and environmental concerns include areas where



## ALBANY HERITAGE PARK TRAIL NETWORK CONCEPT PLAN

mountain bike users are travelling downhill and uncertainty or misunderstanding of trail etiquette.

### EXISTING MANAGEMENT PRACTICES

There are a number of management challenges associated with the existing trail system on the Mounts. Due to user demand exceeding the capacity of the existing trail system, current management practices are generally limited to reactive, short term solutions and actions. The current practices have led to generally poor or average trail condition, as well as economic, social and environmental impacts which are compounding with the growing demand.

The limited management resources have subsequently been directed toward priority maintenance actions and determining sustainable management strategies to reduce the impacts over the long term. The establishment of strategies will result in a reduction in some, but not all, maintenance and management requirements.

### TRAIL MAINTENANCE

Currently there is no dedicated trail inspection and maintenance schedule. Where significant issues are raised that have potential for serious injury, these are addressed with trail modifications, signage, closures or other appropriate actions. The Albany Mountain Bike Club undertakes maintenance of some trails periodically, particularly before or after events as required, in agreement with the City of Albany.

### UNSANCTIONED TRAIL USE

Currently there are mountain bike users using trails that have not been formally planned or designed, nor has their construction been in accordance with best practice. As part of this project, in excess of 33km of existing trails were formally assessed for their sustainability and suitability for use by mountain bikers, walkers or both user groups. The concept plan makes recommendations as to the most appropriate user group or groups for the trail, or whether the trail requires upgrades or closure to ensure a sustainable trail system. The trail system will require specific management measures to ensure users remain on the correct trails, and are discouraged from using or creating unsanctioned trails. Recommended management models and practices are detailed in the Development Section.

### COMMUNITY ENGAGEMENT AND CONSULTATION

Since decommissioning the military functions of the AHP, the site has grown to be one of the primary recreational destinations for Albany residents. The area provides a quiet, contemplative nature based experience for some, whilst also providing a raw and exposed adventure experience for others. As a result, the park has a wide range of users. In order to ensure the success of the network as a valued and inclusive community asset, it is integral to connect with the users, land owners, key stakeholders and wider community. Through a project steering group, workshops, user surveys and face to face meetings, the consultation process has enabled stakeholders to provide information on local values, issues and opportunities.

### PREVIOUS CONSULTATION THROUGH ALBANY TRAILS HUB STRATEGY

During 2013 to 2015, an extensive community consultation process was implemented to gain input from the community into the Albany Trails Hub Strategy. Representatives from a number

of stakeholder groups and businesses contributed to the project through the Trails Project Control Group, community engagement workshops and individual meetings. The community was encouraged to provide feedback on specific areas and proposed trail projects. It was apparent from the input and feedback from the community that there is considerable interest in the development of the AHP trail network. The community recognises and shares the values of the park and recognise the importance of balancing the needs of different user groups.

The outcomes of the consultation process regarding the AHP included recognition of:

- The central iconic location and links to World Class Heritage Precinct
- Opportunities to rationalise the existing network to provide a variety of quality trails and infrastructure
- Challenges presented by user conflict, multiple entry points, and unsustainable trails

### STAKEHOLDER LIAISON

While extensive stakeholder and community consultation were undertaken during the development of the Albany Trails Hub Strategy, it was important to continue with open and transparent consultation activities throughout the concept planning stage.

Regular updates on the progress of the project were provided to the community via social media, Council website, newsletters and community workshops.

### STEERING GROUP

The Project Steering Group comprises representatives from key stakeholders, being the CoA Major Projects, Reserves and Community Engagement Teams, Albany Mountain Bike Club, Albany Bushwalkers and the Consultant, Common Ground Trails. The group informed project objectives, and were consulted on specific interest areas to obtain feedback about ideas, rationale, alternatives and proposals.

### KEY STAKEHOLDERS

The following key stakeholders were consulted on specific interest areas to obtain feedback about ideas on rationale, alternatives and proposals to inform decision making:

- City of Albany - Planning Department
- City of Albany - Albany Heritage Park Master Plan Team
- City of Albany - National Anzac Centre
- Proximity residents (within 1km of the Heritage Park)
- Broader Albany residents and community
- Trail user groups (Albany mountain bike club, Albany bushwalkers group)
- Princess Royal Fortress precinct
- Noongar Traditional Owners
- Water Corporation
- Local schools
- Department of Sport and Recreation
- Department of Parks and Wildlife
- Great Southern Development Commission
- Various local residents with historical connection to the site

Many of the stakeholders were involved in further detailed discussions to help identify issues and views to ensure concerns and aspirations were understood and considered in developing the

Concept Plan. The proposed concept plan was released to the public in the form of a map outlining the proposed trails for development in the AHP. The community consultation was promoted through newsletters, social media and Council press release. Members of the public were invited to submit written submissions to the process.

Refer Figure 18 for the Broad Concept Plan Map that was released for public consultation. Written submissions were received from over 20 organisations and individuals. 87% of survey respondents confirmed their support for the concept.

### USER SURVEY AND COMMUNITY WORKSHOPS

Formal community engagement activities, including individual detailed discussions, community survey, facilitated workshops and public consultation, were undertaken to gather information and feedback from proximity residents, trail user groups and the general community on the draft concept plan prior to moving to detailed design stages.

An online user survey was conducted as part of the consultation process, to understand the types of trail experiences users and residents desire in the Albany Heritage Park. The survey attracted a large response, with 230 individual respondents, 96% being residents of the City of Albany. The survey consisted of several sections to seek particular feedback from different types of trail users and potential trail users about their habits and preferences. Users were also asked about their experiences with conflicts on the trails.

Information collected from the survey was analysed as part of the concept design preparation, and a copy of the survey analysis is provided in Appendix 4.

In addition to the survey, three face to face community workshops were held to present details and progress of site assessments and community engagement at various stages of the concept plan development. The workshops were opportunities for interested residents to comment on and ask questions about the plan.

# BROAD CONCEPT

## BROAD CONCEPT DEVELOPMENT PROCESS

The first stage of the concept planning involved a detailed assessment of the following attributes of the site, as illustrated in the Figures 9 to 13 on the following pages:

- Topographic Relief (Figure 9)
- Slope (Figure 10)
- Ruggedness (Figure 11)
- Aspect (Figure 12)
- Elevation Loss (Figure 13)

Following further ground-truthing on site, a project framework and broad concept were developed and presented to the community in a workshop format.

The purpose of the broad concept was to illustrate what the overall trail network and configuration look like. It proposed locations of trail heads, trail types and indicative corridors as well as integration and links with existing or proposed facilities and infrastructure.

Feedback from the community on the broad concept informed decisions regarding suitability of trail classifications, linkages, direction, trails intended for shared use and the level of importance of particular trails. The overall configuration and layout of the network were modified to meet the needs of stakeholders prior to advancing to the final concept.

The following Figures describe the broad concept that was presented to the community.

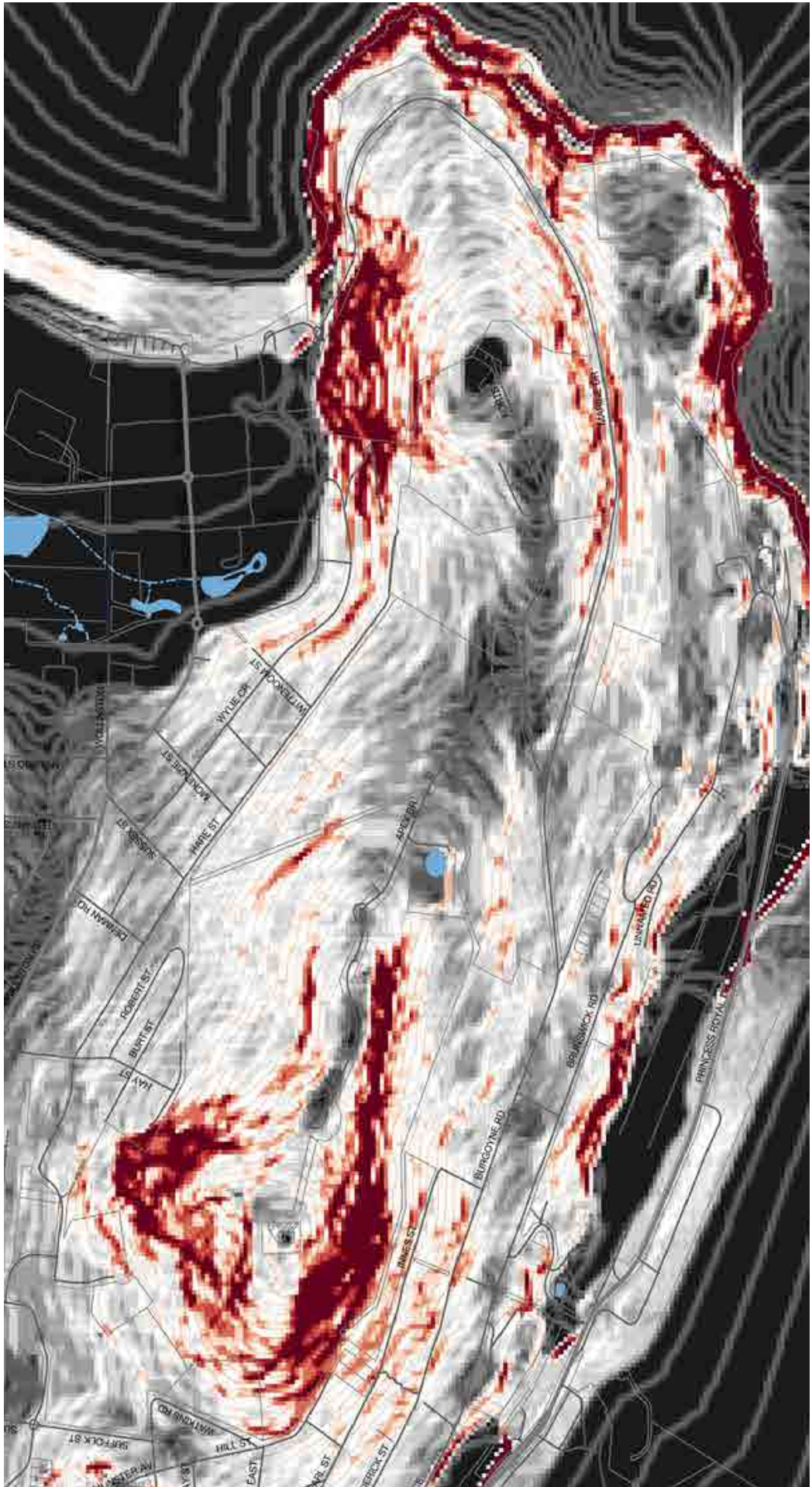
BROAD CONCEPT

FIGURE 9: TOPOGRAPHIC RELIEF ANALYSIS  
 A topographic relief analysis was performed to assess the shapes and features of the area's surface, in order to determine the most desirable areas of terrain for trail users.



**BROAD CONCEPT**

**FIGURE 10: SLOPE ANALYSIS**  
A slope analysis was performed to identify the gradient of different areas of the site, to determine desirable areas for certain types of trail, for example descending mountain bike trails. The darker areas indicate steeper slopes.





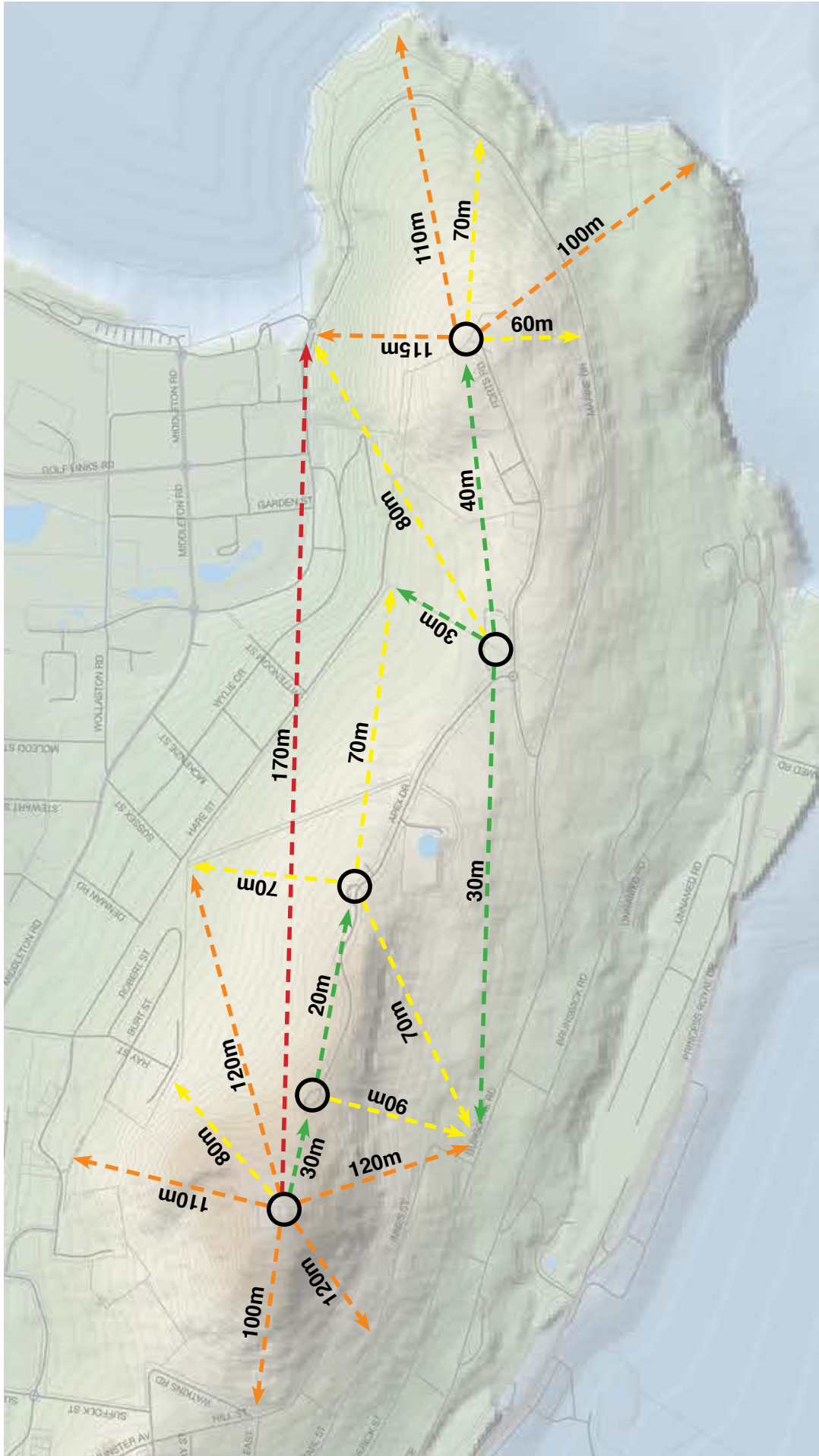




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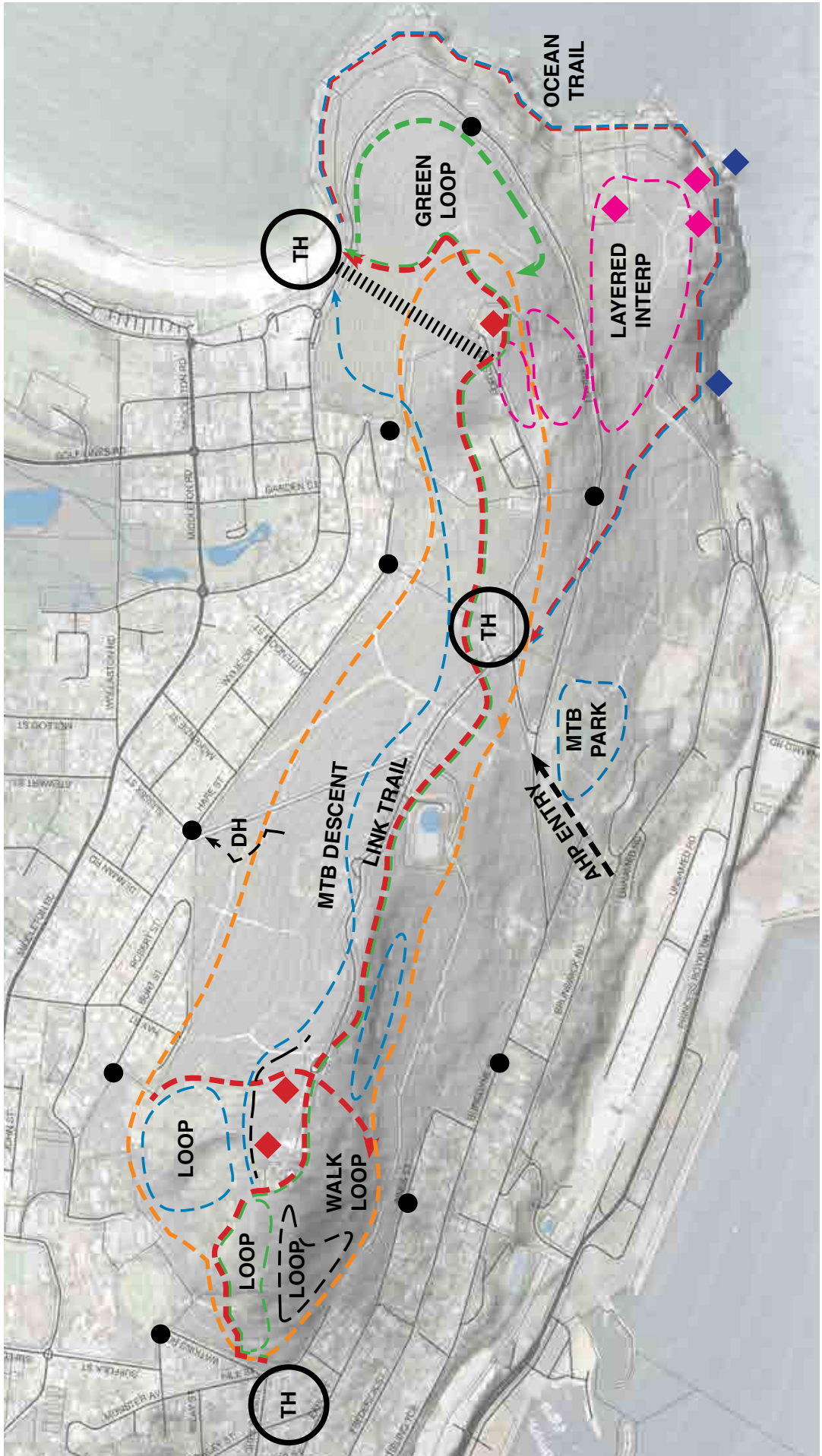
FIGURE 13: ELEVATION LOSS ANALYSIS

The elevation loss analysis identified the fall across areas of the site, which was used to determine desirable alignments for certain trail types.



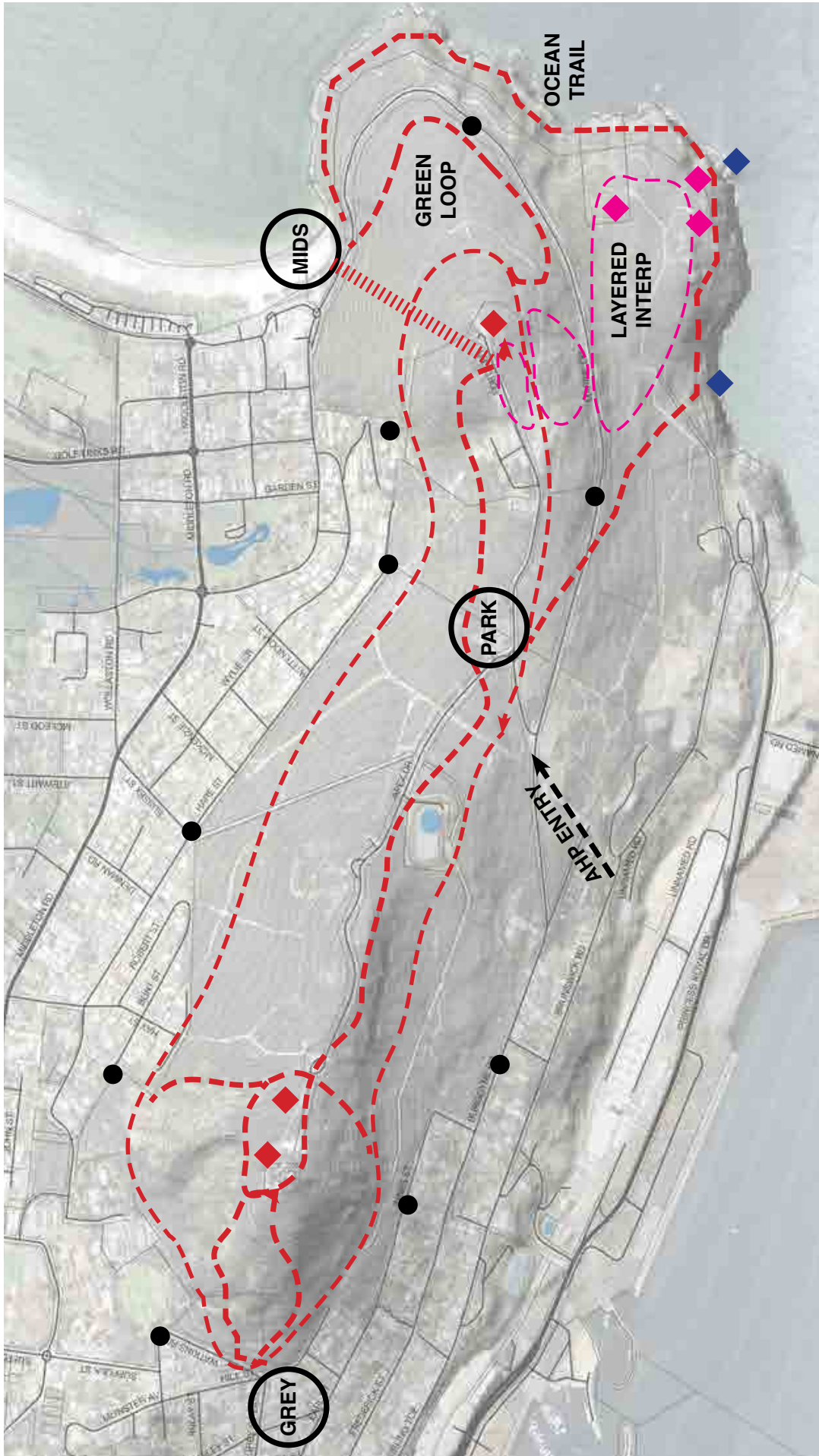
**BROAD CONCEPT**

FIGURE 14: BROAD CONCEPT - OVERALL TRAIL SYSTEM



BROAD CONCEPT

FIGURE 15: BROAD CONCEPT - WALK TRAIL SYSTEM

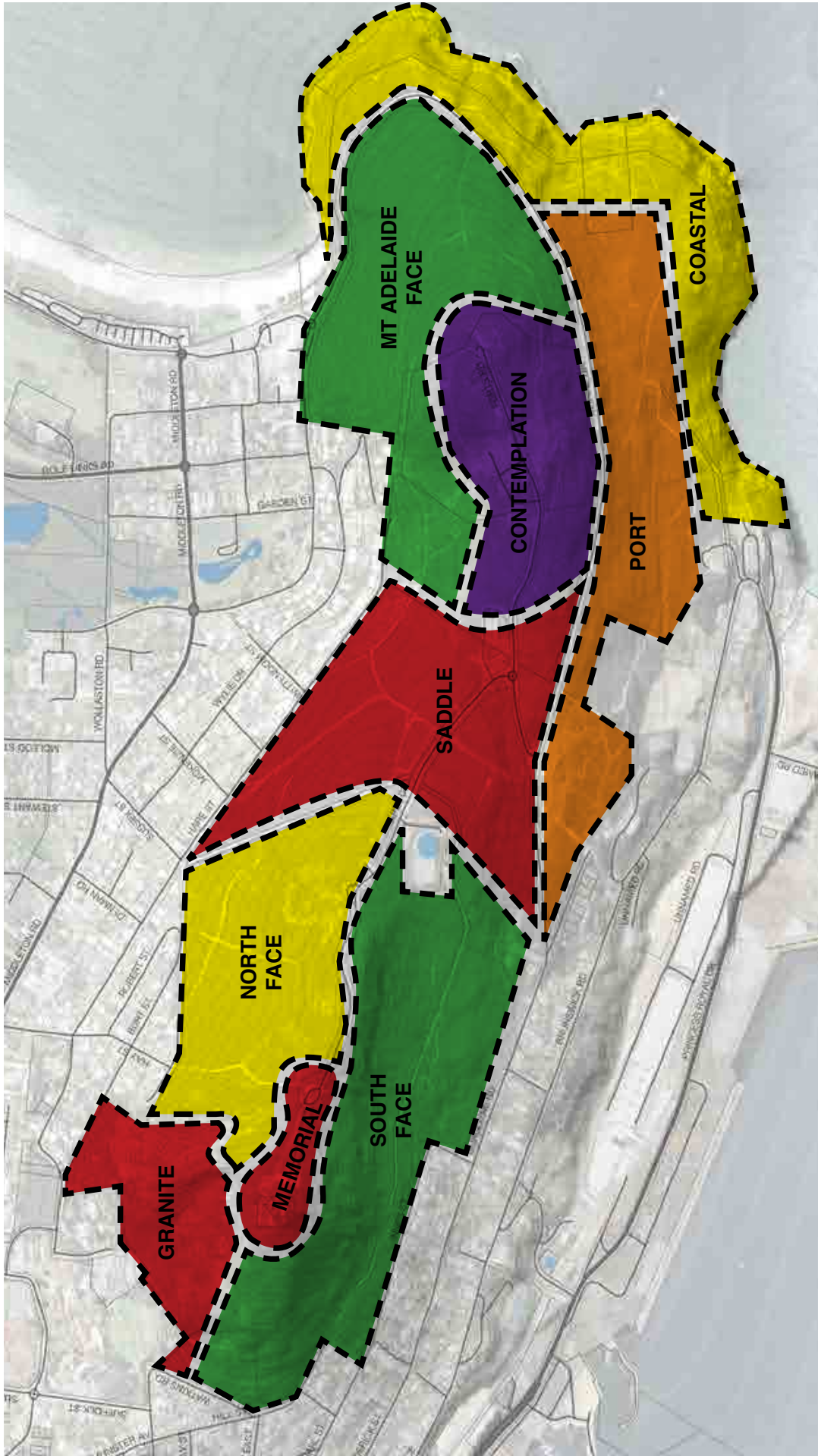




**BROAD CONCEPT**

**FIGURE 17: BROAD CONCEPT - DEVELOPMENT ZONES**

The combination of features determined through the various analyses performed enabled categorisation and development of 'zones'. These zones provide guidance on the types of trails that should be developed in different areas. For example, the 'Contemplation' zone should be developed as a slow pace, interpretive area, and descending mountain bike trails should be developed outside of this zone.



**BROAD CONCEPT**

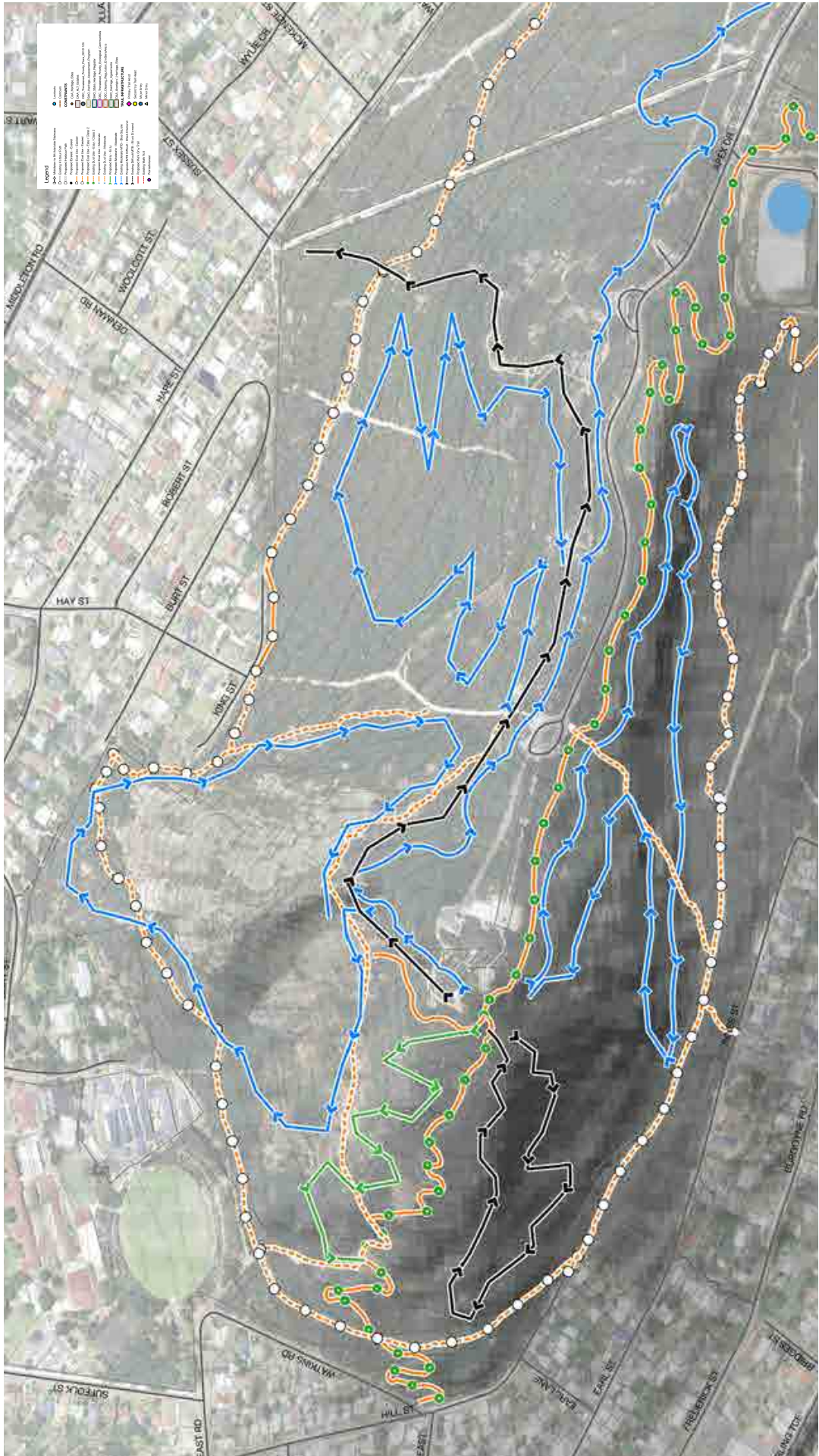
FIGURE 18: BROAD CONCEPT - OVERALL PLAN





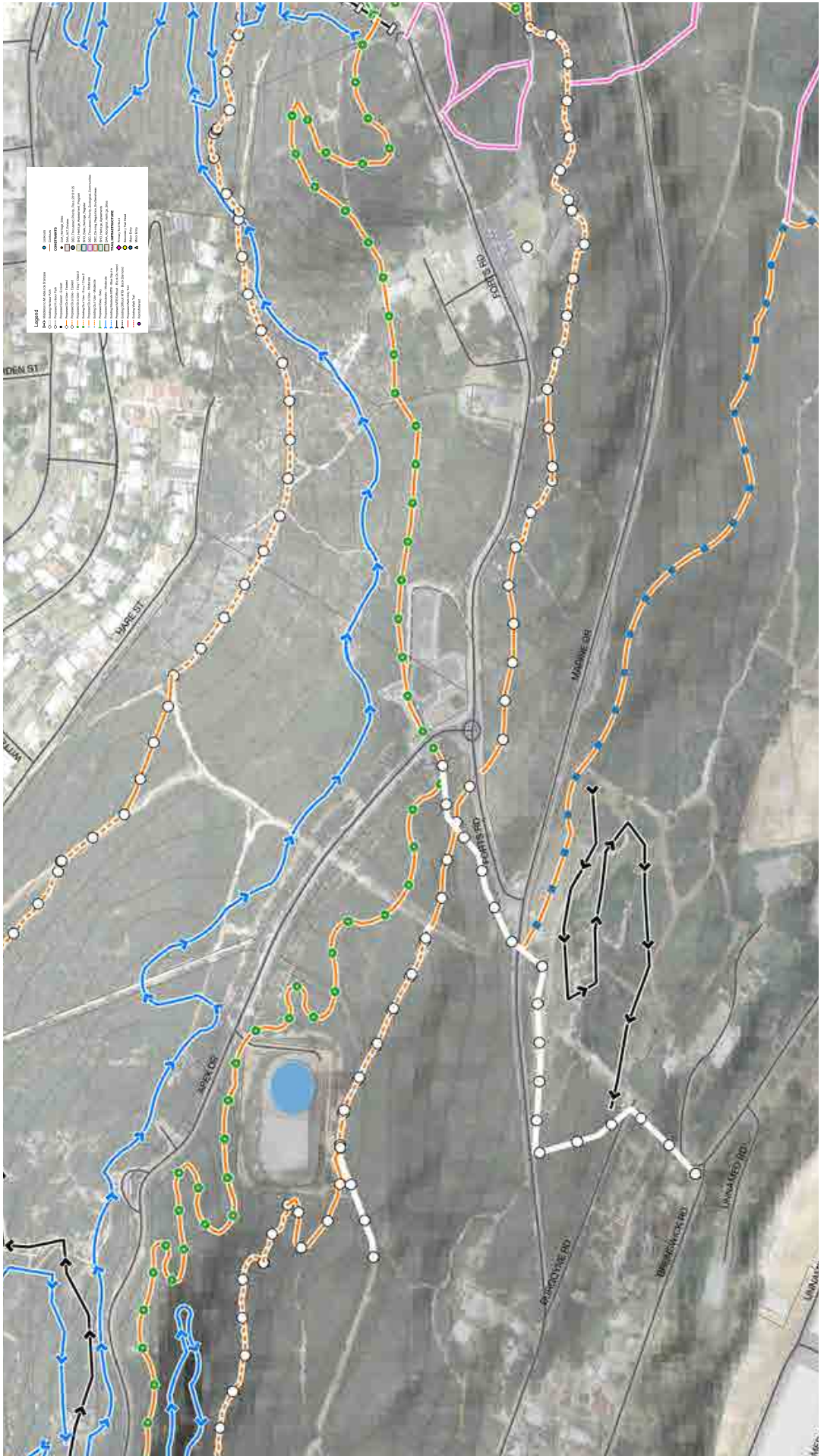
BROAD CONCEPT

FIGURE 19: BROAD CONCEPT - MOUNT CLARENCE DETAIL



BROAD CONCEPT

FIGURE 20: BROAD CONCEPT - SADDLE DETAIL



BROAD CONCEPT

FIGURE 21: CONCEPT PLAN - MOUNT ADELAIDE DETAIL





# CONCEPT PLAN

## PROPOSED TRAIL SYSTEM OVERVIEW

The AHP Trail System comprises a number of trail heads and combination of trail styles, difficulty levels and designs, which are sympathetic to the local character and values. The system features a core trail, the Ridge Link Trail, connecting the city centre to Middleton Beach, via the summits of Mount Clarence and Mount Adelaide. The system is based on a linked loop design, which includes a series of loop trails radiating from the trail heads and the Ridge Link Trail, to enable users to try different trails without

having to return to a single trailhead. Existing alignments and well used routes have been reviewed, consolidated and enhanced to provide an accessible and desirable network that promotes positive multi-user nature experiences. Adoption of this Concept Plan does not preclude development of other trails, linkages and connections in future, should there be demand, stakeholder support and the appropriate development process is adhered to. The proposed trail system offers the following breakdown of existing and new trails.

TRAIL	TRAIL QUANTITY (M)
Existing alignment (singletrack or fire break)	13,572
New trail construction	25,398

## OVERALL NETWORK TRAIL TYPE SUMMARY

The network offers the following breakdown of types.

TRAIL TYPE	TRAIL QUANTITY (M)
Dual use	20,207
MTB	13,265
Walk	5,498
Total	38,970

## TRAIL CLASSIFICATION SUMMARY

The network offers the following breakdown of classifications.

### WALK TRAILS INCLUDING DUAL USE

CLASSIFICATION	TRAIL QUANTITY (M)	CLASSIFICATION % OF TOTAL
Walk - Grade 1	1,045	4%
Walk - Grade 2	18,385	73%
Walk - Grade 3	5,799	23%
<b>TOTAL</b>	<b>25,229</b>	

## ALBANY HERITAGE PARK TRAIL NETWORK CONCEPT PLAN

### WALK ONLY SINGLE USE TRAILS

CLASSIFICATION	TRAIL QUANTITY (M)	CLASSIFICATION % OF TOTAL
Walk - Grade 2	2,630	52%
Walk - Grade 3	2,392	48%
<b>TOTAL</b>	<b>5,022</b>	

### MOUNTAIN BIKE TRAILS INCLUDING DUAL USE

CLASSIFICATION	TRAIL QUANTITY (M)	CLASSIFICATION % OF TOTAL
Mountain Bike - Very Easy	8,962	35%
Mountain Bike - Easy	3,580	14%
Mountain Bike - Moderate	10,292	40%
Mountain Bike - Advanced	2,800	11%
<b>TOTAL</b>	<b>25,634</b>	

### MOUNTAIN BIKE ONLY SINGLE USE TRAILS

CLASSIFICATION	TRAIL QUANTITY (M)	CLASSIFICATION % OF TOTAL
Mountain Bike - Very Easy		
Mountain Bike - Easy	3,580	27%
Mountain Bike - Moderate	6,885	52%
Mountain Bike - Difficult	2,800	21%
<b>TOTAL</b>	<b>13,265</b>	

The network has been designed to offer a total trail experience of over 38km. The Development section of this plan provides guidance on the next steps for corridor evaluation, detailed design and construction staging. Broad hygiene, flora and fauna and heritage (Aboriginal and Non-Aboriginal) assessments have been undertaken to inform the concept plan development. The topography, slope, ruggedness and aspect of the area have been analysed to identify significant features conducive to high quality trail experiences. The elevation losses across various cross-sections of the area, as well as opportunities for scenic vistas have been considered to identify appropriate links between points of interest and desirable locations.

Trails are situated in zones conducive to varying levels of construction intensity. Generally, walk trail corridors have been designed to enable and encourage passage between the City Centre, Middleton Beach and the interpretive opportunities surrounding the Mounts. Mountain bike trail corridors have been designed to maximise the available fall on the site. Walking and mountain biking experiences have been either combined or separated to allow safe and harmonious interactions between both user types. The types of trail surrounding Mount Clarence and Mount Adelaide are reflective of the site's topographical, cultural and historical values. The two Mounts are connected by a perimeter trail which follows the lower contours, as well as ridge line trails offering a number of contemplative and adventurous options. Trail continuation is accounted for through non-compounding loops, allowing for multiple visitor experiences including short circuits, half and full day walks, and half day rides without repeating significant sections of trail.

### TRAIL HEAD LOCATIONS

The main access points and infrastructure were evaluated to determine appropriate locations for formal trail heads that would achieve the following objectives:

- To maintain important access points from surrounding residential area, consolidating the large number of existing informal access tracks and rehabilitate where needed
- To restrict access to the greater trail system via formal trail heads
- To maintain a primary tourism access point via the National ANZAC Centre
- To improve the link between Marine Drive, Albany Harbour Path, City centre and the trail network for walkers and mountain bikers

Consideration was given to how the recreation and tourism user markets would be likely to access the site, consolidating the number of primary trail heads and integrating with existing infrastructure. Consultation with the community via the survey and workshops identified common user behaviours, which also influenced placement of trail heads. All trail heads are identified on the Concept Plan Maps.

Secondary trail heads are located in areas where people are likely to find them incidentally while using the network or accessing the AHP for non-trail related activities.

Minor entries are located at various points on surrounding streets, primarily to cater for local residents.

**PRIMARY TRAIL HEADS**

Primary trail head locations were selected where it is expected most trail users will access the AHP. Table 4 provides a summary of the proposed Primary Trail Heads, the existing and proposed amenities and facilities.

**CITY TRAIL HEAD**

A primary trail head is proposed on the intersection of Grey St East and Watkins Rd at the base of Mount Clarence, for users accessing the AHP from the City centre. Directional signage from key locations and meeting points in the City Centre, such as the town hall and York St, should be provided to encourage visitors to walk to the AHP. There is limited car parking space available at the trail head location, but there is a good quality 600m walking path directly linked to York St. From this trail head, iconic trails, such as the scenic walk to the summit of Mount Clarence and the Urban Downhill mountain bike descent will be accessible. The location of this trail head allows event spectators to access the trails easily from the City, and it also provides the starting point for full day

trail experiences.

**SADDLE TRAIL HEAD**

A primary trail head is proposed on the saddle between the Mounts, nearby the main AHP vehicle entry. There is significant car parking available in the area, and feedback from community consultation indicated that this is a popular access point for trail users. The trail head has the potential to encourage visitors to use the associated car parking and access the Mount Adelaide historical precinct via the trails, as an alternative.

**MIDDLETON BEACH TRAIL HEAD**

A primary trail head is proposed at the car park adjacent to Mount Adelaide near the Middleton Beach tourism precinct. A number of highly utilised existing informal trails originate from this location, indicating demand for this access point. As the end point for a number of descending mountain bike trails, including the Icon Descent, a shuttle pick up point is likely to be located at or near this trail head.

PRIMARY TRAIL HEAD	EXISTING AMENITIES AND FACILITIES	PROPOSED AMENITIES AND FACILITIES
City Trail Head	Walk path access, link to public transport, proximity to City Centre	Signage, shelter, cycle network integration, equipment wash station, drinking water
Saddle Trail Head (Corner of Forts Road and Apex Drive)	Car parking, signage (minimal)	Signage, shelter, toilet, cycle network integration, drinking water, equipment wash station
Middleton Beach Trail Head	Proximity to Middleton Beach tourism precinct	Signage, shelter, additional parking, cycle network integration, equipment wash station, drinking water

Table 4: Primary Trail Heads Amenities Et Facilities

**SECONDARY TRAIL HEADS**

Secondary trail head locations were selected where several trails intersect or branch in the network, forming a node. Table 4 provides a summary of the proposed Primary Trail Heads, the existing and proposed amenities and facilities.

**MOUNT CLARENCE CAR PARK TRAIL HEAD**

A secondary trail head is proposed at the Mount Clarence Car Park on Apex Drive, due to its existing infrastructure, associated lookouts and points of interest. There is limited opportunity for car park expansion, and the location is not well connected with any major roads or precincts, therefore it has not been recommended as a primary trail head. This location provides a rest point for users of the Ridge Link Trail.

stairs. It is intended that walkers and mountain bikers will interact harmoniously in this area, as both users will want to access the views and photographic opportunities provided at the Wesfarmers lookout. The placement of the trail head and trails will achieve separation of mountain bikers from walkers in the busy historic precinct.

**NATIONAL ANZAC CENTRE TRAIL HEAD**

A secondary trail head is proposed at the National Anzac Centre, which will predominantly cater for the tourism market. It will provide information for people visiting the historic precinct and its associated interpretive trails, which provide links to sites and trails in the vicinity of Marine Drive.

**MOUNT ADELAIDE TRAIL HEAD**

A secondary trail head is proposed at the summit of Mount Adelaide close to the Wesfarmers lookout. Several proposed descending mountain bike trails originate at this location. It is also the summit of several walk trails that originate at the Middleton Beach Trail Head, including the proposed iconic Mt Adelaide

**MINOR ENTRIES**

Minor entries are proposed along the perimeter of the AHP boundary to maintain historic community access points. Due to the proximity of these entries to neighbouring residences it is recommended that some of these entries remain unsigned, 'locals only' routes.

SECONDARY TRAIL HEAD	EXISTING AMENITIES AND FACILITIES	PROPOSED AMENITIES AND FACILITIES
Mount Clarence Car Park Trail Head	Car parking, toilets, shelters as well as a number of lookouts and points of interest	Signage
Mount Adelaide Trail Head	Bike parking, lookout	Signage
National Anzac Centre Trail Head	Restaurant, interpretive centre, visitor services, open parkland, toilets and large car park	Signage

Table 5: Secondary Trail Heads Amenities Et Facilities

## ALBANY HERITAGE PARK TRAIL NETWORK CONCEPT PLAN

### TRAILS, CONNECTIONS, LINKS AND INFRASTRUCTURE TO BE RETAINED

The existing trail network includes a number of walk trails, and fire management tracks, totalling over 33km. Many of these tracks and trails are used by walkers and increasingly by mountain bikers. While none of the existing trails are considered high quality or sustainable, sections of them are suitable for use in the proposed development, with some improvements and modifications.

While many of the walk trails are desirable to the community, feedback indicated that they are not considered highly desirable by mountain bike users. Over 13km of existing trails are recommended to be formalised as walk, mountain bike or dual use trails. Detailed reasoning for retaining particular trails or sections of trails is provided in the individual Trail Summaries. An audit and assessment of all existing trails was undertaken as part of the site investigation, and the broad outcomes of this process are provided in the Site Analysis Section. The broad-scale assessment of the site identified a range of issues to be addressed through a review of the entire trail system.

Where the proposed trail system can make use of existing trail alignments, to avoid creating new trails, it has been recommended that those individual trails are reviewed in further detail to ensure suitable alignments, classifications and appropriate trail features can be achieved sustainably. Where an existing trail was found to be superfluous to the intent and objectives of the trail system, actions such as closure and rehabilitation have been recommended.

### SHUTTLE ROAD ACCESS

Shuttles may be used to transport trail users from the surrounding lower street levels up to the primary trail heads. Shuttle users may include elderly residents and visitors using the walking or interpretive trails, or mountain bike riders using the gravity-focussed trails. The existing public roads enable suitable pick up and drop off points for shuttle vehicles and trailers. Proposed locations have been identified in the map provided in the Final Concept Plan.

### EMERGENCY & MANAGEMENT VEHICLE ACCESS

The emergency and management vehicle access plans were reviewed as part of the development of the trail network. A number of access tracks will be closed and some of the proposed trails, for example sections of the dual use Perimeter Trail, will be used for emergency and management access. It will be important to maintain corrals and sufficient clearance above the trail corridor to ensure vehicle access is possible. A balance will be achieved to ensure the trail provides a natural feel for users, and meanders through the alignment, rather than travelling in a straight line.

The emergency and management vehicle access tracks proposed to be closed and retained are identified in the Final Concept Plan.

### TRAIL CLOSURE AND REHABILITATION

Many of the existing trails or sections of trails have not been planned, designed or constructed appropriately for use by walkers or mountain bikers. Some trails are unnecessary duplicate trails or are impacting on the environmental, cultural and landscape values of the reserve. The planning process has provided the opportunity to review sustainability of all trails and rationalise the existing system, resulting in broad recommendations for trail closures. It is recommended that the detailed design include specifications for all individual trail closures. Where trails are to be closed, the

alignment will be rehabilitated to allow vegetation to regenerate. Further to this, upgraded and new trails will be designed so that they do not connect with the closed trails physically or visually, to further discourage use. A summary of the trails to be closed is provided in the Concept Plan Section.

### TRAIL NAMES

All proposed trails have been designated identification numbers. Once constructed, trail naming is important for navigation and promotion. The community should be engaged in the naming of trails, which should reflect the local values and character of the area. Where existing trails have been incorporated into the concept design, e.g. Granite Trail, it is recommended the existing name be retained.

### TRAIL SYSTEM

The trail system (Figure 22) has been designed to cater for the needs of all user groups and demographics identified in this plan. Building on the character and usage of the existing network, a primary focus has been placed on the leisure cohort, who seek very accessible trail experiences. The proposed trail network includes a walk trail system and mountain bike trail system, comprising dual use and single use trails. Individual trail summaries are provided in the following sections, to describe how the trail systems are intended to be used. A variety of user groups, with recreation as a primary motivator. The primary use of the trail network will be for recreation, while the secondary use will be for tourism, and the network is linked appropriately to potential event staging areas, spectator access and facilities to allow for ongoing use of the area for mountain bike and other events. Spectator based event (such as downhill mountain biking) infrastructure is recommended to be developed in areas of less environmental value where appropriate, to limit the impact of spectators. A range of mountain bike events, including long distance, cross country and gravity formats will be catered for through provision of a range of suitable trails within the network. Walking and trail running events are also catered for.

The individual trail summaries include provisions for concurrent recreation and tourism use while events are in operation in the area. The primary focus of the trail system is the leisure cohort, through provision of strategic connections and dual use trails.

### WALK TRAIL SYSTEM

A secondary focus is on improvements to walking trails to provide grade 1-3 bushwalking trails for nature watchers and appreciators, recreational walkers, dog walkers, bushwalkers and trail runners. The natural values and historical use of the site dictate that bushwalking style trails are appropriate. Natural looking trails are desirable to users, who will primarily use the network for recreation. The walk trail system (Figure 27) comprises walking and interpretive trails to cater for local residents and visitors to the AHP. Walking trails are focused around Mount Clarence, capitalising on the unique landform and connection to the city centre, while the interpretive walking trails are focused around the National Anzac Centre, Royal Princess Fortress and Lower Forts enhancing the heritage theme of the area.

### MOUNTAIN BIKE TRAIL SYSTEM

A secondary focus of the trail system is on the enthusiast mountain bike cohort, through provision of a single use trail network, potentially accessed via dual use trails and strategic connections. There is a tertiary focus on the sport and gravity cohorts, through provision of event-specific facilities and connections to appropriate trails. Topography and value of landscape, and historical use of



the site dictate that both cross country and gravity mountain bike styles are appropriate. The mountain bike trail system (Figure 28) caters for a range of skill levels and up to a full day of unique riding experiences.

**ICONIC TRAIL EXPERIENCES**

Two iconic trail experiences will be developed to showcase Albany's iconic landscapes and attract a range of markets. These trails will be highly accessible experiences and present the opportunity for development of transport and tour services. These trails are:

- The Green Dual Use Ridge Link Trail, which connects the Albany City Centre with Middleton Beach. This trail will cater for a range of walkers and mountain bikers seeking a range of trail experiences. It features a scenic route traversing both Mt Clarence and Mt Adelaide to provide stunning vistas of the Albany surrounds. It can be accessed from a number of locations, and sections of this trail are suitable for wheelchair users. Two steep sections of trail originating at each trail head are dual use in the uphill direction, but only walkers will be permitted to descend on these sections. Separate single direction descents are provided for mountain bikes to return to the trail heads.
- The Blue Dual Use Coastal Trail showcases the rugged and exposed coastline, starting at Middleton Beach and climbing toward the Saddle Trail Head within the AHP. Traversing the rocky headland, the trail is intended to provide an adventurous alternative to the wide and even surface of the boardwalk. The trail caters for more experienced users, including enthusiast mountain bikers and experienced bushwalkers, offering a

technical challenge in changing terrain.

**DEMONSTRATION TRAIL**

The existing trail supply is not representative of world's best practice or 'World Class' quality trails. It is understandable that people may be concerned that new trails will result in a greater quantity of visually undesirable trail. It is intended that some of these concerns will be addressed through the implementation of the 'demonstration trail' project. The intent of the Demonstration Trail is to demonstrate to the community and prospective funding bodies:

- Quality of trail to be constructed
- Low level of disturbance and impact on the environment that can be achieved by using modern trail construction techniques
- Different techniques that can be utilised to develop sustainable trails on different ground conditions
- How trail design can address safety issues
- How effective signage can help prevent user conflict

The Demonstration Trail was approved for construction at the time of writing this report. Prior to construction, the trail alignment underwent detailed flora and fauna assessments. A clearing permit was obtained, and Aboriginal monitors were present on site for the clearing works.

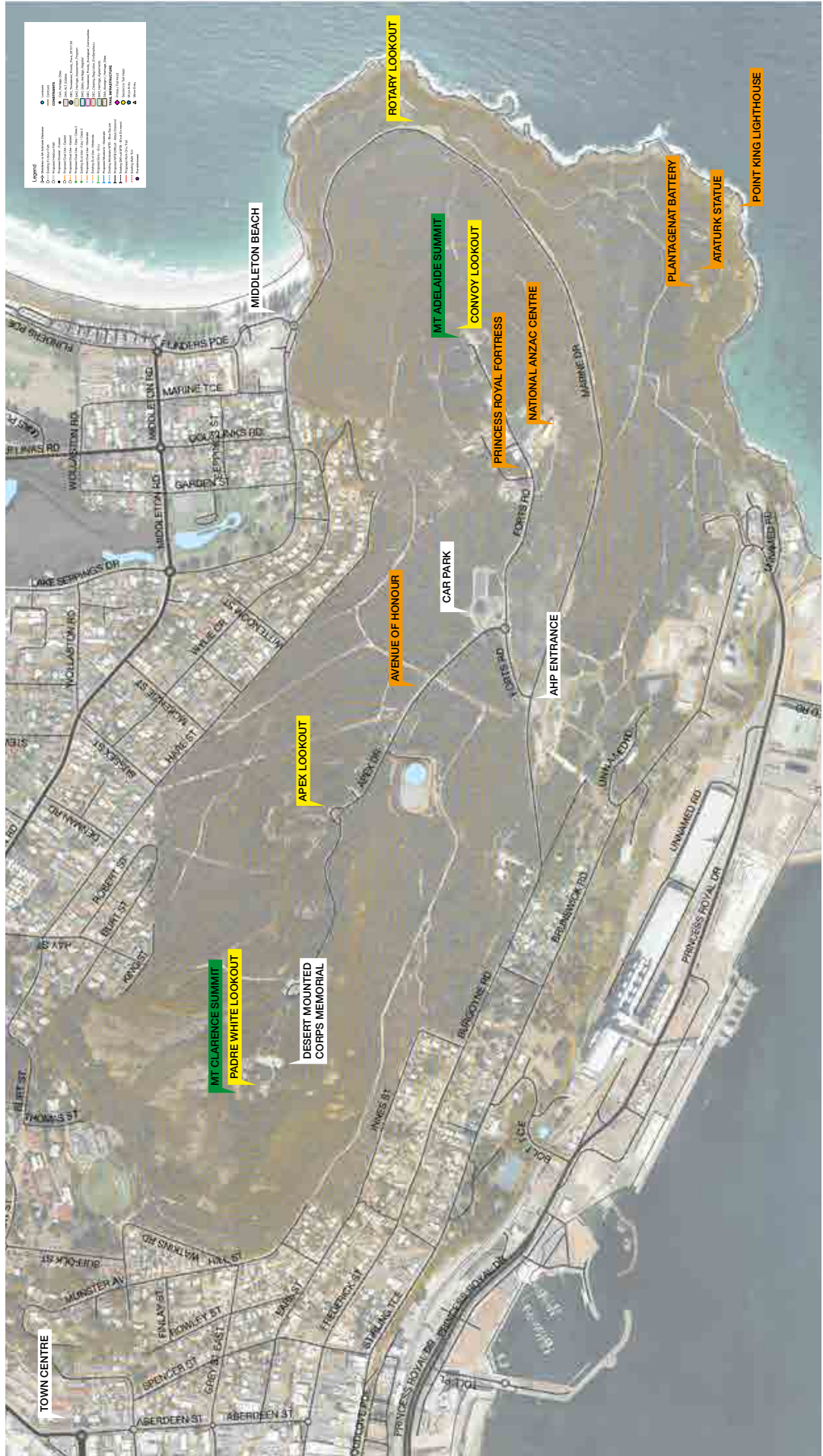
**CONCEPT PLAN & TRAIL SUMMARIES**

Figures 23 to 28 represent the final concept plan for the proposed trail network. The following pages provide summaries of the individual trails within the network.



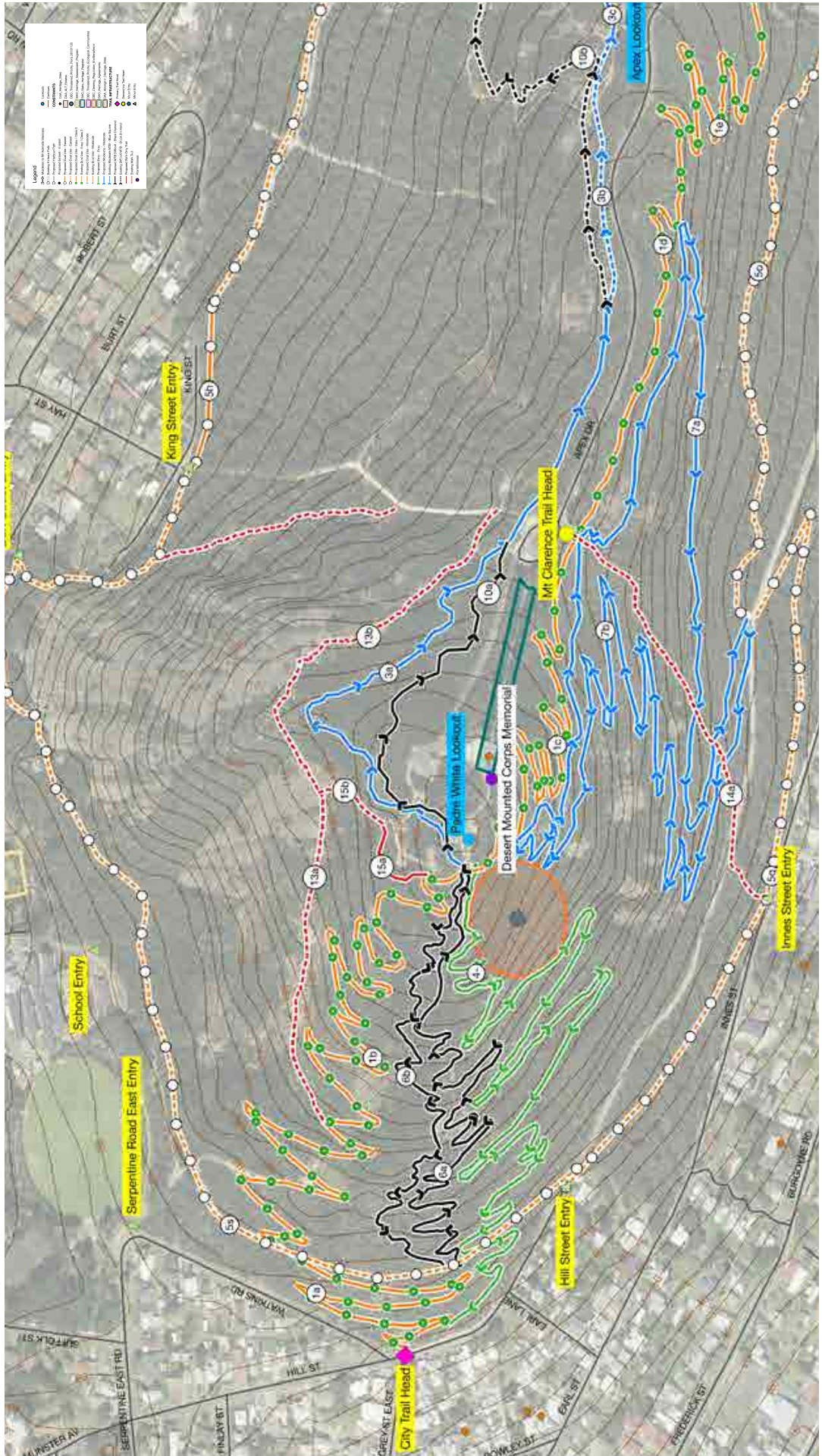
FINAL CONCEPT

FIGURE 22: FINAL CONCEPT - OVERALL PLAN



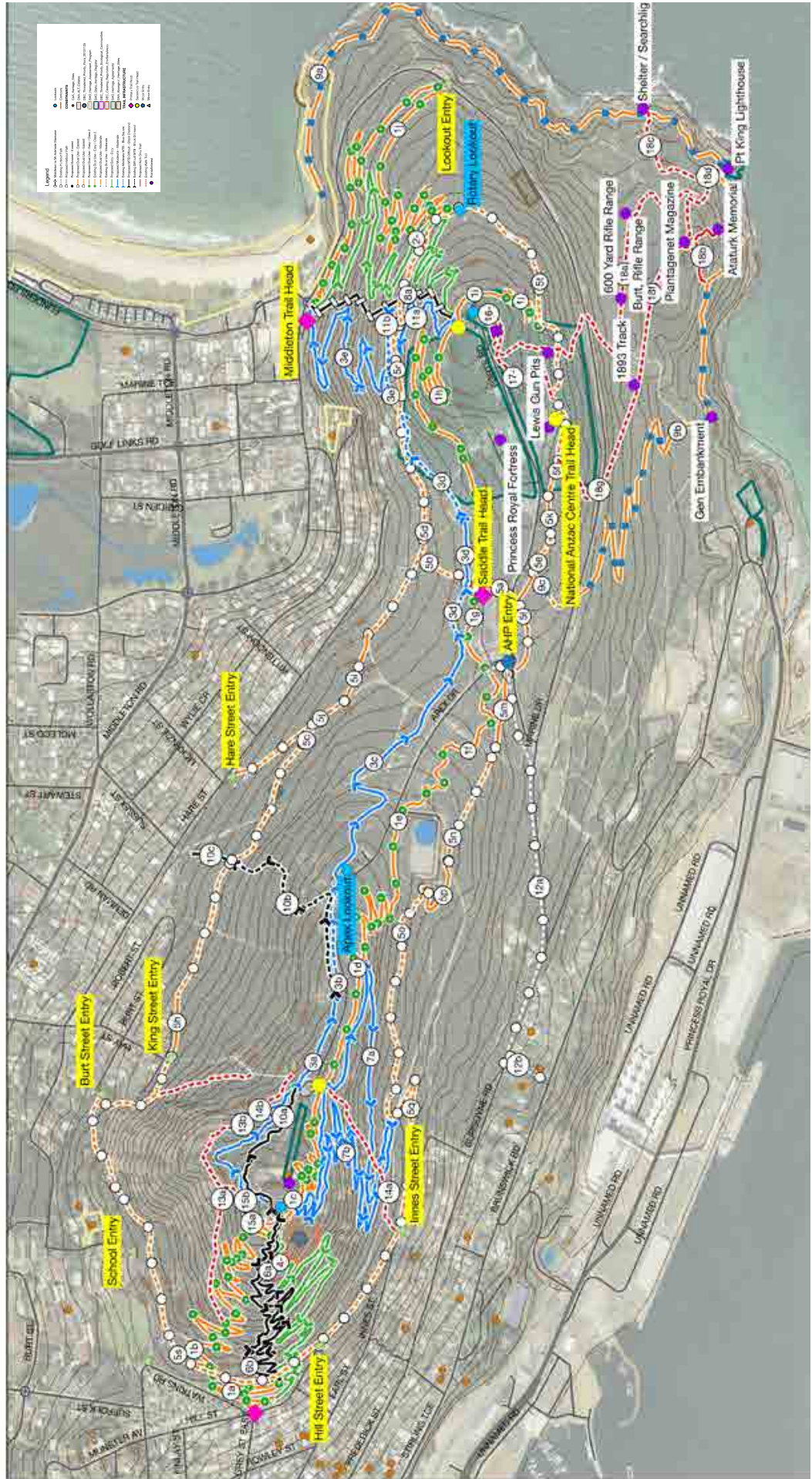
FINAL CONCEPT

FIGURE 23: FINAL CONCEPT - MOUNT CLARENCE DETAIL



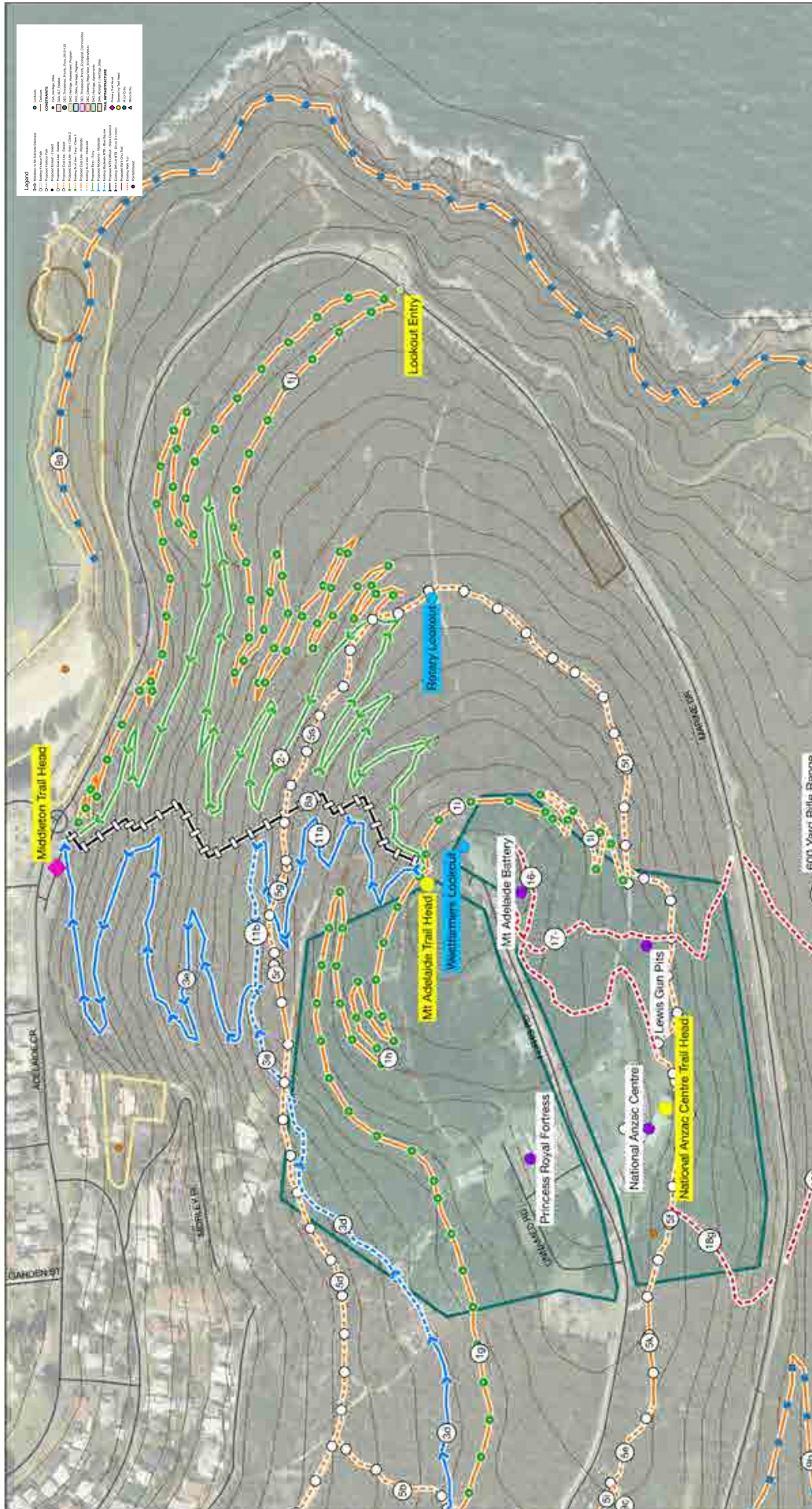
FINAL CONCEPT

FIGURE 24: FINAL CONCEPT - SADDLE DETAIL



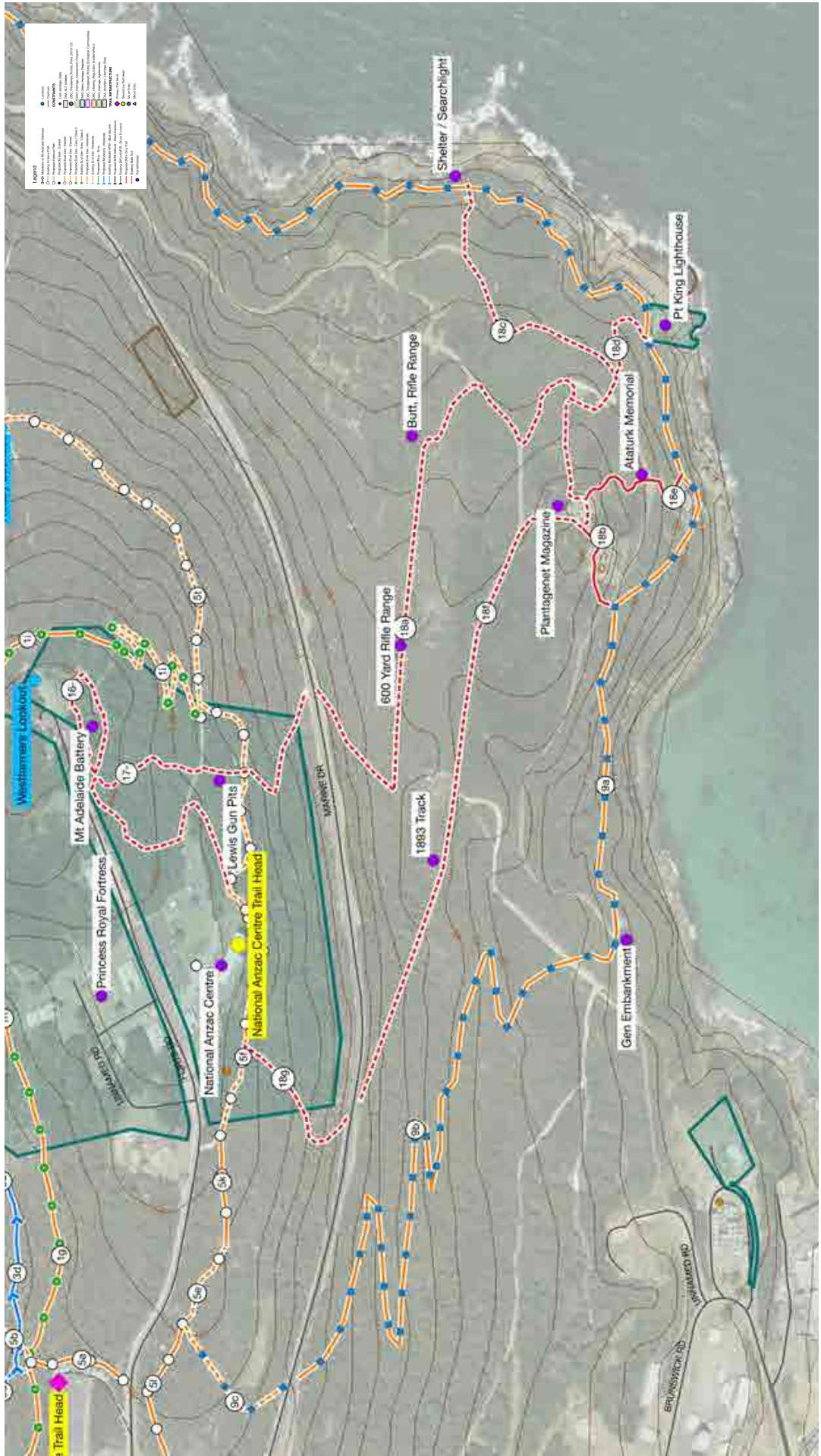
FINAL CONCEPT

FIGURE 25: FINAL CONCEPT - MOUNT ADELAIDE DETAIL



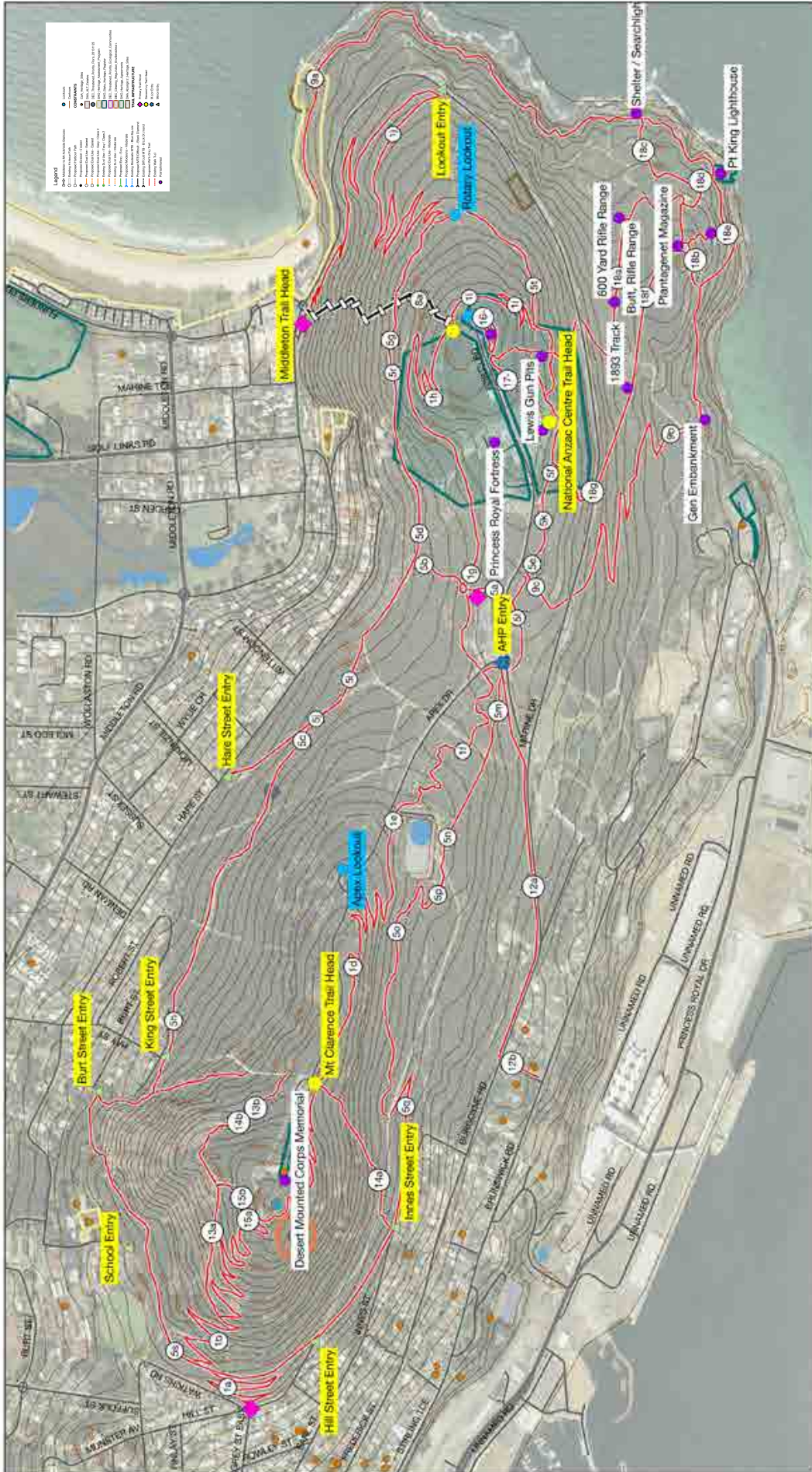
FINAL CONCEPT

FIGURE 26: FINAL CONCEPT - COASTAL AREA DETAIL



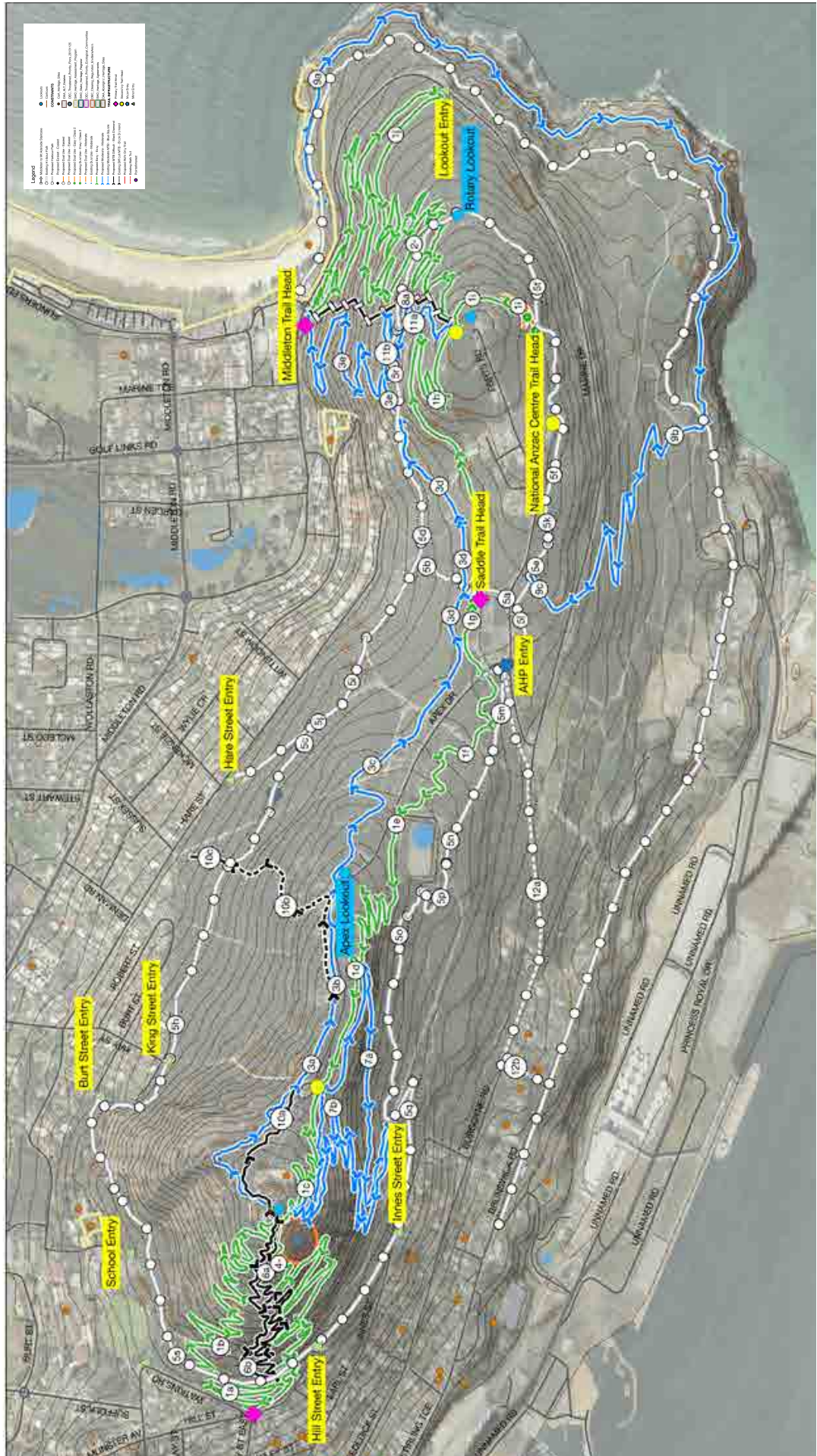
FINAL CONCEPT

FIGURE 267 FINAL CONCEPT - WALK TRAIL SYSTEM



FINAL CONCEPT

FIGURE 28: FINAL CONCEPT - MOUNTAIN BIKE TRAIL SYSTEM





# GREEN DUAL USE RIDGE LINK CORRIDOR

TRAIL ID

1

CONCEPT PLAN: TRAIL SUMMARIES

**WALK**



**BASIC / MODERATE**  
GRADE 2

**MOUNTAIN BIKE**



**EASY**  
GREEN CIRCLE

## OVERVIEW

The Ridge Link trail is proposed to provide a unique and iconic Albany trail experience, providing a low gradient (2% average) spine connecting users to Middleton Beach from the City Centre via a scenic route traversing both Mt Clarence and Mt Adelaide. This trail provides a vital connection and access to multiple trails and route opportunities within the network and is therefore of high strategic value. As the primary access and egress to and from the City Centre and Middleton Beach, it is anticipated that this section of trail will see a very high relative level of use.

## OPPORTUNITIES

### USER MARKETS

It is anticipated that this trail will be desirable to a range of mountain bikers and walkers seeking a range of trail experiences. The trail is therefore proposed as an easy classification dual use trail, focused primarily on providing access to the Mounts from trail heads at both the City Centre and Middleton Beach. Sections will be utilised for shorter experiences for walkers and mountain bikers when commencing at any trail head, and the link between the Mounts is suitable for wheelchair users.

### OPTIONAL LINES TO CATER FOR MULTIPLE CLASSIFICATIONS

Designed to be an open flowing trail with minimal features it allows users to view the surrounding scenery. As this trail is shared use, optional lines and features for higher classifications for mountain bikes are not appropriate. Optional steps may be used to provide quicker alternatives for walkers.

### USE OF EXISTING TRAIL

To minimise the need to construct new trail, construction can utilise several existing disturbed alignments. Further assessment during the detailed design stage will determine how much can be utilised, upgrades required and quantity of new trail required.

### CONFLICT MANAGEMENT

There is a need to manage potential conflict between user types on two particular sections of this trail. The proposed strategy is to duplicate two sections; the sections of trail originating at each trail head are dual use in the uphill direction, but only walkers will be permitted to descend on these sections. Trail 2 and 4 will provide single direction descents for mountain bikes back to the trail heads.

## CONSTRAINTS

- Environmental, hygiene and heritage constraints have been assessed broadly in the context of the AHP.
- The trail is primarily located on rock, with some sandy soil in the eastern sections. Through the detailed design of the trail, areas of sensitive vegetation will be identified prior to confirming the most appropriate alignment.
- The dieback assessment identified potential for disease free vegetation to exist within this proposed alignment. Further investigations may be undertaken prior to confirming the detailed design to prevent impact on potentially protectable downslope areas.
- There are no heritage issues associated with the broad alignment of this trail.

## TRAIL CORRIDOR DETAILS

Corridor ID	1a, 1b, 1c, 1d, 1e, 1f, 1g, 1h, 1i, 1j, 1k
Name	Ridge Link Trail
Strategic Value	High
Use	Dual - Walk & Mountain Bike
Classifications	Grade 2 / Easy - Green Circle
Trail Type	Walk / Cross Country
Trail Style	Open
Direction: 1c - 1h	Dual Direction All Users; 1a, b, i & j - Dual Direction Walkers Only, Single Direction uphill for MTB Only
Ascending / Descending	Ascending & Descending
Options:	Optional Blue Features & Lines on Mountain Bike Descents Only; Optional Grade 3 Lines and steps on Walk Trail
Corridor Width	100m
Trail Length	9000m
Vertical Range	180m
Elevation Variation	360m
Prevailing Cross Slopes	Flat to Very Steep
Average Trail Gradient	2%
Maximum Trail Gradient	10% Walk 15% < 20m Mountain Bike
Minimum Line of Sight	10m
Tread Width	1500mm - 1800mm
Qualifier / Filter	Nil

## DEVELOPMENT STAGING & COSTING

Development Stage	STAGE 1
Construction Type	Upgraded & New
Est. Design Cost	\$26,886.00
Est. Construction Cost	\$640,960.00
Est. Signage & Ancillary Cost	\$12,819.20
Est. Total Trail Cost	\$969,666.20
Est. Maintenance p/year	\$28,843.20

## RECOMMENDED CONSTRUCTION METHODOLOGY

Proposed Construction Methodology	Sections of full bench, partial bench and lifted surface construction.
Proposed Construction Materials	Combined imported and natural material trail surface over natural & imported subsurface.

## TECHNICAL TRAIL FEATURES

TURNS	VERTICAL CHANGE	OBSTACLES
Turns	Rollers	Chicane
Berm	Grade Reversal	Choke
Climbing Turn	Steps - Optional	
Technical Inside Line	Walk Line	

# MIDDLETON BEACH DESCENT CORRIDOR

TRAIL ID **2**

## MOUNTAIN BIKE



### OVERVIEW

The Middleton Beach Descent is proposed to provide an easy classification mountain bike descent from the dual use Ridge Link trail, down to Middleton Beach. It can be used as part of the full iconic Ridge Link trail experience, or as a short mountain bike loop from the Middleton Beach Trail Head comprising a climb via the Ridge Link trail and subsequent descent. The Middleton Beach Descent trail intersects the Ridge Link trail approximately halfway uphill from the trail head, where it links to the Rotary lookout via a short walk trail, providing a shorter option again for mountain bikers. This trail forms part of the easy classification iconic Ridge Link trail, which is suitable for the majority of mountain bike users, and is therefore of high strategic value. It is anticipated that this section of trail will see a high relative level of use.

### OPPORTUNITIES

#### USER MARKETS

It is anticipated that this trail will be desirable to the largest market of mountain bike users, the leisure market, due to its opportunities to complete short loops. The trail is likely to be a popular with many riders who finish a ride at the Middleton Beach Trail Head.

#### OPTIONAL LINES TO CATER FOR MULTIPLE CLASSIFICATIONS

Designed to be an open cross country style trail, optional lines and features can be placed in appropriate locations to cater for more advanced riders.

#### USE OF EXISTING TRAIL

The descending trail is composed of a new benched alignment, primarily traversing sand and granite rock. It passes through low lying coastal shrubbery and over sections of granite vegetation and no existing alignments are available to be used.

#### CONFLICT MANAGEMENT

The purpose of this trail is to provide a duplicate descent that is desirable to beginner to intermediate mountain bike users, which will allow walkers to safely descend the Ridge Link Trail. Where the trail links to the Rotary and Wesfarmers lookouts via a short walk trail, signage and other measures will be installed to instruct riders to dismount and walk to the lookout.

### CONSTRAINTS

Environmental, hygiene and heritage constraints have been assessed broadly in the context of the AHP.

- The trail is primarily located on sand and granite rock. Through the detailed design stage, areas of sensitive vegetation will be identified prior to confirming the most appropriate alignment.
- The dieback assessment identified potential for disease free vegetation to exist within this proposed alignment. Further investigations may be undertaken prior to confirming the detailed design to prevent impact on potentially protectable downslope areas.
- There are no heritage issues associated with the broad alignment of this trail.

### TRAIL CORRIDOR DETAILS

Corridor ID	2
Name	Green Middleton Beach (Mids) Mountain Bike Descent
Strategic Value	High
Use	Single - Mountain Bike Only
Classifications	Easy - Green Circle
Trail Type	Cross Country
Trail Style	Open
Direction	Single Direction
Ascending / Descending	Descending
Options	Optional Blue Features & Lines
Corridor Width	100m
Trail Length	1900m
Vertical Range	110m
Elevation Variation	110m
Prevailing Cross Slopes	Moderate to Steep
Average Trail Gradient	6%
Maximum Trail Gradient	15% < 20m
Minimum Line of Sight	10m
Tread Width	1000mm - 1500mm
Qualifier / Filter	Nil

### DEVELOPMENT STAGING & COSTING

Development Stage	STAGE 1
Construction Type	New
Est. Design Cost	\$5,556.00
Est. Construction Cost	\$74,080.00
Est. Signage & Ancillary Cost	\$1,481.60
Est. Total Trail Cost	\$93,155.60
Est. Maintenance p/year	\$3,333.60

### RECOMMENDED CONSTRUCTION METHODOLOGY

Proposed Construction Methodology	Predominantly full / partial bench construction with minor sections of lifted surface.
Proposed Construction Materials	Imported and natural trail tread and subsurface with TTF construction from imported and local materials.

### TECHNICAL TRAIL FEATURES

TURNS	VERTICAL CHANGE	OBSTACLES
Berm	Roll In	Nil
Insloped	Rollers	
Descending Turn	Tabletop	
Technical Inside Line	Grade Reversal	

CONCEPT PLAN: TRAIL SUMMARIES

# BLUE ICON DESCENT CORRIDOR

TRAIL ID **3**

CONCEPT PLAN: TRAIL SUMMARIES

## MOUNTAIN BIKE



### OVERVIEW

The Blue Icon Descent is a proposed moderate classification, open flowing all mountain style trail focused on providing a fun and challenging descent from the summit of Mt Clarence to the trail head at Middleton Beach. The single direction descending trail starts with viewsheds from the summit, and provides a number of rest points for views and photo opportunities. After traversing a strong prevailing cross slope via a short technical descent from Mount Clarence, the trail gradient becomes flat for 1,400m, before making the final challenging descent with a range of constructed technical trail features, to the Middleton Beach trail head. The Icon Descent Trail forms an integral component and introduces a new and unique trail type to the mountain bike trail network. It is therefore of high strategic value. As the iconic mountain bike trail within the network it is anticipated that this section of trail will see a high relative level of use.

### OPPORTUNITIES

#### USER MARKETS

This trail is targeted at the intermediate to advanced enthusiast market, taking advantage of scenic vistas and providing an iconic Albany experience that riders will photograph and promote to their social networks. The trail will be a primary drawcard for the this market, who will be enticed to travel to Albany for this experience.

#### OPTIONAL LINES TO CATER FOR MULTIPLE CLASSIFICATIONS

While the trail is aimed primarily at intermediate riders, due to its wide market appeal, there should be optional technical alternate features and lines of advanced classification to allow progression and to cater for more advanced riders.

#### USE OF EXISTING TRAIL

The trail makes use of the existing alignments. Where informal lines pass through granite vegetation, formalising the alignment will allow these lines to revegetate. It is predominantly located in open terrain, free of trees & shrubs, traversing granite rock.

#### CONFLICT MANAGEMENT

While there are proposed walk and easy descent trail options descending from Mt Adelaide, it is appropriate to provide a duplicate descent of the intermediate (blue square) classification specifically for this Icon Descent Trail. The purpose of the easy (green circle) Middleton Beach Descent trail is to cater for beginner riders, including families and children. Introducing users of the Icon Descent trail onto the Middleton Beach Descent trail is likely to cause conflict between the different levels of riders. The topography of this segment of trail also provides the greatest elevation relief and has the opportunity to provide the most challenging features of the Icon Descent trail. Therefore it is vital that the trail be duplicated in this location.

### CONSTRAINTS

Environmental, hygiene and heritage constraints have been assessed broadly in the context of the AHP.

- The trail is primarily located open terrain, free of trees and shrubs, traversing granite rock and granite vegetation. Through the detailed design stage, areas of sensitive vegetation will be identified prior to confirming the most appropriate alignment.
- The dieback assessment identified potential for disease free vegetation to exist within this proposed alignment. Further investigations may be undertaken prior to confirming the detailed design to prevent impact on potentially protectable downslope areas.
- There are no heritage issues associated with the indicative alignment of this trail.

### TRAIL CORRIDOR DETAILS

Corridor ID	3a, 3b, 3c, 3d, 3e, 3f, 3g, 3h
Name	Iconic Descent
Strategic Value	High
Use	Single - Mountain Bike Only
Classifications	Moderate - Blue Square
Trail Type	All Mountain
Trail Style	Technical
Direction	Single Direction
Ascending / Descending	Descending
Options	Optional Black Features & Lines
Corridor Width	100m
Trail Length	3500m
Vertical Range	180m
Elevation Variation	180m
Prevailing Cross Slopes	Flat to Very Steep
Average Trail Gradient	5%
Maximum Trail Gradient	20% < 50m
Minimum Line of Sight	7.5m
Tread Width	600mm - 1000mm
Qualifier / Filter	TTF at Entry

### DEVELOPMENT STAGING & COSTING

Development Stage	STAGE 1
Construction Type	Upgraded & New
Est. Design Cost	\$10,233.00
Est. Construction Cost	\$114,605.00
Est. Signage & Ancillary Cost	\$2,292.10
Est. Total Trail Cost	\$147,118.10
Est. Maintenance p/year	\$5,157.23

### RECOMMENDED CONSTRUCTION METHODOLOGY

Proposed Construction Methodology	Benched and lifted surface construction with sections of exposed rock outcrop
Proposed Construction Materials	Natural and imported trail tread and subsurface with TTF construction from imported and local materials

### TECHNICAL TRAIL FEATURES

TURNS	VERTICAL CHANGE	OBSTACLES
Berm	Rollers	Rock
Insloped Descending Turn	Kicker Jump	Garden
Climbing Turn	Tabletop	Stabilised
Technical Climbing Turn	Rollable Double	Root
Insloped Climbing Turn	Grade Reversal	Section
Technical Inside Line	Rollable Step	
	Down	
	Drop Off	

# CITY DESCENT CORRIDOR

TRAIL ID **4**

## MOUNTAIN BIKE



### OVERVIEW

The City Descent trail is a proposed easy classification, open flowing cross country trail. This single direction descending mountain bike trail starts from the Mount Clarence car park, and finishes at the City trail head. The trail can be used as the descending section of a short mountain bike loop, which includes a climb via the ascending dual use Ridge Link Trail (Trail 1a,1b). The City Descent trail intersects the Ridge Link Trail approximately halfway uphill from the trail head, providing an optional shorter mountain bike loop.

The City Descent trail forms the descent for mountain bikes to complete the link from Middleton Beach to the City Centre and is therefore of high strategic value. It is anticipated that this section of trail will see a high relative level of use.

### OPPORTUNITIES

#### USER MARKETS

The short easy classification (green circle) mountain bike circuit options cater well for the leisure market, beginner mountain bikers and families. Due to its proximity to the city centre, the leisure market will be drawn to this as potentially their first ever mountain biking experience. It provides an achievable alternative option to visitors who want to access the summit of Mt Clarence via trails.

#### OPTIONAL LINES TO CATER FOR MULTIPLE CLASSIFICATIONS

It is anticipated that this section of trail will see a high relative level of use by beginner riders and minimal optional intermediate lines could provide a for progression for some riders. Riders seeking higher classification trails are sufficiently catered for on other trails descending from Mt Clarence.

#### USE OF EXISTING TRAIL

The descending trail is composed of a new alignment, primarily traversing relatively steep rock slabs and granite outcrops. It passes through open terrain free of trees and shrubbery, and over sections of granite vegetation.

#### CONFLICT MANAGEMENT

The purpose of this trail is to provide a duplicate descent that is desirable to beginner mountain bike users, which will allow walkers to safely descend the Ridge Link Trail. Where the trail meets the Padre White Lookout, signage and other measures will be installed to instruct riders to dismount and walk to and around the lookout area.

### CONSTRAINTS

Environmental, hygiene and heritage constraints have been assessed broadly in the context of the AHP.

- The trail is primarily located on steep rock slabs with limited trees and shrubbery. Through the detailed design stage, areas of sensitive vegetation will be identified prior to confirming the most appropriate alignment.
- The dieback assessment identified potential for disease free vegetation to exist within this proposed alignment. Further investigations may be undertaken prior to confirming the detailed design to prevent impact on potentially protectable downslope areas.
- There are no heritage issues associated with the indicative alignment of this trail.

### TRAIL CORRIDOR DETAILS

Corridor ID	4
Name	City Descent
Strategic Value	High
Use	Single - Mountain Bike Only
Classifications	Easy - Green Circle
Trail Type	Cross Country
Trail Style	Open
Direction	Single Direction
Ascending / Descending	Descending
Options	Optional Blue Features & Lines
Corridor Width	100m
Trail Length	1800m
Vertical Range	120m
Elevation Variation	120m
Prevailing Cross Slopes	Moderate to Very Steep
Average Trail Gradient	7%
Maximum Trail Gradient	15% < 20m
Minimum Line of Sight	10m
Tread Width	1000mm - 1500mm
Qualifier / Filter	Nil

### DEVELOPMENT STAGING & COSTING

Development Stage	STAGE 1
Construction Type	New
Est. Design Cost	\$5,184.00
Est. Construction Cost	\$69,120.00
Est. Signage & Ancillary Cost	\$1,382.40
Est. Total Trail Cost	\$86,918.40
Est. Maintenance p/year	\$3,110.40

### RECOMMENDED CONSTRUCTION METHODOLOGY

Proposed Construction Methodology	Benched and lifted surface construction with sections of exposed rock outcrop
Proposed Construction Materials	Natural trail tread and subsurface with TTF construction from imported and local materials

### TECHNICAL TRAIL FEATURES

TURNS	VERTICAL CHANGE	OBSTACLES
Berm	Rollers	Rock
Insloped Descending	Kicker Jump	Garden
Turn Climbing Turn	Tabletop	Stabilised
Technical Inside Line	Rollable Double	Root
	Rollable Step Down	Section
	Drop Off	

CONCEPT PLAN: TRAIL SUMMARIES

# DUAL USE PERIMETER CORRIDOR

TRAIL ID **5**

CONCEPT PLAN: TRAIL SUMMARIES

## WALK MOUNTAIN BIKE



BASIC  
GRADE 1



EASIEST  
WHITE CIRCLE

### OVERVIEW

The Dual Use Perimeter trail is a proposed very easy classification, low gradient dual use walk and mountain bike trail. The dual direction trail circumnavigates the lower slopes of the Heritage Park, accessed from multiple minor entry points. The trail links the Rotary Lookout and the Ridge Link Trail to the summit of Mt Adelaide, where the major trail head is located. It is therefore of high strategic value. The trail is dual use in the uphill direction, but only walkers will be permitted to descend on this section of the trail. An alternative descent is provided for mountain bikers via the Middleton Beach Descent. It is anticipated that this trail will see a high relative level of use.

### OPPORTUNITIES

#### USER MARKETS

This dual use trail caters for the leisure market, including beginner mountain bikers, families and people with disabilities. It will provide access and links to various areas of the reserve, including the Rotary Lookout & National Anzac Centre. Due to its accessibility it is anticipated to be used as an entry and exit trail for longer walk and ride circuits.

#### OPTIONAL LINES TO CATER FOR MULTIPLE CLASSIFICATIONS

It is anticipated that this section of trail will see a high relative level of use at a slower pace. Some features or stairs may be provided for walkers to pass other users. Mountain bike jumps or rollers are not appropriate on this trail, due to its purpose as an easy dual use trail. Riders seeking higher classification trails are sufficiently catered for on other trails.

#### USE OF EXISTING TRAIL

The majority of the Perimeter Trail utilises existing alignments over sandy soils and moderately dense vegetation. Some new trail will be required to complete the circuit.

#### CONFLICT MANAGEMENT

This dual use trail is designed to provide a positive and enjoyable trail experience for both walkers and mountain bikers, and is likely to be used as an entry or exit trail. To ensure all trail users have sufficient visibility of oncoming users, this wide trail will be designed with very long sight lines, and users should be able to see at least 15m ahead at all times. The trail is intersected by a number of other descending and ascending walk and mountain bike trails. At the intersections, signage will be installed in accordance with the code of conduct to guide trail etiquette. The code of conduct will set up an intuitive convention for the use of all intersections, which all users will quickly become familiar with. It is likely that some trail intersections will be utilised and impacted by event days. Event overlays will guide how particular intersections should be managed during events to ensure flow of users on the intersecting trails as appropriate.

### CONSTRAINTS

Environmental, hygiene and heritage constraints have been assessed broadly in the context of the AHP.

- The trail is primarily located on steep rock slabs with limited trees and shrubbery. Through the detailed design stage, areas of sensitive vegetation will be identified prior to confirming the most appropriate alignment.
- The dieback assessment identified potential for disease free vegetation to exist within this proposed alignment. Further investigations may be undertaken prior to confirming the detailed design to prevent impact on potentially protectable downslope areas.
- There are no heritage issues associated with the indicative alignment of this trail.

### TRAIL CORRIDOR DETAILS

Corridor ID	5a - 5t
Name	Perimeter Trail
Strategic Value	High
Use	Dual - Walk & Mountain Bike
Classifications	Grade 2 / Easiest - White Circle
Trail Type	Walk / Cross Country
Trail Style	Open
Direction	Dual Direction
Ascending / Descending	Ascending & Descending
Options	Optional Green Features and Lines for Mountain Bike Trail
Corridor Width	100m
Trail Length	6800m
Vertical Range	15m
Elevation Variation	15m
Prevailing Cross Slopes	Moderate
Average Trail Gradient	0%
Maximum Trail Gradient	0.08
Minimum Line of Sight	15m
Tread Width	1500mm - 1800mm
Qualifier / Filter	Nil

### DEVELOPMENT STAGING & COSTING

Development Stage	STAGE 1
Construction Type	Upgraded & New
Est. Design Cost	\$20,379.00
Est. Construction Cost	\$267,710.00
Est. Signage & Ancillary Cost	\$5,354.20
Est. Total Trail Cost	\$377,196.70
Est. Maintenance p/year	\$12,046.95

### RECOMMENDED CONSTRUCTION METHODOLOGY

Proposed Construction Methodology	Partial bench & lifted construction
Proposed Construction Materials	In-situ & imported trail tread and subsurface

### TECHNICAL TRAIL FEATURES

TURNS	VERTICAL CHANGE	OBSTACLES
Turns	Rollers	Chicane
Berm	Grade Reversal	Choke
Climbing Turn	Steps - Optional	
Technical Inside Line	Walk Line	

# BLACK CLIMB & URBAN DOWNHILL CORRIDOR

TRAIL ID **6**

CONCEPT PLAN: TRAIL SUMMARIES

## MOUNTAIN BIKE



### OVERVIEW

The Black Climb and Urban Downhill trail is a proposed difficult classification, steep mountain bike climb and downhill trail. The single direction climbing trail originates at an intersection with the Perimeter Trail (Trail 5) and can be easily accessed from the City Trail Head. The downhill component originates at the Mt Clarence summit. Currently the annual Albany Urban Downhill event uses a mix of existing informal and formal trails, including some walk trail and some emergency access trails. The event involves mountain bike riders descending at extremely high speeds. Each year, temporary features are installed for the event and removed afterward. The closures of the various trails that intersect the race course have been a source of confusion and safety risk for other users in the area. The new Albany Urban Downhill trail is designed specifically for use in the annual Albany Urban Downhill race/festival, this descent is of high strategic value. It is anticipated that this section of trail will see a high relative level of use. A shuttle drop off point at the summit of Mt Clarence, which is normally used only for this event, will be formalised to improve the accessibility of the downhill track.

### OPPORTUNITIES

#### USER MARKETS

While some enthusiasts may complete both the climbing and downhill components of the trail, the urban downhill component is targeting participants in the annual Urban Downhill event, and will be a drawcard for the gravity market. Users may access multiple descending trails from the Mt Clarence summit, using downhill-specific bikes and shuttle uplifts.

#### OPTIONAL LINES TO CATER FOR MULTIPLE CLASSIFICATIONS

It is anticipated that this track will see a high relative level of use by advanced and professional level mountain bikers. Some higher classification features or provision for temporary event-only features may be constructed to cater for professional level downhill mountain bikers. Lower classification lines and B-lines will be minimised, as intermediate riders are sufficiently catered for on other trails.

#### USE OF EXISTING TRAIL

The trail does not utilise any existing alignments and will be constructed as a new alignment traversing moderately dense vegetation.

#### CONFLICT MANAGEMENT

The trail entry is located near the popular Padre White lookout area. The code of conduct will guide how recreational mountain bike riders and event participants can share this area respectfully with other visitors and walkers. The trail exit is located nearby the entry to the uphill component, and nearby the Perimeter trail. There will be sufficient space provided between the end of the downhill track and the Perimeter trail, to eliminate the risk of collisions at this point.

### CONSTRAINTS

Environmental, hygiene and heritage constraints have been assessed broadly in the context of the AHP.

- The trail is primarily located on steep rock slabs amongst moderately dense vegetation. Through the detailed design stage, areas of sensitive vegetation will be identified prior to confirming the most appropriate alignment.
- The dieback assessment identified potential for disease free vegetation to exist within this proposed alignment. Further investigations may be undertaken prior to confirming the detailed design to prevent impact on potentially protectable downslope areas.
- There are no heritage issues associated with the indicative alignment of this trail.

### TRAIL CORRIDOR DETAILS

Corridor ID	6a, 6b
Name	Black Climb Et Urban Downhill
Strategic Value	High
Use	Single - Mountain Bike Only
Classifications	Difficult - Black Diamond
Trail Type	Downhill
Trail Style	Technical
Direction	Single Direction
Ascending / Descending	Ascending
Options	Optional Blue Features & Lines
Corridor Width	100m
Trail Length	700m
Vertical Range	95m
Elevation Variation	95m
Prevailing Cross Slopes	Moderate to Steep
Average Trail Gradient	14%
Maximum Trail Gradient	50% < 10m
Minimum Line of Sight	N/A
Tread Width	300mm - 600mm
Qualifier / Filter	TTF at Entry

### DEVELOPMENT STAGING & COSTING

Development Stage	STAGE 2
Construction Type	New
Est. Design Cost	\$5,040.00
Est. Construction Cost	\$73,980.00
Est. Signage Et Ancillary Cost	\$1,479.60
Est. Total Trail Cost	\$92,097.60
Est. Maintenance p/year	\$3,329.10

### RECOMMENDED CONSTRUCTION METHODOLOGY

Proposed Construction Methodology	Benched construction.
Proposed Construction Materials	Natural trail tread and subsurface

### TECHNICAL TRAIL FEATURES

TURNS	VERTICAL CHANGE	OBSTACLES
Berm	Rollers	Rock Garden
Insloped	Kicker Jump	Stabilised Root Section
Descending Turn	Tabletop	
Climbing Turn	Rollable Double	
Technical	Step Down Jump	
Climbing Turn	Grade Reversal	
Insloped	Rollable Step	
Climbing Turn	Down	
Technical Inside Line	Drop Off	

# BLUE LOOP CORRIDOR

TRAIL ID

7

CONCEPT PLAN: TRAIL SUMMARIES

## MOUNTAIN BIKE



### OVERVIEW

The Blue Loop Trail is a proposed moderate classification, mountain bike loop trail. The single direction trail can be accessed from the perimeter trail, or from the summit of Mt Clarence. It intersects the walk-only Circuit Trail (Trail 14) at several points. This trail provides a new type of mountain bike experience that caters well for existing demand, and is therefore of moderate strategic value. It is anticipated that this section of trail will see a high relative level of use.

### OPPORTUNITIES

#### USER MARKETS

The Blue Loop Trail is aimed at enthusiasts who will most likely complete this trail as part of a longer ride combining the other intermediate classification trails in the network.

#### OPTIONAL LINES TO CATER FOR MULTIPLE CLASSIFICATIONS

It is anticipated that this track will see a high relative level of use by intermediate level mountain bikers and some beginner mountain bikers progressing their skills. Lower classification lines and B-lines can be included to cater for this range of users. Higher classification optional features will be minimised, as advanced riders are sufficiently catered for on other trails.

#### USE OF EXISTING TRAIL

The trail utilises new and existing alignments and traverses moderately dense vegetation.

#### CONFLICT MANAGEMENT

The Blue Loop Trail intersects the Circuit Walk Trail (Trail 14) at a number of points. It is designed so that at each intersection the mountain bike user is approaching a slow point on the trail, and is able to easily yield to a walker, who will have right of way at the intersection.

### CONSTRAINTS

Environmental, hygiene and heritage constraints have been assessed broadly in the context of the AHP.

- The trail is primarily located amongst moderately dense vegetation. Through the detailed design stage, areas of sensitive vegetation will be identified prior to confirming the most appropriate alignment.
- The dieback assessment identified potential for disease free vegetation to exist within this proposed alignment. Further investigations may be undertaken prior to confirming the detailed design to prevent impact on potentially protectable downslope areas.
- There are no heritage issues associated with the indicative alignment of this trail.

### TRAIL CORRIDOR DETAILS

Corridor ID	7a, 7b
Name	Blue Loop
Strategic Value	Moderate
Use	Single - Mountain Bike Only
Classifications	Moderate - Blue Square
Trail Type	Cross Country
Trail Style	Open
Direction	Single Direction
Ascending / Descending	Ascending & Descending
Options	Optional Black Features & Lines
Corridor Width	100m
Trail Length	2900m
Vertical Range	85m
Elevation Variation	85m
Prevailing Cross Slopes	Moderate to Steep
Average Trail Gradient	3%
Maximum Trail Gradient	20% < 50m
Minimum Line of Sight	7.5m
Tread Width	600mm - 1000mm
Qualifier / Filter	TTF at Entry

### DEVELOPMENT STAGING & COSTING

Development Stage	STAGE 2
Construction Type	New
Est. Design Cost	\$8,631.00
Est. Construction Cost	\$100,695.00
Est. Signage & Ancillary Cost	\$2,013.90
Est. Total Trail Cost	\$128,601.90
Est. Maintenance p/year	\$4,531.28

### RECOMMENDED CONSTRUCTION METHODOLOGY

Proposed Construction Methodology	Benched construction.
Proposed Construction Materials	Natural trail tread and subsurface.

### TECHNICAL TRAIL FEATURES

TURNS	VERTICAL CHANGE	OBSTACLES
Berm	Rollers	Nil
Insloped	Kicker Jump	
Descending Turn	Tabletop	
Climbing Turn	Rollable Double	
Technical	Step Down Jump	
Climbing Turn	Grade Reversal	
Insloped	Rollable Step	
Climbing Turn	Down	
Technical Inside Line	Drop Off	

# MT ADELAIDE STAIRS CORRIDOR

TRAIL ID **8**

CONCEPT PLAN: TRAIL SUMMARIES

## WALK



### OVERVIEW

The Mt Adelaide Stairs are proposed as a basic/moderate classification staircase trail, providing a direct link between the Middleton Beach trail head and Mt Adelaide. The dual direction staircase utilises a new alignment passing between the green and blue descending mountain bike trails. It is anticipated to be a popular recreation and tourism asset, but its estimated construction cost may be prohibitive. The design of the stairs needs further consideration to ensure the appropriateness of the location and the style of construction. It is therefore of moderate strategic value.

### OPPORTUNITIES

#### USER MARKETS

The staircase caters for the leisure and enthusiast trail user markets. It provides a short, accessible route with a hardened surface, to allow users with very limited bushwalking experience to access the Mt Adelaide attractions easily from the Middleton Beach tourism precinct. The staircase also provides an alternative descent for users walking from the City Centre via the Ridge Link trail. The staircase provides a new type of experience that will cater for current and future demand, including those walkers and runners seeking this type of facility for exercise.

#### OPTIONAL LINES TO CATER FOR MULTIPLE CLASSIFICATIONS

It is anticipated that there will be a single alignment and no optional lines will be provided for other classifications.

#### USE OF EXISTING TRAIL

There is no existing trail within the alignment of the staircase. It utilises a new alignment and traverses moderately dense vegetation.

#### CONFLICT MANAGEMENT

Given the range of potential user markets, there is potential for conflict. The code of conduct will deal with yield hierarchy between ascending and descending walkers and runners. The staircase intersects with the Perimeter shared use trail approximately halfway up to Mt Adelaide. The intersection will be designed so that the dual use trail users are approaching a slow point at the intersection with the staircase. The Perimeter trail users will be able to easily yield to staircase users, who will have right of way at the intersection.

### CONSTRAINTS

Environmental, hygiene and heritage constraints have been assessed broadly in the context of the AHP.

- The trail is primarily located amongst moderately dense vegetation. Through the detailed design stage, areas of sensitive vegetation will be identified prior to confirming the most appropriate alignment.
- The dieback assessment identified potential for disease free vegetation to exist within this proposed alignment. Further investigations may be undertaken prior to confirming the detailed design to prevent impact on potentially protectable downslope areas.
- There are no heritage issues associated with the indicative alignment of this trail.

### TRAIL CORRIDOR DETAILS

Corridor ID	8
Name	Mt Adelaide Stairs
Strategic Value	High
Use	Single - Walk Only
Classifications	Staircase
Trail Type	Walk
Trail Style	Open
Direction	Dual Direction
Ascending / Descending	Ascending & Descending
Options	Nil
Corridor Width	100m
Trail Length	500m
Vertical Range	
Elevation Variation	N/A
Prevailing Cross Slopes	N/A
Average Trail Gradient	N/A
Maximum Trail Gradient	Refer Australian Standards
Minimum Line of Sight	N/A
Tread Width	> 1200mm
Qualifier / Filter	Nil

### DEVELOPMENT STAGING & COSTING

Development Stage	STAGE 3
Construction Type	New
Est. Design Cost	\$1,428.00
Est. Construction Cost	\$476,000.00
Est. Signage & Ancillary Cost	\$9,520.00
Est. Total Trail Cost	\$535,738.00
Est. Maintenance p/year	\$21,420.00

### RECOMMENDED CONSTRUCTION METHODOLOGY

Proposed Construction Methodology	Preference for natural material construction rather than concrete.
Proposed Construction Materials	Imported materials.

### TECHNICAL TRAIL FEATURES

TURNS	VERTICAL CHANGE	OBSTACLES
Nil	Steps	Nil



# BLUE DUAL USE COASTAL TRAIL CORRIDOR

TRAIL ID

9

CONCEPT PLAN: TRAIL SUMMARIES

## WALK



## MOUNTAIN BIKE



### OVERVIEW

The Blue Dual Use Coastal Trail is a proposed dual use, moderate classification, walk and cross country mountain bike trail, focused primarily on providing an iconic Albany experience. Showcasing the rugged and exposed coastline, users will be able to start this trail at Middleton Beach and climb toward the Saddle Trail Head traversing the rocky headland. The lower section of the trail intersects a number of walk trails that can be used by walkers to link to Mt Adelaide more directly. These links can be utilised for shorter experiences when parking at the trail head or either of the Mt Adelaide car parks.

The Coastal Trail provides an alternative connection to that provided by existing trails within the network, and is of moderate strategic value. As an iconic and visually stunning location, it is anticipated that this section of trail will see a very high relative level of use by both walkers and mountain bikers seeking a more adventurous alternative to the boardwalk pathway, as well as users who already utilise the area for other recreation activities, e.g. rock fishing.

### OPPORTUNITIES

#### USER MARKETS

This iconic trail caters for a number of more experienced user markets, including enthusiast mountain bikers and experienced bushwalkers, and can be utilised as part of a longer half day or full day experience utilising other similar classification trails.

#### OPTIONAL LINES TO CATER FOR MULTIPLE CLASSIFICATIONS

Optional lines should be provided at regular intervals to allow users to pass each other safely whilst ensuring the majority of the trail experience is sufficiently narrow to meet the standard requirements for the relevant trail classification.

#### USE OF EXISTING TRAIL

It is composed of predominantly new and some existing disturbed alignments where a number of distinct informal tracks have formed over time. The trail is primarily located on rock, with some sandy soil in the western sections (9b & 9c).

#### CONFLICT MANAGEMENT

The trail is designed to be dual use, with long sight lines (minimum 7.5m) for walkers and strategically placed features to slow riders to a moderate pace when climbing or descending. It is designed to allow users to view the surrounding scenery and viewsheds. Whilst it does provide a descent this trail will not be designed to cater for the gravity market, therefore features such as jumps and drops will not be installed.

### CONSTRAINTS

Environmental, hygiene and heritage constraints have been assessed broadly in the context of the AHP.

- The trail is primarily located amongst moderately dense vegetation. Through the detailed design stage, areas of sensitive vegetation will be identified prior to confirming the most appropriate alignment.
- The dieback assessment identified potential for disease free vegetation to exist within this proposed alignment. Further investigations may be undertaken prior to confirming the detailed design to prevent impact on potentially protectable downslope areas.
- There are no heritage issues associated with the indicative alignment of this trail.

### TRAIL CORRIDOR DETAILS

Corridor ID	9a, 9b, 9c
Name	Ocean Trail
Strategic Value	Low
Use	Dual - Walk & Mountain Bike
Classifications	Grade 3 / Moderate - Blue Square
Trail Type	Walk / Cross Country
Trail Style	Open
Direction	Dual Direction
Ascending / Descending	Ascending & Descending
Options	Optional Lines and Steps for Walk Trail
Corridor Width	100m
Trail Length	3500m
Vertical Range	50m
Elevation Variation	50m
Prevailing Cross Slopes	Flat to Moderate
Average Trail Gradient	1%
Maximum Trail Gradient	20% < 50m
Minimum Line of Sight	7.5m
Tread Width	600mm - 1000mm
Qualifier / Filter	TTF at Entry

### DEVELOPMENT STAGING & COSTING

Development Stage	STAGE 3
Construction Type	Upgraded & New
Est. Design Cost	\$10,221.00
Est. Construction Cost	\$209,090.00
Est. Signage & Ancillary Cost	\$4,181.80
Est. Total Trail Cost	\$252,919.30
Est. Maintenance p/year	\$9,409.05

### RECOMMENDED CONSTRUCTION METHODOLOGY

Proposed Construction Methodology	Benched & lifted construction.
Proposed Construction Materials	Natural & imported rock and trail tread.

### TECHNICAL TRAIL FEATURES

TURNS	VERTICAL CHANGE	OBSTACLES
Turns	Rollers	Chicane
Berm	Grade Reversal	Choke
Climbing Turn	Steps - Optional	
Technical Inside Line	Walk Line	

# DOWNHILL CORRIDOR

TRAIL ID **10**

CONCEPT PLAN: TRAIL SUMMARIES

## MOUNTAIN BIKE



### OVERVIEW

The Downhill Trail is a proposed difficult classification downhill mountain bike trail, focusing primarily on upgrading and extending the existing downhill race track at both ends. This will create a longer and more appealing ride experience, and will connect the track with suitable shuttle uplift drop-off and pick-up points. The shuttle uplift can utilise the existing public roads linking the trail exit and entries.

Race events using this track are regularly run by local mountain bike organisations, and involve mountain bikers descending at extremely high speed. Temporary bunting is installed to demarcate the race track zone and riders use the existing push-up track to return to the start of the track for multiple runs. When races are not being held, there is little existing demarcation and signage, which is a source of confusion and safety risk for users, including other mountain bikers, in the area.

The existing trail start can only be accessed via the push-up track, which begins at the Apex carpark. Extending the top of the trail will allow users to commence the ride from the summit of Mt Clarence. Extending the lower end of the trail will allow users to finish exit outside the perimeter of the Heritage Park, and access a shuttle uplift at the nearby Hare Street Entry point. This trail will continue to see a moderate level of use by advanced mountain bikers, but is of low strategic value to the trail network.

### OPPORTUNITIES

#### USER MARKETS

The downhill track caters for the enthusiast and gravity markets and is aimed at riders with advanced riding ability.

#### OPTIONAL LINES TO CATER FOR MULTIPLE CLASSIFICATIONS

Existing optional lines should remain to cater for higher classifications, and additional optional lines should be installed on new sections.

#### USE OF EXISTING TRAIL

It is composed of predominantly existing and some new alignments. The existing alignment is in poor condition in some areas, which should be upgraded.

#### CONFLICT MANAGEMENT

The downhill track intersects the Perimeter Trail (Trail 5), and it is recommended that a flyover structure be provided to prevent conflict. There is currently limited car parking provided at the existing trail head, located at the Apex Lookout, which causes conflict with other users primarily during events. The addition of the shuttle uplift facilities means that event assembly areas can be moved away from their current location, which will remove this potential conflict.

### CONSTRAINTS

Environmental, hygiene and heritage constraints have been assessed broadly in the context of the AHP.

- The trail is primarily located amongst moderately dense vegetation. Through the detailed design stage, areas of sensitive vegetation will be identified prior to confirming the most appropriate alignment.
- The dieback assessment identified potential for disease free vegetation to exist within this proposed alignment. Further investigations may be undertaken prior to confirming the detailed design to prevent impact on potentially protectable downslope areas.
- There are no heritage issues associated with the indicative alignment of this trail.

### TRAIL CORRIDOR DETAILS

Corridor ID	10a, 10b, 10c
Name	Downhill
Strategic Value	Low
Use	Single - Mountain Bike Only
Classifications	Difficult - Black Diamond
Trail Type	Downhill
Trail Style	Technical
Direction	Single Direction
Ascending / Descending	Descending
Options	Optional Double-Black Features & Lines
Corridor Width	100m
Trail Length	1200m
Vertical Range	95m
Elevation Variation	95m
Prevailing Cross Slopes	Moderate to Steep
Average Trail Gradient	N/A
Maximum Trail Gradient	50% < 10m
Minimum Line of Sight	N/A
Tread Width	600mm - 1000mm
Qualifier / Filter	TTF at Entry

### DEVELOPMENT STAGING & COSTING

Development Stage	STAGE 3
Construction Type	Upgraded & New
Est. Design Cost	\$3,360.00
Est. Construction Cost	\$53,810.00
Est. Signage & Ancillary Cost	\$1,076.20
Est. Total Trail Cost	\$68,927.20
Est. Maintenance p/year	\$2,421.45

### RECOMMENDED CONSTRUCTION METHODOLOGY

Proposed Construction Methodology	Lifted construction.
Proposed Construction Materials	Imported materials.

### TECHNICAL TRAIL FEATURES

TURNS	VERTICAL CHANGE	OBSTACLES
Berm	Rollers	Rock Garden
Insloped	Kicker Jump	Stabilised Root Section
Descending Turn	Tabletop	
Climbing Turn	Rollable Double	
Technical	Step Down Jump	
Climbing Turn	Grade Reversal	
Insloped	Rollable Step	
Climbing Turn	Down	
Technical Inside Line	Drop Off	

# MIDS BLUE DESCENT CORRIDOR

TRAIL ID **11**

CONCEPT PLAN: TRAIL SUMMARIES

## MOUNTAIN BIKE



### OVERVIEW

The Mids Blue Descent Trail is a proposed moderate classification descending mountain bike trail, focusing primarily on providing a link from the Mt Adelaide Trail Head to the Middleton Beach Trail Head by linking into the Blue Icon Descent Trail (Trail 3). This link trail can also be used as part of a short loop originating on the Mt Adelaide end of the Park, or as part of a longer distance intermediate loop or point to point ride. The single direction descending trail starts with viewsheds from the summit, near Wesfarmers Lookout, and provides a flowing descent through a number of switchbacks to meet with the Icon Descent.

### OPPORTUNITIES

#### USER MARKETS

This trail caters for the enthusiast market and is aimed at riders with intermediate to advanced riding ability. Forming an integral part of multiple mountain bike circuit options, it is anticipated that this section of trail will see a high relative level of use.

#### OPTIONAL LINES TO CATER FOR MULTIPLE CLASSIFICATIONS

Optional advanced features and lines should be provided to cater for the enthusiast market who are likely to be the largest user group for this trail.

#### USE OF EXISTING TRAIL

The Mids Blue Descent Trail is located in moderately dense vegetation, making use of existing alignments. As a result, these will be reduced from 5m wide fire management access roads, down to 300mm wide single track, allowing a substantial area of natural bush to regenerate. Some new alignments will be required in areas of moderately dense vegetation.

#### CONFLICT MANAGEMENT

Without the provision of this trail from the Mt Adelaide trail head, due to its predicted popularity, there is high potential for conflict with users of the easy classification (green circle) Mids Descent Trail (Trail 2) and the section of the Perimeter Trail that would otherwise be required to link with the Icon Descent to the Middleton Beach Trail Head. Therefore it is necessary to provide both trails separately.

### CONSTRAINTS

Environmental, hygiene and heritage constraints have been assessed broadly in the context of the AHP.

- The trail is primarily located amongst moderately dense vegetation. Through the detailed design stage, areas of sensitive vegetation will be identified prior to confirming the most appropriate alignment.
- The broadscale dieback assessment identified the area where this trail is proposed is impacted. Further dieback investigations may be undertaken prior to confirming the most appropriate alignment of the trail to prevent impact on potentially protectable downslope areas.
- There are no heritage issues associated with the indicative alignment of this trail.

### TRAIL CORRIDOR DETAILS

Corridor ID	11a, 11b
Name	Mids Blue Descent
Strategic Value	Moderate
Use	Single - Mountain Bike Only
Classifications	Moderate - Blue Square
Trail Type	All Mountain
Trail Style	Technical
Direction	Single Direction
Ascending / Descending	Descending
Options	Optional Black Features & Lines
Corridor Width	100m
Trail Length	600m
Vertical Range	40m
Elevation Variation	40m
Prevailing Cross Slopes	Moderate to Very Steep
Average Trail Gradient	7%
Maximum Trail Gradient	20% < 50m
Minimum Line of Sight	7.5m
Tread Width	600mm - 1000mm
Qualifier / Filter	TTF at Entry

### DEVELOPMENT STAGING & COSTING

Development Stage	STAGE 2
Construction Type	Upgraded & New
Est. Design Cost	\$1,791.00
Est. Construction Cost	\$20,895.00
Est. Signage & Ancillary Cost	\$417.90
Est. Total Trail Cost	\$101,685.90
Est. Maintenance p/year	\$940.28

### RECOMMENDED CONSTRUCTION METHODOLOGY

Proposed Construction Methodology	Benched construction.
Proposed Construction Materials	Natural tread with sections of granite

### TECHNICAL TRAIL FEATURES

TURNS	VERTICAL CHANGE	OBSTACLES
Berm	Rollers	Rock Garden
Insloped	Kicker Jump	Stabilised Root Section
Descending Turn	Tabletop	
Climbing Turn	Rollable Double	
Technical	Step Down Jump	
Climbing Turn	Grade Reversal	
Insloped	Rollable Step	
Climbing Turn	Down	
Technical Inside Line	Drop Off	

# ALBANY HARBOUR PATH CORRIDOR

TRAIL ID **12**

CONCEPT PLAN: TRAIL SUMMARIES

## WALK



BASIC  
GRADE 1

## MOUNTAIN BIKE



EASIEST  
WHITE CIRCLE

### OVERVIEW

The Albany Harbour Path is proposed to provide a highly accessible link between the Albany Harbour and the Heritage Park, via Cuddihy Avenue, Marine Drive and Forts Road. It is therefore proposed as a basic Grade 1, easiest classification dual use trail. Intended primarily as an alternative transport option rather than recreation, it is anticipated that this section of trail will see low relative level of use and is therefore of low strategic value.

### OPPORTUNITIES

#### USER MARKETS

It is anticipated that the trail will be used by visitors from the large number of cruise ships docking at the Harbour, as well as walkers and cyclists using the Harbour Path for transport. It is composed of 1km of new alignment and forms an integral link for visitors accessing the network, as an alternative to motorised transport options.

#### OPTIONAL LINES TO CATER FOR MULTIPLE CLASSIFICATIONS

There is no need for optional lines and features to be provided on the harbour path, as its primary purpose is not recreation.

#### USE OF EXISTING TRAIL

The Albany Harbour Path utilises predominantly disturbed alignment within public road reserves.

#### CONFLICT MANAGEMENT

There is a need to manage potential conflict between user types on this trail. The trail will be designed to a minimum width of 1500mm and with a minimum line of sight of 15m, to ensure users have visibility of oncoming traffic. Signage will be installed in accordance with the code of conduct to inform path users.

### CONSTRAINTS

Environmental, hygiene and heritage constraints have been assessed broadly in the context of the AHP.

- The trail is primarily located amongst moderately dense vegetation. Through the detailed design stage, areas of sensitive vegetation will be identified prior to confirming the most appropriate alignment.
- The broadscale dieback assessment identified the area where this trail is proposed is impacted. Further dieback investigations may be undertaken prior to confirming the most appropriate alignment of the trail to prevent impact on potentially protectable downslope areas.
- There are no heritage issues associated with the indicative alignment of this trail.

### TRAIL CORRIDOR DETAILS

Corridor ID	12a, 12b
Name	Albany Harbour Path
Strategic Value	High
Use	Dual - Walk & Mountain Bike
Classifications	Grade 1 - Easiest - White Circle
Trail Type	Walk / Cross Country
Trail Style	Open
Direction	Dual Direction
Ascending / Descending	Ascending & Descending
Options	Nil
Corridor Width	100m
Trail Length	1100m
Vertical Range	N/A
Elevation Variation	N/A
Prevailing Cross Slopes	Flat to Moderate
Average Trail Gradient	N/A
Maximum Trail Gradient	0.071
Minimum Line of Sight	15m
Tread Width	>2000mm
Qualifier / Filter	Nil

### DEVELOPMENT STAGING & COSTING

Development Stage	STAGE 3
Construction Type	New
Est. Design Cost	\$3,135.00
Est. Construction Cost	\$156,750.00
Est. Signage & Ancillary Cost	\$3,135.00
Est. Total Trail Cost	\$181,307.50
Est. Maintenance p/year	\$7,053.75

### RECOMMENDED CONSTRUCTION METHODOLOGY

Proposed Construction Methodology	Benched and lifted using imported materials, asphalt sealed
Proposed Construction Materials	Imported materials.

### TECHNICAL TRAIL FEATURES

TURNS	VERTICAL CHANGE	OBSTACLES
Turns	Rollers	Chicane
Berm	Grade Reversal	Choke
Climbing Turn	Steps - Optional	
Technical Inside Line	Walk Line	

# GRANITE TRAIL CORRIDOR

TRAIL ID **13**

CONCEPT PLAN: TRAIL SUMMARIES

## WALK



### OVERVIEW

The Granite Trail is a pre-existing walk trail, which is proposed to be upgraded to a Grade 3, moderate classification walk trail. This dual direction trail utilises an existing alignment and will be upgraded to provide cohesive links with dual use trails that can be accessed from multiple locations. It is anticipated that this section of trail will cater for existing demand, and is of not of high strategic value.

### OPPORTUNITIES

#### USER MARKETS

It is anticipated that this trail will be used by visitors and local residents to access the summit of Mt Clarence on a relatively short loop originating at the City Trail Head.

#### OPTIONAL LINES TO CATER FOR MULTIPLE CLASSIFICATIONS

Optional lines of higher classifications may be provided using existing features.

#### USE OF EXISTING TRAIL

This trail predominantly utilises the existing alignment, with some upgrades to unsustainable sections.

#### CONFLICT MANAGEMENT

This trail is designed as a single user walk trail. In recent times there have been some conflicts resulting from mountain bikers using the existing walk trail. However, this is anticipated to be mitigated through provision of appropriate mountain bike trails to meet this demand, and promotion of a well understood code of conduct. The minimum line of sight on this trail is 7.5m to allow walkers to see oncoming walkers.

### CONSTRAINTS

Environmental, hygiene and heritage constraints have been assessed broadly in the context of the AHP.

- The trail is primarily located amongst moderately dense vegetation. Through the detailed design stage, areas of sensitive vegetation will be identified prior to confirming the most appropriate alignment.
- The broadscale dieback assessment identified the area where this trail is proposed is impacted. Further dieback investigations may be undertaken prior to confirming the most appropriate alignment of the trail to prevent impact on potentially protectable downslope areas.
- There are no heritage issues associated with the indicative alignment of this trail.

### TRAIL CORRIDOR DETAILS

Corridor ID	13a, 13b
Name	Granite Trail
Strategic Value	High
Use	Single - Walk Only
Classifications	Grade 3
Trail Type	Walk
Trail Style	Open
Direction	Dual Direction
Ascending / Descending	Ascending & Descending
Options	Nil
Corridor Width	100m
Trail Length	1000m
Vertical Range	N/A
Elevation Variation	N/A
Prevailing Cross Slopes	Moderate to Steep
Average Trail Gradient	N/A
Maximum Trail Gradient	20% < 50m
Minimum Line of Sight	N/A
Tread Width	Variable, < 1200mm
Qualifier / Filter	Nil

### DEVELOPMENT STAGING & COSTING

Development Stage	STAGE 3
Construction Type	Upgraded
Est. Design Cost	\$2,913.00
Est. Construction Cost	\$29,130.00
Est. Signage & Ancillary Cost	\$582.60
Est. Total Trail Cost	\$37,966.10
Est. Maintenance p/year	\$1,310.85

### RECOMMENDED CONSTRUCTION METHODOLOGY

Proposed Construction Methodology	Bench & partial bench, mostly existing alignment, some rock outcrop
Proposed Construction Materials	Natural materials.

### TECHNICAL TRAIL FEATURES

TURNS	VERTICAL CHANGE	OBSTACLES
Climbing Turns	Grade Reversal Steps - Optional Walk Line Natural Obstacles	Chicane Choke Exposed edges

# CIRCUIT TRAIL CORRIDOR

TRAIL ID **14**

CONCEPT PLAN: TRAIL SUMMARIES

## WALK



### OVERVIEW

The Circuit Trail is a pre-existing walk trail, which is proposed to be upgraded to a Grade 3, moderate classification walk trail. This dual direction trail utilises an existing alignment and will be upgraded to provide cohesive links with dual use trails that can be accessed from multiple locations. It is anticipated that this section of trail will cater for existing demand, and is of not of high strategic value.

### OPPORTUNITIES

#### USER MARKETS

It is anticipated that this trail will be used by visitors and local residents to access the summit of Mt Clarence on a relatively short loop originating at the Secondary Trail Head at Innes Street.

#### OPTIONAL LINES TO CATER FOR MULTIPLE CLASSIFICATIONS

Optional lines of higher classifications may be provided using existing features.

#### USE OF EXISTING TRAIL

This trail predominantly utilises the existing alignment, with some upgrades to unsustainable sections.

#### CONFLICT MANAGEMENT

This trail is designed as a single user walk trail. In recent times there have been some conflicts resulting from mountain bikers using the existing walk trail. However, this is anticipated to be mitigated through provision of appropriate mountain bike trails to meet this demand, and promotion of a well understood code of conduct. The minimum line of sight on this trail is 7.5m to allow walkers to see oncoming walkers.

### CONSTRAINTS

Environmental, hygiene and heritage constraints have been assessed broadly in the context of the AHP.

- The trail is primarily located amongst moderately dense vegetation. Through the detailed design stage, areas of sensitive vegetation will be identified prior to confirming the most appropriate alignment.
- The broadscale dieback assessment identified the area where this trail is proposed is impacted. Further dieback investigations may be undertaken prior to confirming the most appropriate alignment of the trail to prevent impact on potentially protectable downslope areas.
- There are no heritage issues associated with the indicative alignment of this trail.

### TRAIL CORRIDOR DETAILS

Corridor ID	14a, 14b
Name	Circuit Trail
Strategic Value	High
Use	Single - Walk Only
Classifications	Grade 3
Trail Type	Walk
Trail Style	Open
Direction	Dual Direction
Ascending / Descending	Ascending & Descending
Options	Nil
Corridor Width	100m
Trail Length	1000m
Vertical Range	N/A
Elevation Variation	N/A
Prevailing Cross Slopes	Moderate to Very Steep
Average Trail Gradient	N/A
Maximum Trail Gradient	20% < 50m
Minimum Line of Sight	N/A
Tread Width	Variable, < 1200mm
Qualifier / Filter	Nil

### DEVELOPMENT STAGING & COSTING

Development Stage	STAGE 3
Construction Type	Upgraded
Est. Design Cost	\$2,742.00
Est. Construction Cost	\$25,505.00
Est. Signage & Ancillary Cost	\$510.10
Est. Total Trail Cost	\$33,592.60
Est. Maintenance p/year	\$1,147.73

### RECOMMENDED CONSTRUCTION METHODOLOGY

Proposed Construction Methodology	Bench & partial bench, mostly existing alignment.
Proposed Construction Materials	Natural materials.

### TECHNICAL TRAIL FEATURES

URNS	VERTICAL CHANGE	OBSTACLES
Climbing Turns	Grade Reversal Steps - Optional Walk Line Natural Obstacles	Chicane Choke Exposed edges

# SUMMIT TRAIL CORRIDOR

TRAIL ID **15**

CONCEPT PLAN: TRAIL SUMMARIES

## WALK



### OVERVIEW

The Summit Trail is a pre-existing walk trail, which is proposed to be upgraded to a Grade 3, moderate classification walk trail. This dual direction trail utilises an existing alignment and will be upgraded to provide cohesive links with dual use trails that can be accessed from multiple locations. It is anticipated that this section of trail will cater for existing demand, and is of not of high strategic value.

### OPPORTUNITIES

#### USER MARKETS

It is anticipated that this trail will be used by visitors and local residents to access the summit of Mt Clarence on a relatively short loop originating at the Secondary Trail Head at Innes Street.

#### OPTIONAL LINES TO CATER FOR MULTIPLE CLASSIFICATIONS

Optional lines of higher classifications may be provided using existing features.

#### USE OF EXISTING TRAIL

This trail predominantly utilises the existing alignment, with some upgrades to unsustainable sections.

#### CONFLICT MANAGEMENT

This trail is designed as a single user walk trail. In recent times there have been some conflicts resulting from mountain bikers using the existing walk trail. However, this is anticipated to be mitigated through provision of appropriate mountain bike trails to meet this demand, and promotion of a well understood code of conduct. The minimum line of sight on this trail is 7.5m to allow walkers to see oncoming walkers.

### CONSTRAINTS

Environmental, hygiene and heritage constraints have been assessed broadly in the context of the AHP.

- The trail is primarily located amongst moderately dense vegetation. Through the detailed design stage, areas of sensitive vegetation will be identified prior to confirming the most appropriate alignment.
- The broadscale dieback assessment identified the area where this trail is proposed is impacted. Further dieback investigations may be undertaken prior to confirming the most appropriate alignment of the trail to prevent impact on potentially protectable downslope areas.
- There are no heritage issues associated with the indicative alignment of this trail.

### TRAIL CORRIDOR DETAILS

Corridor ID	15a, 15b
Name	Summit Trail
Strategic Value	High
Use	Single - Walk Only
Classifications	Grade 3
Trail Type	Walk
Trail Style	Open
Direction	Dual Direction
Ascending / Descending	Ascending & Descending
Options	Nil
Corridor Width	100m
Trail Length	200m
Vertical Range	N/A
Elevation Variation	N/A
Prevailing Cross Slopes	Moderate to Steep
Average Trail Gradient	N/A
Maximum Trail Gradient	20% < 50m
Minimum Line of Sight	N/A
Tread Width	Variable, < 1200mm
Qualifier / Filter	Nil

### DEVELOPMENT STAGING & COSTING

Development Stage	STAGE 3
Construction Type	Upgraded & New
Est. Design Cost	\$498.00
Est. Construction Cost	\$7,710.00
Est. Signage & Ancillary Cost	\$154.20
Est. Total Trail Cost	\$9,548.20
Est. Maintenance p/year	\$346.95

### RECOMMENDED CONSTRUCTION METHODOLOGY

Proposed Construction Methodology	Bench & partial bench, mostly existing alignment.
Proposed Construction Materials	Natural materials.

### TECHNICAL TRAIL FEATURES

URNS	VERTICAL CHANGE	OBSTACLES
Climbing Turns	Grade Reversal Steps - Optional Walk Line Natural Obstacles	Chicane Choke Exposed edges

# MT ADELAIDE BATTERY CORRIDOR

TRAIL ID **16**

CONCEPT PLAN: TRAIL SUMMARIES

## WALK



### OVERVIEW

The Princess Royal Fortress has two gun batteries dug into the Mt Adelaide hillside. The Mt Adelaide Battery Trail is proposed to be a Grade 2, basic to moderate classification walk trail. Utilising an existing alignment, this dual direction trail will be upgraded to provide a more structured route suitable and accessible for most users. Originating near the Wesfarmers Lookout, it is a popular entry point for visitors exploring the historic forts precinct.

### OPPORTUNITIES

#### USER MARKETS

It is anticipated that this trail will continue to be used by visitors and local residents to access the historic sites, on a moderate distance walk trail circuit that extends down to the Ellen Cove Boardwalk, and back to the National Anzac Centre.

#### OPTIONAL LINES TO CATER FOR MULTIPLE CLASSIFICATIONS

Optional lines of higher classifications, e.g. stairs may be provided using existing features.

#### USE OF EXISTING TRAIL

This trail predominantly utilises the existing alignment, with some upgrades to unsustainable sections.

#### CONFLICT MANAGEMENT

This trail is designed as a single user walk trail. In recent times there have been some conflicts resulting from mountain bikers using the existing walk trail. However, this is anticipated to be mitigated through provision of appropriate mountain bike trails to meet this demand, and promotion of a well understood code of conduct. Features such as choke points may be installed to deter mountain bikers from using this trail.

### CONSTRAINTS

Environmental, hygiene and heritage constraints have been assessed broadly in the context of the AHP.

- The trail is primarily located amongst moderately dense vegetation. Through the detailed design stage, areas of sensitive vegetation will be identified prior to confirming the most appropriate alignment.
- The broadscale dieback assessment identified the area where this trail is proposed is impacted. Further dieback investigations may be undertaken prior to confirming the most appropriate alignment of the trail to prevent impact on potentially protectable downslope areas.
- There are no heritage issues associated with the indicative alignment of this trail.

### TRAIL CORRIDOR DETAILS

Corridor ID	16
Name	Mt Adelaide Battery
Strategic Value	High
Use	Single - Walk Only
Classifications	Grade 2
Trail Type	Walk
Trail Style	Open
Direction	Dual Direction
Ascending / Descending	Ascending & Descending
Options	Nil
Corridor Width	100m
Trail Length	200m
Vertical Range	N/A
Elevation Variation	N/A
Prevailing Cross Slopes	Moderate to Steep
Average Trail Gradient	N/A
Maximum Trail Gradient	0.1
Minimum Line of Sight	N/A
Tread Width	1500mm
Qualifier / Filter	Nil

### DEVELOPMENT STAGING & COSTING

Development Stage	STAGE 3
Construction Type	Upgraded
Est. Design Cost	\$579.00
Est. Construction Cost	\$3,860.00
Est. Signage & Ancillary Cost	\$77.20
Est. Total Trail Cost	\$5,384.70
Est. Maintenance p/year	\$173.70

### RECOMMENDED CONSTRUCTION METHODOLOGY

Proposed Construction Methodology	Benched & lifted construction.
Proposed Construction Materials	Imported materials.

### TECHNICAL TRAIL FEATURES

TURNS	VERTICAL CHANGE	OBSTACLES
Climbing Turns	Grade Reversal Steps - Optional Walk Line Natural Obstacles	Chicane Choke Exposed edges



# WW2 TRACK CORRIDOR

TRAIL ID **17**

CONCEPT PLAN: TRAIL SUMMARIES

## WALK



### OVERVIEW

The WW2 Track is proposed to be upgrade to a Grade 2, basic to moderate classification walk trail. This dual direction trail utilises an existing alignment and will be upgraded to provide cohesive links and interpretive experiences between the Princess Royal Fortress historical precinct and sites located below Marine Drive.

### OPPORTUNITIES

#### USER MARKETS

The WW2 Track provides a moderately short experience, and can be linked with other trails to complete a longer walk. It is anticipated that this section of trail will cater for existing demand, and is of not of high strategic value.

#### OPTIONAL LINES TO CATER FOR MULTIPLE CLASSIFICATIONS

Optional lines of higher classifications, e.g. stairs, may be provided using existing features.

#### USE OF EXISTING TRAIL

This trail predominantly utilises the existing alignment, with some upgrades to unsustainable sections.

#### CONFLICT MANAGEMENT

This trail is designed as a single user walk trail. In recent times there have been some conflicts resulting from mountain bikers using the existing walk trail. However, this is anticipated to be mitigated through provision of appropriate mountain bike trails to meet this demand, and promotion of a well understood code of conduct.

### CONSTRAINTS

Environmental, hygiene and heritage constraints have been assessed broadly in the context of the AHP.

- The trail is primarily located amongst moderately dense vegetation. Through the detailed design stage, areas of sensitive vegetation will be identified prior to confirming the most appropriate alignment.
- The broadscale dieback assessment identified the area where this trail is proposed is impacted. Further dieback investigations may be undertaken prior to confirming the most appropriate alignment of the trail to prevent impact on potentially protectable downslope areas.
- There are no heritage issues associated with the indicative alignment of this trail.

### TRAIL CORRIDOR DETAILS

Corridor ID	17
Name	WW2 Track
Strategic Value	High
Use	Single - Walk Only
Classifications	Grade 2
Trail Type	Walk
Trail Style	Open
Direction	Dual Direction
Ascending / Descending	Ascending & Descending
Options	Nil
Corridor Width	100m
Trail Length	600m
Vertical Range	N/A
Elevation Variation	N/A
Prevailing Cross Slopes	Moderate to Very Steep
Average Trail Gradient	N/A
Maximum Trail Gradient	0.1
Minimum Line of Sight	N/A
Tread Width	1200mm
Qualifier / Filter	Nil

### DEVELOPMENT STAGING & COSTING

Development Stage	STAGE 3
Construction Type	Upgraded
Est. Design Cost	\$1,653.00
Est. Construction Cost	\$27,550.00
Est. Signage & Ancillary Cost	\$551.00
Est. Total Trail Cost	\$33,886.50
Est. Maintenance p/year	\$1,239.75

### RECOMMENDED CONSTRUCTION METHODOLOGY

Proposed Construction Methodology	Benched & lifted construction.
Proposed Construction Materials	Imported materials.

### TECHNICAL TRAIL FEATURES

URNS	VERTICAL CHANGE	OBSTACLES
Climbing Turns	Grade Reversal Steps - Optional Walk Line Natural Obstacles	Chicane Choke Exposed edges

# COLONIAL CORRIDOR

TRAIL ID **18**

CONCEPT PLAN: TRAIL SUMMARIES

## WALK



BASIC  
GRADE 2



MODERATE  
GRADE 3

### OVERVIEW

The Colonial Trail is a proposed Grade 2 to 3, basic to moderate classification walk trail. This dual direction trail utilises an existing alignment and will be upgraded to provide cohesive links and interpretive experiences within the Princess Royal Fortress historical precinct.

### OPPORTUNITIES

#### USER MARKETS

The Colonial Trail provides a moderately long walk, with a number of opportunities to visit various points of interest along the circuit. It is anticipated that this section of trail will cater for existing demand, and is of not of high strategic value.

#### OPTIONAL LINES TO CATER FOR MULTIPLE CLASSIFICATIONS

Optional lines of higher classifications may be provided using existing features.

#### USE OF EXISTING TRAIL

This trail predominantly utilises the existing alignment, with some upgrades to unsustainable sections.

#### CONFLICT MANAGEMENT

This trail is designed as a single user walk trail. In recent times there have been some conflicts resulting from mountain bikers using the existing walk trail. However, this is anticipated to be mitigated through provision of appropriate mountain bike trails to meet this demand, and promotion of a well understood code of conduct.

### CONSTRAINTS

Environmental, hygiene and heritage constraints have been assessed broadly in the context of the AHP.

- The trail is primarily located amongst moderately dense vegetation. Through the detailed design stage, areas of sensitive vegetation will be identified prior to confirming the most appropriate alignment.
- The broadscale dieback assessment identified the area where this trail is proposed is impacted. Further dieback investigations may be undertaken prior to confirming the most appropriate alignment of the trail to prevent impact on potentially protectable downslope areas.
- There are no heritage issues associated with the indicative alignment of this trail.

### TRAIL CORRIDOR DETAILS

Corridor ID	18a, 18b, 18c, 18d, 18e, 18f, 18g
Name	Colonial
Strategic Value	High
Use	Single - Walk Only
Classifications	Grade 2
Trail Type	Walk
Trail Style	Open
Direction	Dual Direction
Ascending / Descending	Ascending & Descending
Options	Nil
Corridor Width	100m
Trail Length	2300m
Vertical Range	N/A
Elevation Variation	N/A
Prevailing Cross Slopes	Flat to Moderate
Average Trail Gradient	N/A
Maximum Trail Gradient	0.1
Minimum Line of Sight	N/A
Tread Width	900mm
Qualifier / Filter	Nil

### DEVELOPMENT STAGING & COSTING

Development Stage	STAGE 3
Construction Type	Upgraded & New
Est. Design Cost	\$6,681.00
Est. Construction Cost	\$100,215.00
Est. Signage & Ancillary Cost	\$2,004.30
Est. Total Trail Cost	\$124,489.30
Est. Maintenance p/year	\$4,509.68

### RECOMMENDED CONSTRUCTION METHODOLOGY

Proposed Construction Methodology	Lifted construction.
Proposed Construction Materials	Imported materials & subsurface.

### TECHNICAL TRAIL FEATURES

TURNS	VERTICAL CHANGE	OBSTACLES
Climbing Turns	Grade Reversal Steps - Optional Walk Line Natural Obstacles	Chicane Choke

# DEVELOPMENT

It is recommended that the development process outlined in the Albany Trail Hub Strategy, the Draft Western Australian Mountain Bike Management Guidelines and applicable Australian Standards are used to guide development of the AHP Trail Network.

## ALBANY TRAILS HUB STRATEGY DEVELOPMENT PROCESS

The Albany Trails Hub Strategy provides a toolkit for sustainable trail facility development, which includes the trail development process, guiding principles for trail development and construction, a framework template and signage guidelines. The recommendations within this concept report align with this toolkit.

## CORRIDOR EVALUATION

The Corridor evaluation stage involves detailed checks and surveys within the proposed corridor identified in the concept plan and documenting environmental or heritage protection strategies where required. The development of this concept plan has involved broad site assessments to identify the major environmental and heritage constraints. Planning and construction permits and approvals to proceed to further stages of design and construction may require additional assessments and documentation for specific trail alignments. Permits and approvals for trail development require the involvement of the City of Albany, Department of Parks and Wildlife, Water Corporation and other stakeholders. These may include specialist flora and fauna habitat surveys, Aboriginal heritage surveys, European heritage surveys, dieback mapping and geotechnical assessments. These surveys will identify appropriate ways in which trails can be developed, and establish any mitigation strategies. Permits are not usually required if an existing trail is being upgraded or modified. The concept design GPS locations for trail alignments should be used to investigate the relevant environmentally and culturally significant values. Permits issued should allow for the trail to be located within a 30m corridor, which allows the builder to respond to changing conditions after construction has commenced.

## PLANNING PERMITS

Planning permits are needed for development within heritage listed areas or affecting heritage listed buildings.

## BUILDING PERMITS

Building permits are granted under the Building Act to ensure that structures comply with the relevant building standards and regulations. A building surveyor may advise on whether a trail or structure requires a building permit.

## VEGETATION CLEARING PERMITS

Vegetation clearing permits granted under the EP Act are administered by the Department of Environmental Regulation, and will be required prior to construction commencing. Permits may contain conditions such as revegetation requirements.

## ABORIGINAL HERITAGE SURVEYS AND MONITORS

An Aboriginal Monitor may be required if Aboriginal heritage has been identified close to or within the development area and there is a high risk of harm which the presence of a Monitor could prevent.

## DETAILED DESIGN

The detailed design stage ensures that trail alignments and quality and sustainability standards are defined. The alignments are informed and may be adjusted by requirements and conditions detailed in the relevant permits and approvals granted.

The detailed design identifies trail elements, such as technical features, surfacing and drainage, and enables contractors to accurately estimate construction costs, resources, materials and scheduling. Trail corridors are flagged in the field, and correspond with digitally recorded GPS coordinates for corridors and trail elements. The final detailed designs should constitute 10m wide corridors. The detailed design includes construction ready specifications and drawings noting chainage to ensure agreed quality and sustainability standards are achieved. The detailed design documentation will also include a signage plan and a summary of estimated probable construction costs. Rates for detailed design have been based around an industry standard for professional trail designers of \$3 per linear metre. This rate is applied to all new, upgraded or realigned trails, and is based on indicative trail corridors. Estimated detailed design costs per trail are provided in the following Tables.

## ALBANY HERITAGE PARK TRAIL NETWORK CONCEPT PLAN

### SIGNAGE

Signage is important for visitor risk management, promotion of the trails and communication with users.

A signage plan will be produced as part of the detailed design documentation, to detail locations and types of trail signage. The signage plan will correspond with flagging in the field and electronically recorded GPS coordinates.

In accordance with the Albany Trails Hub Strategy, the following types of signage will be developed:

#### TRAIL HEAD SIGNS

Trail head signs will include maps, trail names, distances and classifications, as well as a code of conduct for users, safety and land manager contact information.

#### WAYMARKING SIGNS

Waymarking signs will be small signs located at regular intervals along the trails, at decision points and crossing points to provide directions to trail users. They will include a marker arrow and trail name.

#### DIRECTIONAL SIGNS

Directional signs will direct users to a trail head from the town or from other key landmarks and destinations. These may include orientation signs with a map and 'you are here' points.

#### INTERPRETIVE SIGNS

Interpretive signs will display cultural, heritage and environmental information in suitable locations along trails, particularly walking trails designed to be interpretive experiences.

#### MANAGEMENT SIGNS

Management signs will be used where trails are temporarily closed or realigned due to hazards, incidents or events.

The style and branding of signage will be in line with the City of Albany's Trails Hub brand and signage guidelines, and the trail classification information will be as per internationally recognised standards and the Draft Western Australian Mountain Bike Management Guidelines.

A rate of 2% of the total trail cost has been used to estimate the cost of trail way-marking signage. Trail head infrastructure is highly variable, and can be influenced by branding requirements. Primary trail heads are estimated at \$75,000, while secondary trail heads are estimated at \$25,000. Minor entry points are estimated at \$2,500.

#### INTERSECTION SIGNS

While most of the trails within the network have been designed to avoid cross-overs and associated conflicts, there are a number of points, where mountain bike trails, walk trails and dual use trails cross. These points will be signed as such, and will be designed as slow points with maximum sight lines. These strategies will ensure crossing points can be safely negotiated by all users.

### CONSTRUCTION

The techniques used to construct trails will be vital to ensuring trails are sustainable. The topography of the Mounts varies from sandy soils to dense woodland to open granite outcrops. Construction methodology needs to be tailored to the specific ecological conditions and sensitivities to prevent erosion and other impacts. Many trail construction techniques can be used to prevent

soil erosion. In addition to the guiding principles for sustainable trail construction given in the Albany Trails Hub Strategy, the following techniques are recommended for specific ground conditions occurring within the proposed trail alignments.

### MACHINE CUT TRAIL

Specialised trail building machinery has been recommended for construction of trails, to maximise efficiency and minimise construction costs. Mini-excavators and mini-skid steers can be used to clear vegetation on the trail corridor within the maximum disturbance width allowed by trail construction standards. Debris can be stockpiled to be later used for trail naturalisation and rehabilitation. Machinery can be used to cut the trail bed profile, back slopes and drainage to the appropriate width and depth requirements.

Mechanised compaction is achieved to the appropriate level as required by detailed design. Broad hazards, such as overhanging branches can be cleared by hand using hand held brushcutters, saws and chainsaws.

### BENCHED CONSTRUCTION

Benched trail offers longevity, provides a stable trail surface, and allows water to shed off the trail surface. Benching is generally undertaken by machinery such as mini excavators and mini skid steers with minimum track width of approximately 900m. While the initial trail is at least this width, landscaping can finish trail edges to the desired width, or over time the trail will narrow naturally as vegetation regrows.

### IMPORTED MATERIALS AND SURFACE STABILISATION

Generally natural trail surface is preferred, however unstable and loose sandy ground conditions may require some surfacing. Rock armouring may be used on steep sections of trail, to achieve a natural appearance and create an appropriate obstacle. Only appropriate materials endemic to the site and where possible, in-situ materials, should be used. Where materials are imported, high clay or granite content materials similar in nature to the surrounds, will be sourced. Granitic materials with clay base are preferred over limestone or laterite gravel for longevity and visual amenity.

### PRESSURE CLEANING

Some steep granite outcrops can become slippery and dangerous in wet conditions. In some cases, the rock surface may undergo treatment such as pressure cleaning to remove this hazard. The use of this technique will depend on whether the surface conditions are acceptable to the relevant trail classification.

### HAND BUILT TRAIL

Hand building techniques may be required where environmental sensitivities or access restrictions may prevent trail building machinery from entering an area. This includes clearing of vegetation above and beside the trail corridor. Where trails require minor improvements only, these may be undertaken by hand.

### NATURALISATION AND DEMARCATION

Trail naturalisation and demarcation involves a number of landscaping techniques to achieve the appearance that the trail has always existed. This involves using hand tools for the removal of hard edges, steep back slopes, piled spoil, vegetative matter, roots and sticks. Vegetation is trimmed above and beside the trail

corridor to ensure broad hazards are removed and sight lines are maintained. The trail surface is compacted and raked to an stable and even finish. Disturbed trail and drain edges are naturalised to blend seamlessly with the surrounding vegetation and to achieve a consistent trail width in line with the relevant classification.

Demarcation corrals and anchors are specified in the detailed design, and should utilise natural in situ rocks, logs or other features endemic to the area. These elements direct trail users to stay on the designated trail alignment to ensure the trail width stays constant with use. Clever use of demarcation will allow some trails to be used for management and emergency vehicle access.

## MANAGEMENT AND MAINTENANCE

Trails require ongoing management and maintenance. Increased demand for trails will lead to increased pressure on existing facilities and services, such as car parking, toilets and rubbish removal. The City of Albany will undertake management of the trail network through recurrent funding. A range of supplementary funding and management models are recommended, which include contributions from commercial operations and volunteer involvement. A management plan will be developed to detail the management roles and responsibilities, funding and resources, maintenance program, reporting procedures and branding and marketing.

## MANAGEMENT MODEL

The long term sustainability of the trail network is dependent on understanding clear roles and responsibilities of the trail owner and operator in the development, management and maintenance of trails. The trail owner is the entity that owns the physical trail and carries the liability for the health and safety of all users. The City of Albany is the trail owner of the AHP trail network.

The trail owner will provide relevant resources to carry out the management and maintenance of the trails and associated facilities and infrastructure, including:

- Trail usage monitoring
- Risk management
- Capital renewal
- Event management
- Dieback management
- Identifying and implementing revenue streams
- Marketing and promotion
- Maintenance

The operator is the entity that maintains the trail to the agreed standards of the owner. The City of Albany is the trail operator of the AHP trail network.

## TRAIL MAINTENANCE REQUIREMENTS

The Western Australian Mountain Bike Management Guidelines (Parks and Wildlife, 2016) provide comprehensive guidance on trail maintenance requirements to ensure trails remain in good condition and have minimal impact on the surrounding environment. The following maintenance requirements have been considered in determining cost estimates for trail maintenance:

- treatment and removal of weeds from trail alignments and trail heads
- regular inspection of technical trail features
- surface restoration

- clearing of drainage
- removal of litter and hazards
- pruning of vegetation within trail corridor

It is recommended that the detailed design of trails aims to minimise maintenance requirements; and that a comprehensive trail maintenance plan be prepared for each individual trail once the detailed design has been completed to improve accuracy of costings.

## MAINTENANCE APPROACHES

Maintenance is critical to ensure the trail owner can meet its obligations to user safety. A professionally designed and constructed trail facility will require minimal ongoing maintenance. A rate of 4.5% of the total trail cost has been used to estimate the cost of a structured formal annual maintenance program for the network. It will be important to establish and document roles and responsibilities for trail management prior to trails being built.

A number of maintenance models may be considered for the AHP site, as listed below:

### PROFESSIONAL ONLY

A commercial provider could be engaged to undertake the annual maintenance program for the AHP. Local industry capability and cost effectiveness would need to be considered.

### VOLUNTEERS

Given the current involvement of volunteers and ongoing plans for use of the AHP as a racing venue, there is opportunity for the trail operator responsibilities to be delegated to suitable community groups, such as the Albany Mountain Bike Club. A formal trail adoption agreement may be established to formalise partnerships using the template provided within the Draft WA Mountain Bike Management Guidelines.

### IN-HOUSE

CoA Reserves Staff could undertake the annual maintenance program.

### PARTNERSHIPS

While there is currently no known local capability in trail maintenance in Albany, there is opportunity for development of local skills through targeted skills development programs. These programs could be developed in partnership with local businesses and education and training organisations, such as schools and TAFE. Such programs have potential to provide long term economic and social benefits to the City of Albany and the Great Southern Region.

## LOCAL SKILLS DEVELOPMENT AND EMPLOYMENT

There is great economic benefit in using local labour during construction and ongoing management of trails in Albany. Strategies for addressing the skills gap should be developed in accordance with the CoA's wider economic development planning, to ensure that skills development links to future opportunities. Employment in non-skilled trail building roles and provision of training should be considered when developing tender specifications. It is recommended that CoA discusses potential opportunities in relation to delivery of this project with partner organisations, stakeholder groups and local businesses.

Consultation with the Noongar community identified aspirations for Aboriginal people to be trained and employed in construction of

## ALBANY HERITAGE PARK TRAIL NETWORK CONCEPT PLAN

the trails network. It is recommended that the CoA engages with the relevant local Noongar community training and employment organisations at a partnership level.

It is recommended that local and Noongar involvement are preferred as part of tender evaluation processes. It is important that where training is provided, this is linked with ongoing employment opportunities. Achieving long term economic outcomes will ensure a sustainable facility for the Albany community.

### EVENT PROVIDERS

The CoA has relationships with a range of event providers, including commercials and not for profit bodies. With the development of the trail network, there will be significant potential for more types of events, particularly mountain bike events to use the trails. Commercial events have the potential to contribute financially to the facility. It is recommended that the CoA implement a policy for event providers involving a fee for use system, including a bond component, and relevant to the number of competitors.

### PROMOTION AND EDUCATION

#### TRAIL USERS

Two of the main issues raised during the consultation were conflict management and environmental sensitivities. These issues arise primarily from a lack of information and cohesion within the existing trail network, and lack of understanding between trail user groups.

A trail code of conduct has been developed as part of this concept plan to describe the responsibilities of users to the values of the AHP and to other users. All groups need to be aware of each other and aware of their responsibilities when interacting on the trails. The code will be displayed on maps and signage at all trail heads, intersections and various key locations around the area.

It is recommended that an educational campaign is undertaken to communicate the code of conduct, duty of care, sustainable use of trails and sharing the trails. This will ensure the safety and enjoyment of the AHP for all users.

Information will be made available to the public online and at key locations such as CoA offices and local recreation facilities. Trail information will be communicated to all stakeholders and interested community members.

Contact information will also be provided at the trails so users can report issues or trail hazards to the CoA.

#### RESIDENTS

It is recommended that the education campaign includes information for residents living around the AHP with regard to access to the trails. Over time users have created a large number of tracks to gain quick access to the AHP from street level. A key part of the concept plan has been the consolidation of these access tracks, and users will need to understand which have been closed for rehabilitation, and where their closest access route is.

#### MAPS

Maps will be developed for the AHP trail network, to inform users of trail types, classifications (difficulty), distances, facilities nearby, points of interest, the code of conduct, as well as cultural, historical and environmental information on the area. Maps can include information about sponsors or businesses that support the

trails.

### TRAILS OFFICER

In order to implement the trail project and coordinate its ongoing management, the employment of a Trails Officer is recommended. The Trails Officer would be an ongoing position responsible for working with trail user groups, partners and other stakeholders to coordinate development, maintenance and promotion of the trails.

### CONSTRUCTION STAGING & COSTING

Please note that all cost estimates provided in this report are estimates only. They do not represent formal quotations from Common Ground Trails. Cost estimates are based on broad assumptions relating to expenses, imported materials, such as gravels and rocks, construction techniques, trail widths and complexity of drainage requirements. The next stages of detailed design and site assessments will inform construction requirements to enable contractors to quote to a greater level of accuracy. Quotations given following detailed design may differ to the estimates provided within this report.

### WALK TRAILS

The typical rate used for walk trail construction is \$30-\$35/m. Additional landscaping recommended on some walk trails increases the rate to \$45-\$50/m.

### DUAL USE TRAILS

The typical rate used for dual use trail construction is \$30-\$40/m. Additional landscaping is recommended for dual use trails to create an exceptionally high quality experience, and the rate used is up to \$90/m.

### MOUNTAIN BIKE TRAILS

The rate used for mountain bike trails depends on the classification, and whether the trail is ascending or descending. Mountain bike only trails range between \$35-\$60/m.

### ASSESSMENTS AND DESIGN COSTS

Assessments are estimated at \$2/m. Design costs are estimated at \$3/m.

### MAINTENANCE RATES

A rate of 4.5% of the total trail cost has been used to estimate annual maintenance costs on all trails.

### SIGNAGE

A rate of 2% of the total trail cost has been used to estimate the cost of trail way-marking signage.

### CONTINGENCY

Allowance of average industry rates plus 10% contingency for increased trail lengths during detailed design.

### TRAIL HEAD INFRASTRUCTURE

Trail head infrastructure is highly variable. Primary trail heads are estimated at \$75,000. Secondary trail heads are estimated at \$25,000 and minor entry points are estimated at \$2,500.

# ALBANY HERITAGE PARK TRAIL NETWORK CONCEPT PLAN

## CONSTRUCTION STAGING & COSTING

Table 6 outlines the recommended construction sequencing (SEQ) and broad cost estimates.

SEQ	ID	PROVISIONAL NAME	LENGTH (M)	RATE (\$/M)	CONDITION	TRAIL BUILD COST	ASSESSMENT COST	DESIGN COST	TRAIL HEAD COST	SIGNAGE COST (@1%)	CONTINGENCY (10%)	TOTAL COST
<b>STAGE 1</b>												
1	1a	Ridge Link	654	90	New	58,860.00	1,308.00	1,962.00	75,000.00	1,177.20	6,213.00	144,520.20
2	1b	Ridge Link	1621	90	Existing	145,890.00	3,242.00	4,863.00		2,917.80	15,399.50	172,312.30
3	1c	Ridge Link	759	90	New	68,310.00	1,518.00	2,277.00	25,000.00	1,366.20	7,210.50	105,681.70
4	1d	Ridge Link	398	80	New	31,840.00	796.00	1,194.00		636.80	3,383.00	37,849.80
5	1e	Ridge Link	740	80	New	59,200.00	1,480.00	2,220.00		1,184.00	6,290.00	70,374.00
6	1f	Ridge Link	616	50	New	30,800.00	1,232.00	1,848.00		616.00	3,388.00	37,884.00
7	1g	Ridge Link	519	50	New	25,950.00	1,038.00	1,557.00	75,000.00	519.00	2,854.50	106,918.50
8	1h	Ridge Link	860	90	New	77,400.00	1,720.00	2,580.00	25,000.00	1,548.00	8,170.00	116,418.00
9	1i	Ridge Link	296	60	New	17,760.00	592.00	888.00		355.20	1,924.00	21,519.20
10	1j	Ridge Link	166	50	New	8,300.00	332.00	498.00	2,500.00	166.00	913.00	12,709.00
11	1k	Ridge Link	2333	50	New	116,650.00	4,666.00	6,999.00		2,333.00	12,831.50	143,479.50
<b>TRAIL 1 SUBTOTALS</b>						<b>640,960.00</b>	<b>17,924.00</b>	<b>26,886.00</b>	<b>202,500.00</b>	<b>12,819.20</b>	<b>68,577.00</b>	<b>969,666.20</b>
12	2-	Mids Descent	1852	40	New	74,080.00	3,704.00	5,556.00		1,481.60	8,334.00	93,155.60
<b>TRAIL 2 SUBTOTALS</b>						<b>74,080.00</b>	<b>3,704.00</b>	<b>5,556.00</b>	<b>-</b>	<b>1,481.60</b>	<b>8,334.00</b>	<b>93,155.60</b>
13	3a	Iconic Descent	765	35	New	26,775.00	1,530.00	2,295.00		535.50	3,060.00	34,195.50
14	3b	Iconic Descent	239	15	Existing	3,585.00	478.00	717.00		71.70	478.00	5,329.70
15	3c	Iconic Descent	820	35	New	28,700.00	1,640.00	2,460.00		574.00	3,280.00	36,654.00
16	3d	Iconic Descent	114	35	Existing	3,990.00	228.00	342.00		79.80	456.00	5,095.80
17	3e	Iconic Descent	176	35	New	6,160.00	352.00	528.00		123.20	704.00	7,867.20
18	3f	Iconic Descent	281	35	Existing	9,835.00	562.00	843.00		196.70	1,124.00	12,560.70
19	3g	Iconic Descent	113	35	Existing	3,955.00	226.00	339.00		79.10	452.00	5,051.10
20	3h	Iconic Descent	903	35	New	31,605.00	1,806.00	2,709.00		632.10	3,612.00	40,364.10
<b>TRAIL 3 SUBTOTALS</b>						<b>114,605.00</b>	<b>6,822.00</b>	<b>10,233.00</b>	<b>-</b>	<b>2,292.10</b>	<b>13,166.00</b>	<b>147,118.10</b>
21	4-	City Descent	1728	40	New	69,120.00	3,456.00	5,184.00		1,382.40	7,776.00	86,918.40
<b>TRAIL 4 SUBTOTALS</b>						<b>69,120.00</b>	<b>3,456.00</b>	<b>5,184.00</b>	<b>-</b>	<b>1,382.40</b>	<b>7,776.00</b>	<b>86,918.40</b>

DEVELOPMENT

**ALBANY HERITAGE PARK TRAIL NETWORK  
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SEQ	ID	PROVISIONAL NAME	LENGTH (MD)	RATE (\$/MD)	CONDITION	TRAIL BUILD COST	ASSESSMENT COST	DESIGN COST	TRAIL HEAD COST	SIGNAGE COST (@1%)	CONTINGENCY (10%)	TOTAL COST
22	5a	Perimeter	102	60	New	6,120.00	204.00	306.00		122.40	663.00	7,415.40
23	5b	Perimeter	203	50	Existing	10,150.00	406.00	609.00		203.00	1,116.50	12,484.50
24	5c	Perimeter	224	30	Existing	6,720.00	448.00	672.00		134.40	784.00	8,758.40
25	5d	Perimeter	597	30	Existing	17,910.00	1,194.00	1,791.00		358.20	2,089.50	23,342.70
26	5e	Perimeter	86	30	Existing	2,580.00	172.00	258.00		51.60	301.00	3,362.60
27	5f	Perimeter	215	30	Existing	6,450.00	430.00	645.00	25,000.00	129.00	752.50	33,406.50
28	5g	Perimeter	79	30	Existing	2,370.00	158.00	237.00		47.40	276.50	3,088.90
29	5h	Perimeter	136	60	New	8,160.00	272.00	408.00	2,500.00	163.20	884.00	12,387.20
30	5i	Perimeter	157	40	New	6,280.00	314.00	471.00	2,500.00	125.60	706.50	10,397.10
31	5j	Perimeter	94	40	Existing	3,760.00	188.00	282.00		75.20	423.00	4,728.20
32	5k	Perimeter	95	60	New	5,700.00	190.00	285.00		114.00	617.50	6,906.50
33	5l	Perimeter	237	60	New	14,220.00	474.00	711.00		284.40	1,540.50	17,229.90
34	5m	Perimeter	181	50	New	9,050.00	362.00	543.00		181.00	995.50	11,131.50
35	5n	Perimeter	257	30	Existing	7,710.00	514.00	771.00		154.20	899.50	10,048.70
36	5o	Perimeter	565	50	Existing	28,250.00	1,130.00	1,695.00		565.00	3,107.50	34,747.50
37	5p	Perimeter	195	60	New	11,700.00	390.00	585.00		234.00	1,267.50	14,176.50
38	5q	Perimeter	552	20	Existing	11,040.00	1,104.00	1,656.00	2,500.00	220.80	1,380.00	17,900.80
39	5r	Perimeter	66	60	New	3,960.00	132.00	198.00	2,500.00	79.20	429.00	7,298.20
40	5s	Perimeter	2302	40	Existing	92,080.00	4,604.00	6,906.00	2,500.00	1,841.60	10,359.00	118,290.60
41	5t	Perimeter	450	30	Existing	13,500.00	900.00	1,350.00	2,500.00	270.00	1,575.00	20,095.00
<b>TRAIL 5 SUBTOTALS</b>						<b>267,710.00</b>	<b>13,586.00</b>	<b>20,379.00</b>	<b>40,000.00</b>	<b>5,354.20</b>	<b>30,167.50</b>	<b>377,196.70</b>
<b>STAGE 1 GRAND TOTAL</b>						<b>1,166,475.00</b>	<b>45,492.00</b>	<b>68,238.00</b>	<b>242,500.00</b>	<b>23,329.50</b>	<b>128,020.50</b>	<b>1,674,055.00</b>
<b>STAGE 2</b>												
42	6a	Black Climb	1002	40	New	40,080.00	2,004.00	3,006.00		801.60	4,509.00	50,400.60
43	6b	Urban Downhill	678	50	New	33,900.00	1,356.00	2,034.00		678.00	3,729.00	41,697.00
Trail 6 Subtotals						73,980.00	3,360.00	5,040.00	-	1,479.60	8,238.00	92,097.60
44	7a	Blue Loop	1409	35	New	49,315.00	2,818.00	4,227.00		986.30	5,636.00	62,982.30



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45	7b	Blue Loop	1468	35	New	51,380.00	2,936.00	4,404.00	1,027.60	5,872.00	65,619.60
		Trail 7 Subtotals				100,695.00	5,754.00	8,631.00	2,013.90	11,508.00	128,601.90
46	11a	Midds Blue Descent	473	35	New	16,555.00	946.00	1,419.00	75,000.00	1,892.00	96,143.10
47	11b	Midds Blue Descent	124	35	Existing	4,340.00	248.00	372.00	86.80	496.00	5,542.80
		<b>TRAIL 11 SUBTOTALS</b>				<b>20,895.00</b>	<b>1,194.00</b>	<b>1,791.00</b>	<b>75,000.00</b>	<b>2,388.00</b>	<b>101,685.90</b>
		<b>STAGE 2 GRAND TOTAL</b>				<b>195,570.00</b>	<b>10,308.00</b>	<b>15,462.00</b>	<b>3,911.40</b>	<b>22,134.00</b>	<b>322,385.40</b>
<b>STAGE 3</b>											
48	8a	Mt Adelaide Stairs	476	1000	New	476,000.00	952.00	1,428.00	9,520.00	47,838.00	535,738.00
		<b>TRAIL 8 SUBTOTALS</b>				<b>476,000.00</b>	<b>952.00</b>	<b>1,428.00</b>	<b>-</b>	<b>9,520.00</b>	<b>535,738.00</b>
49	9a	Ocean Trail	2231	70	New	156,170.00	4,462.00	6,693.00	3,123.40	16,732.50	187,180.90
50	9b	Ocean Trail	1030	45	New	46,350.00	2,060.00	3,090.00	927.00	5,150.00	57,577.00
51	9c	Ocean Trail	146	45	Existing	6,570.00	292.00	438.00	131.40	730.00	8,161.40
		<b>TRAIL 9 SUBTOTALS</b>				<b>209,090.00</b>	<b>6,814.00</b>	<b>10,221.00</b>	<b>-</b>	<b>4,181.80</b>	<b>252,919.30</b>
52	10a	Downhill	396	60	New	23,760.00	792.00	1,188.00	475.20	2,574.00	28,789.20
53	10b	Downhill	615	40	Existing	24,600.00	1,230.00	1,845.00	492.00	2,767.50	30,934.50
54	10c	Downhill	109	50	New	5,450.00	218.00	327.00	109.00	599.50	9,203.50
		<b>TRAIL 10 SUBTOTALS</b>				<b>53,810.00</b>	<b>2,240.00</b>	<b>3,360.00</b>	<b>2,500.00</b>	<b>5,941.00</b>	<b>68,927.20</b>
55	12a	Albany Harbour Path	938	150	New	140,700.00	1,876.00	2,814.00	2,814.00	14,539.00	162,743.00
56	12b	Albany Harbour Path	107	150	New	16,050.00	214.00	321.00	321.00	1,658.50	18,564.50
		<b>TRAIL 12 SUBTOTALS</b>				<b>156,750.00</b>	<b>2,090.00</b>	<b>3,135.00</b>	<b>-</b>	<b>3,135.00</b>	<b>181,307.50</b>
57	13a	Granite Trail	440	30	Existing	13,200.00	880.00	1,320.00	264.00	1,540.00	17,204.00
58	13b	Granite Trail	531	30	Existing	15,930.00	1,062.00	1,593.00	318.60	1,858.50	20,762.10
		<b>TRAIL 13 SUBTOTALS</b>				<b>29,130.00</b>	<b>1,942.00</b>	<b>2,913.00</b>	<b>-</b>	<b>582.60</b>	<b>37,966.10</b>
59	14a	Circuit Trail	383	25	Existing	9,575.00	766.00	1,149.00	191.50	1,149.00	12,830.50
60	14b	Circuit Trail	531	30	Existing	15,930.00	1,062.00	1,593.00	318.60	1,858.50	20,762.10
		<b>TRAIL 14 SUBTOTALS</b>				<b>25,505.00</b>	<b>1,828.00</b>	<b>2,742.00</b>	<b>-</b>	<b>510.10</b>	<b>33,592.60</b>
61	15a	Summit Trail	91	60	New	5,460.00	182.00	273.00	109.20	591.50	6,615.70
62	15b	Summit Trail	75	30	Existing	2,250.00	150.00	225.00	45.00	262.50	2,932.50
		<b>Trail 15 Subtotals</b>				<b>7,710.00</b>	<b>332.00</b>	<b>498.00</b>	<b>-</b>	<b>154.20</b>	<b>9,548.20</b>
63	16-	Mt Adelaide Battery	193	20	Existing	3,860.00	386.00	579.00	77.20	482.50	5,384.70

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64	17-	TRAIL 16 SUBTOTALS	551	50	Existing	3,860.00	386.00	579.00	-	77.20	482.50	5,384.70
		WW2 Track				27,550.00	1,102.00	1,653.00		551.00	3,030.50	33,886.50
		TRAIL 17 SUBTOTALS				27,550.00	1,102.00	1,653.00	-	551.00	3,030.50	33,886.50
65	18a	Colonial	499	45	Existing	22,455.00	998.00	1,497.00		449.10	2,495.00	27,894.10
66	18b	Colonial	94	45	New	4,230.00	188.00	282.00		84.60	470.00	5,254.60
66	18b	Colonial	94	45	New	4,230.00	188.00	282.00		84.60	470.00	5,254.60
67	18c	Colonial	341	45	Existing	15,345.00	682.00	1,023.00		306.90	1,705.00	19,061.90
68	18d	Colonial	90	45	Existing	4,050.00	180.00	270.00		81.00	450.00	5,031.00
69	18e	Colonial	142	45	New	6,390.00	284.00	426.00		127.80	710.00	7,937.80
70	18f	Colonial	904	45	Existing	40,680.00	1,808.00	2,712.00		813.60	4,520.00	50,533.60
71	18g	Colonial	157	45	Existing	7,065.00	314.00	471.00		141.30	785.00	8,776.30
		TRAIL 18 SUBTOTALS				100,215.00	4,454.00	6,681.00	-	2,004.30	11,135.00	124,489.30
		STAGE 3 GRAND TOTAL				1,089,620.00	22,140.00	33,210.00	2,500.00	21,792.40	114,497.00	1,283,769.40
		OVERALL GRAND TOTAL				2,451,665.00	77,940.00	116,910.00	320,000.00	49,033.30	264,651.50	3,280,199.80

Table 6: Construction Staging & Costing

**TRAIL BREAKDOWN BY CLASSIFICATION**

Table 7 outlines the classification, type, style, value and classification breakup of the proposed trail network

ID	NAME	CLASSIFICATION	TYPE	STYLE	STRATEGIC VALUE	LENGTH (M)
<b>STAGE 1</b>						
1a	Ridge Link	Grade 2 / Easy - Green Circle	Walk / Cross Country	Open	High	654
1b	Ridge Link	Grade 2 / Easy - Green Circle	Walk / Cross Country	Open	High	1621
1c	Ridge Link	Grade 2 / Easy - Green Circle	Walk / Cross Country	Open	High	759
1d	Ridge Link	Grade 2 / Easy - Green Circle	Walk / Cross Country	Open	High	398
1e	Ridge Link	Grade 2 / Easy - Green Circle	Walk / Cross Country	Open	High	740
1f	Ridge Link	Grade 2 / Easy - Green Circle	Walk / Cross Country	Open	High	616
1g	Ridge Link	Grade 2 / Easy - Green Circle	Walk / Cross Country	Open	High	519
1h	Ridge Link	Grade 2 / Easy - Green Circle	Walk / Cross Country	Open	High	860
1i	Ridge Link	Grade 2 / Easy - Green Circle	Walk / Cross Country	Open	High	296
1j	Ridge Link	Grade 2 / Easy - Green Circle	Walk / Cross Country	Open	High	166
1k	Ridge Link	Grade 2 / Easy - Green Circle	Walk / Cross Country	Open	High	2333
<b>TRAIL 1 SUBTOTALS</b>						<b>8962</b>
2	Mids Descent	Easy - Green Circle	Cross Country	Open	High	1852
<b>TRAIL 2 SUBTOTALS</b>						<b>1852</b>
3a	Iconic Descent	Moderate - Blue Square	All Mountain	Technical	High	765
3b	Iconic Descent	Moderate - Blue Square	All Mountain	Technical	High	239
3c	Iconic Descent	Moderate - Blue Square	All Mountain	Technical	High	820
3d	Iconic Descent	Moderate - Blue Square	All Mountain	Technical	High	114
3e	Iconic Descent	Moderate - Blue Square	All Mountain	Technical	High	176
3f	Iconic Descent	Moderate - Blue Square	All Mountain	Technical	High	281
3g	Iconic Descent	Moderate - Blue Square	All Mountain	Technical	High	113
3h	Iconic Descent	Moderate - Blue Square	All Mountain	Technical	High	903
<b>TRAIL 3 SUBTOTALS</b>						<b>3,411.00</b>
4	City Descent	Easy - Green Circle	Cross Country	Open	High	1728
<b>TRAIL 4 SUBTOTALS</b>						<b>1,728.00</b>
5a	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	102
5b	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	203
5c	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	224
5d	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	597
5e	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	86
5f	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	215
5g	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	79
5h	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	136
5i	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	157
5j	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	94
5k	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	95
5l	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	237
5m	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	181
5n	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	257
5o	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	565

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ID	NAME	CLASSIFICATION	TYPE	STYLE	STRATEGIC VALUE	LENGTH (M)
5p	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	195
5q	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	552
5r	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	66
5s	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	2302
5t	Perimeter	Grade 2 / Easiest - White Circle	Walk / Cross Country	Open	High	450
<b>TRAIL 5 SUBTOTALS</b>						<b>6,793.00</b>
<b>STAGE 1 GRAND TOTAL</b>						<b>22,746.00</b>
<b>STAGE 2</b>						
6a	Black Climb	Difficult - Black Diamond	All Mountain	Technical	Moderate	1002
6b	Urban Downhill	Difficult - Black Diamond	Downhill	Technical	Moderate	678
<b>TRAIL 6 SUBTOTALS</b>						<b>1,680.00</b>
7a	Blue Loop	Moderate - Blue Square	Cross Country	Open	Moderate	1409
7b	Blue Loop	Moderate - Blue Square	Cross Country	Open	Moderate	1468
<b>TRAIL 7 SUBTOTALS</b>						<b>2,877.00</b>
11a	Midds Blue Descent	Moderate - Blue Square	All Mountain	Technical	Moderate	473
11b	Midds Blue Descent	Moderate - Blue Square	All Mountain	Technical	Moderate	124
<b>TRAIL 11 SUBTOTALS</b>						<b>597.00</b>
<b>STAGE 2 GRAND TOTAL</b>						<b>5,154.00</b>
<b>STAGE 3</b>						
8a	Mt Adelaide Stairs	Staircase	Walk	Open	Low	476
<b>TRAIL 8 SUBTOTALS</b>						<b>476</b>
9a	Ocean Trail	Grade 3 / Moderate - Blue Square	Walk / Cross Country	Open	Low	2231
9b	Ocean Trail	Grade 3 / Moderate - Blue Square	Walk / Cross Country	Open	Low	1030
9c	Ocean Trail	Grade 3 / Moderate - Blue Square	Walk / Cross Country	Open	Low	146
<b>TRAIL 9 SUBTOTALS</b>						<b>3,407.00</b>
10a	Downhill	Difficult - Black Diamond	Downhill	Technical	Low	396
10b	Downhill	Difficult - Black Diamond	Downhill	Technical	Low	615
10c	Downhill	Difficult - Black Diamond	Downhill	Technical	Low	109
<b>TRAIL 10 SUBTOTALS</b>						<b>1,120.00</b>
12a	Albany Harbour Path	Class 1 - Easiest - White Circle	Walk / Cross Country	Open	Low	938
12b	Albany Harbour Path	Class 1 - Easiest - White Circle	Walk / Cross Country	Open	Low	107
<b>TRAIL 12 SUBTOTALS</b>						<b>1,045.00</b>
13a	Granite Trail	Grade 3	Walk	Open	Low	440
13b	Granite Trail	Grade 3	Walk	Open	Low	531
<b>TRAIL 13 SUBTOTALS</b>						<b>971.00</b>
14a	Circuit Trail	Grade 3	Walk	Open	Low	383
14b	Circuit Trail	Grade 3	Walk	Open	Low	531
<b>TRAIL 14 SUBTOTALS</b>						<b>914.00</b>
15a	Summit Trail	Grade 3	Walk	Open	Low	91
15b	Summit Trail	Grade 3	Walk	Open	Low	75
<b>TRAIL 15 SUBTOTALS</b>						<b>166.00</b>
16-	Mt Adelaide Battery	Grade 2	Walk	Open	Low	193
<b>TRAIL 16 SUBTOTALS</b>						<b>193.00</b>
17-	WW2 Track	Grade 2	Walk	Open	Low	551



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ID	NAME	CLASSIFICATION	TYPE	STYLE	STRATEGIC VALUE	LENGTH (M)
<b>TRAIL 17 SUBTOTALS</b>						<b>551.00</b>
18a	Colonial	Grade 2	Walk	Open	Low	499
18b	Colonial	Grade 2	Walk	Open	Low	94
18c	Colonial	Grade 2	Walk	Open	Low	341
18d	Colonial	Grade 2	Walk	Open	Low	90
18e	Colonial	Grade 2	Walk	Open	Low	142
18f	Colonial	Grade 2	Walk	Open	Low	904
18g	Colonial	Grade 2	Walk	Open	Low	157
<b>TRAIL 18 SUBTOTALS</b>						<b>2,227.00</b>
<b>STAGE 3 GRAND TOTAL</b>						<b>11,070.00</b>
<b>OVERALL GRAND TOTAL</b>						<b>38,970.00</b>

Table 7: Trail Breakdown by Classification

# RECOMMENDATIONS

The proposed Albany Heritage Park Trails Network has been developed to consolidate and rationalise the existing trail system, to produce a cohesive, logical network of trails for a range of users. The introduction of shared use trails presents a progressive approach to trail facility development. A formalised walk trail system will cater for the current user groups, and provide more accessible experiences for new users and visitors. A formalised mountain bike trail system will introduce new user groups to the area, and encourage visitors to Albany to return or extend their stay in the region.

The facility will set a new benchmark for trail development in

Western Australia, drawing on industry best practice planning and development processes.

The concept plan allows for rehabilitation of disused or degenerated areas of native bushland that have been heavily impacted by past and current activities. The result will be a net improvement to the environmental values of the AHP.

The following recommendations provide achievable steps to ensure sustainable development through detailed design and appropriate construction methods.

The recommendations include associated management and maintenance requirements to ensure the new system achieves a positive social, environmental and economic impact on the Albany community.

DEVELOPMENT STAGE	RECOMMENDED ACTIONS
DESIGN	Council endorses concept plan
	Conduct detailed site assessments of trail alignments – a desktop assessment has been completed as part of this planning process. This will inform any further environmental, cultural and social surveys required to ensure trail development avoids environmentally and/or culturally sensitive areas, and reduces user conflict by enhancing the area for all users.
	Obtain approvals and associated risk management plans
	Review concept design against site assessment findings. If required, amend concept design to address approvals requirements and inform detailed design
	Prepare a design brief based on this concept plan
	Appoint a designer to design trails using the Western Australian Mountain Bike Management Guidelines
	Develop a trail signage plan, including all trail heads, way marking and orientation signage
	Develop an interpretive signage plan, including all interpretive sites and trails in consultation with key stakeholders (e.g. Noongar community, Historical Society)
	Prepare a construction cost estimate

DEVELOPMENT STAGE	RECOMMENDED ACTIONS
<b>CONSTRUCTION</b>	Develop a staged delivery program for the facility
	Determine construction standards, on-site management plans (e.g. hygiene, heritage)
	Prepare a construction brief based on this plan and the detailed design specifications and the Western Australian Mountain Bike Management Guidelines and other applicable standards
	Appoint a contractor to undertake construction in accordance with the detailed design specifications
	Install trail signage as per the signage plan
<b>MANAGEMENT</b>	Create a trail network management plan that identifies and clarifies management roles and responsibilities internally, and includes a trail maintenance plan
	Evaluate and apply suitable revenue generation models
	Implement a fee per use arrangement for all competitive events using the trail network
	Consider appointing a 'Trails Officer' position to assist with direct management of the trail network and potentially other City of Albany trails
	Create a trails database and undertake regular inspections to identify and resolve maintenance issues or hazards in accordance with the trail maintenance plan
	Install trail counters at strategic locations to monitor usage.
	Evaluate trail usage to identify issues and gaps, through analysing data from trail counters, maintenance inspections and community feedback.
	Adopt the Code of Conduct provided in Appendix 5.
<b>PARTNERSHIPS</b>	Investigate partnerships with community organisations, local residents, local Noongar community, interest groups, businesses, sponsors etc to identify and establish partnership opportunities for the long term success of the network
	Create a formal trail adoption agreement with the Albany Mountain Bike Club
<b>MARKETING &amp; PROMOTION</b>	Develop a brand for the AHP Trail Network and focus marketing as a recreation resource for local residents and short stay tourism via a range of media
	Develop and implement an interpretive trails plan, identifying sites and detailed interpretive materials
	Undertake targeted education initiatives to address user conflict and environmental protection and access and inclusion
	Create a calendar of events, including races, community and family events, maintenance days and others

Table 8: Development Recommendations

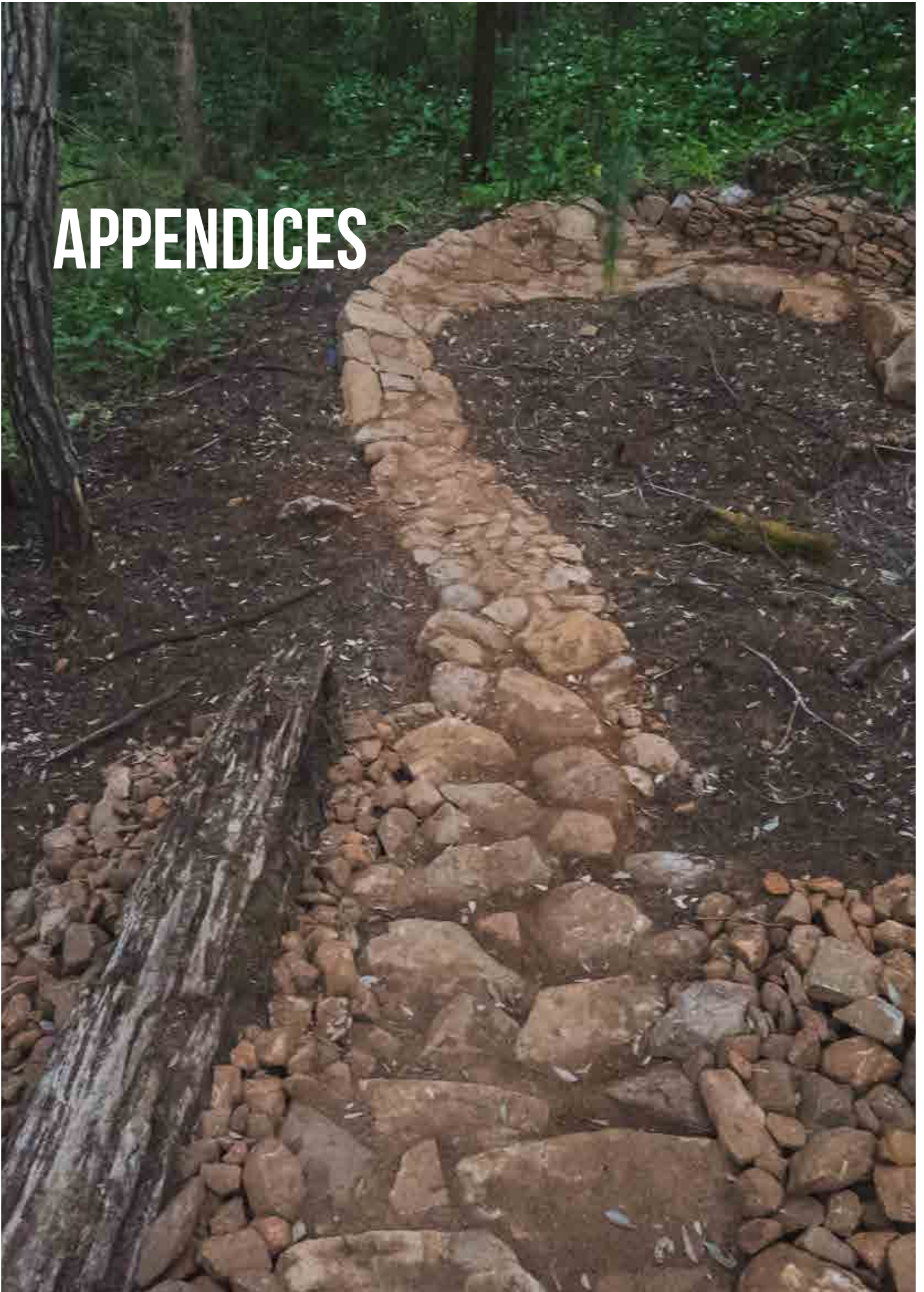
**ALBANY HERITAGE PARK  
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# DEFINITIONS

Active Recreation	Activities involving physical exertion, such as walking, running, cycling	TO	Touring (trail type)
AM	All mountain (trail type)	TTF	Technical Trail Feature
AMTB	Adaptive mountain bike (trail type)	UCL	Unallocated Crown Land
BL	Black diamond (trail difficulty classification)	WAMBA	Western Australian Mountain Biking Association
BU	Blue square (trail difficulty classification)	WAPC	Western Australian Planning Commission
CALM	Conservation and Land Management (Superseded by Parks and Wildlife)	WH	White circle (trail difficulty classification)
CX	Cyclocross	WHPZ	Wellhead Protection Zone
DB classification)	Double black diamond (trail difficulty classification)	World Class	Trails are planned, designed, constructed and managed using methods and techniques that are reflective of the practices implemented in other world wide destinations that are visited and recognised by a significant population worldwide
DH	Downhill (trail type)	XC	Cross country (trail type)
DSR	Department of Sport and Recreation		
EN	Enthusiast (mountain bike rider type)		
FR	Freeride (trail type)		
GN	Green circle (trail difficulty classification)		
GR	Gravity (mountain bike rider type)		
GSDC	Great Southern Development Commission		
Iconic	an experience that is unique to the local area, that cannot be replicated or experienced anywhere else in the region or the world		
IMBA	International Mountain Bike Association		
IN	Independent (mountain bike rider type)		
LS	Leisure (mountain bike rider type)		
MBTF	Munda Biddi Trail Foundation		
MTBA	Mountain Bike Australia		
Parks and Wildlife	Department of Parks and Wildlife		
Passive Recreation	Low intensity activities such as picnicking, bird watching		
PDWSA	Public Drinking Water Source Area		
PK	Park (trail type)		
RPZ	Reservoir Protection Zone		
SP	Sport (mountain bike rider type)		



# APPENDICES



# APPENDIX 1

## ATTRIBUTES OF A SUCCESSFUL TRAILS DESTINATION

Trail terminology is varied and no single system is universally adopted. The terminology used in this plan is consistent with the best practice Draft Western Australian Mountain Bike Management Guidelines (Parks and Wildlife, 2015). The following sections describe the various trail models and their attributes, as well as the types of trail systems within trail models.

Trails come in a variety of types and configurations and are defined by their model, system, use, direction and classification. They can accommodate a range of user types and cohorts.

### TRAIL MODELS

A trail model defines the extent of development for a trail facility. Depending on a number of factors, the scale of trail model can vary significantly from individual trails up to trail centres and trail hubs. The type of trail model should be appropriate to the significance rating of the trail facility and where possible, allow for opportunities to generate revenue that can sustain the development. Refer Figure 29 for a summary of trail models relating to significance level.

### INDIVIDUAL TRAILS

Individual linear or looped trails are generally not considered as a development model for a destination. Long distance trails can link individual trails and can also be the precursor to developing a destination. Small individual trails typically form part of a trail hub, centre or network model.

### SHORT LINEAR TRAILS

These are linear, marked routes which can be completed in under a day and are of varying lengths. They are generally marked in two directions as they need to be ridden as a return journey. Short linear trails are often associated with key visitor attractions such as summits, vistas, headlands and beaches, and may include campgrounds or huts.

### LONG DISTANCE LINEAR TRAILS

Long distance trails often connect towns or locations. These are

long multi-day routes which start and finish in different locations and may be broken up into smaller sections. They can be iconic tourism products, however the market for end to end use is relatively limited and often specialised.

### TRAIL NETWORK

A trail network is a single site with multiple signed and mapped trails of varying type and classification, with no visitor centre and limited user amenities. A trail network may be standalone within a population centre or individual location, or form part of a trail centre or trail hub. If not part of a trail hub, trail networks are often located away from population centres, or in a location that does not provide essential visitor services.

Trail networks suit locations close to residential population centres as passive recreation facilities for community use. They also suit locations where demand does not exist for significant development and there is no supporting population centre.

With careful planning, trail networks can be designed to accommodate staged development with a view to becoming a trail centre as demand increases.

### TRAIL CENTRE

A trail centre is a single site with dedicated visitor services and facilities, provided by a single trail provider. It includes multiple signed and mapped trails of varying type and classification.

A trail centre can be part of a trail hub and incorporates a trail network. They are typically located close to major population centres or iconic locations.

### TRAIL HUB

A trail hub is a population centre or popular recreation destination that offers a wide range of high quality trails as well as related services, facilities, businesses, strong branding and supportive governance. They can incorporate trail centres and typically have multiple trail networks. A trail hub may consist of a number of

sites, hosting several signed and mapped trails of varying type and classification.

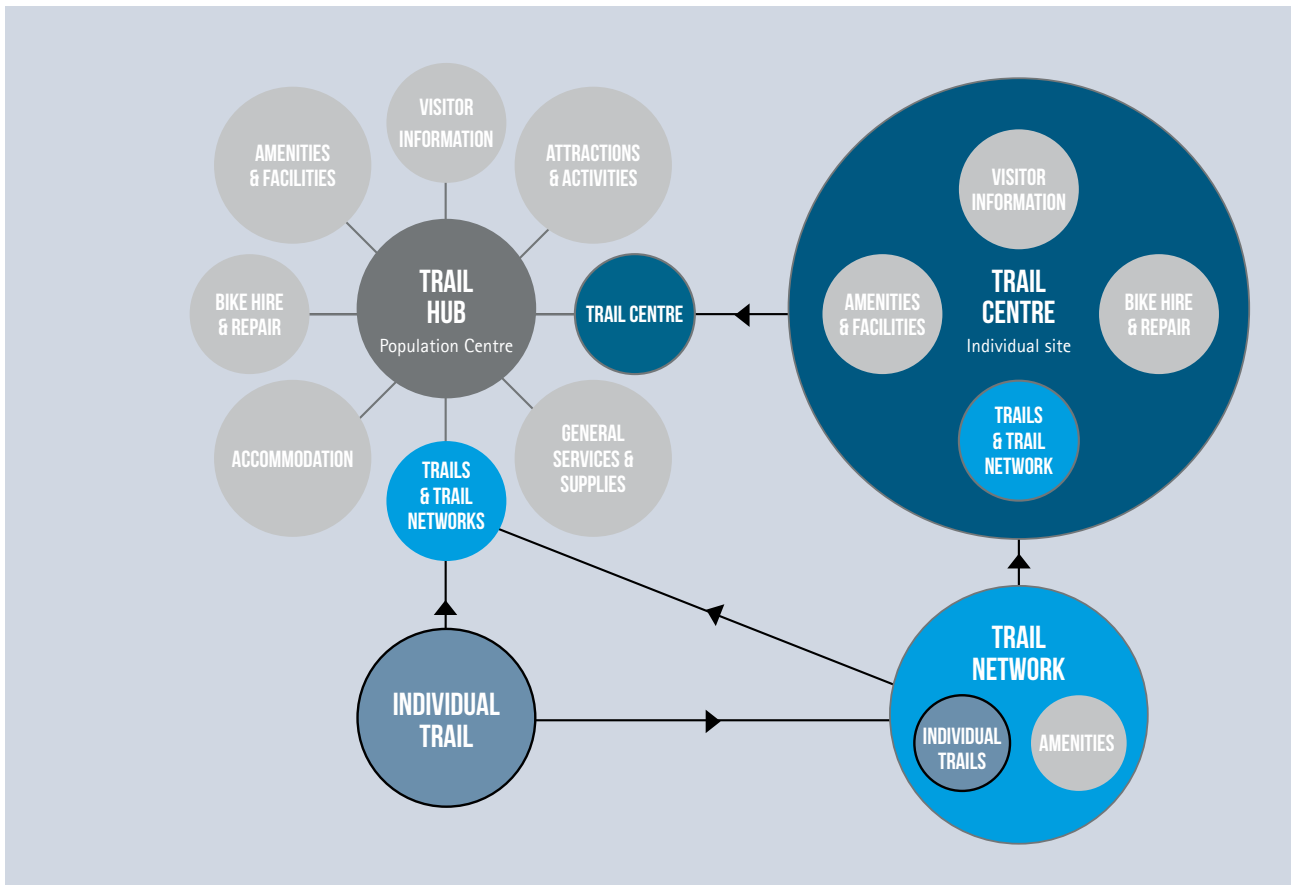
Facilities such as car parking and visitor services are available within the vicinity, typically provided by independent businesses. In order to appeal to the market majority, it is important trail hubs are user friendly and have high quality directional signage and maps.

Trail hubs benefit from having a single central information and service centre to promote and provide access to trails. Although different, these can act similarly to a trail centre.

Trail hubs should have at least one cohesive trail network offering multiple classifications and trail types within a single uninterrupted area (for example, with no major road crossings).

	TRAIL HUB	TRAIL CENTRE	TRAIL NETWORK	INDIVIDUAL TRAILS
National Significance	✓	✓	Only if part of trail hub	Only if part of trail hub
Regional Significance	✓	✓	✓	Only if part of trail hub
Local Significance	✗	✗	✓	✓
Population centre based user services & facilities	✓	✗	✗	✗
Site-based user services & facilities	✓	✓	✗	✗
Associated infrastructure	✓	✓	✓	✓
Multiple trails	✓	✓	✓	✗
Single trail	✗	✗	✗	✓

Figure 29: Significance Hierarchy & Appropriate Trail Model



**ALBANY HERITAGE PARK  
TRAIL NETWORK  
CONCEPT PLAN**

LINEAR TRAILS		TRAIL NETWORK	
SHORT LINEAR TRAILS		LONG DISTANCE LINEAR TRAILS	
<b>SERVICES</b>	Toilets, parking, trail information, accommodation on or nearby trail	Parking, trail information, accommodation and toilets on or nearby trail	Toilets, parking, trail information
<b>MARKET</b>	Day trip tourism markets	Short break tourism markets if accommodation is provided	Day trip tourism markets
<b>USER TYPES</b>	Depending on the type of trail and points of interest, users include enthusiast, sport and gravity	Appeals to more experienced, independent or enthusiast user types who actively seek this type of experience	Generally lacking visitor services, serves more experienced enthusiast, sport, and gravity
<b>POTENTIAL REVENUE GENERATION AND ECONOMIC IMPACT</b>	<ul style="list-style-type: none"> <li>• A potential marketable 'epic trail' or 'epic ride' product that can attract sponsorship and be promoted alongside similar international experiences.</li> <li>• Achieving IMBA Epic Ride status would attract international enthusiast market.</li> <li>• Potential for concessions to commercial operators with revenue being returned to trail management.</li> </ul>	<ul style="list-style-type: none"> <li>• Potential for economic benefit for businesses and accommodation providers along the trail.</li> <li>• Potential to link a number of established trail hubs, enhancing economic impact.</li> <li>• Potential for concessions to commercial operators with revenue being returned to trail management.</li> </ul>	<ul style="list-style-type: none"> <li>• Clearly identifiable recreation product that can attract sponsorship for ongoing management and maintenance.</li> <li>• Scale manageable by volunteer and not-for-profit organisations.</li> <li>• Potential for concessions to commercial operators with revenue being returned to trail management.</li> </ul>
<b>ADVANTAGES</b>	<ul style="list-style-type: none"> <li>• Facilitates important access to key landscapes.</li> <li>• They can provide important access to sensitive habitats and landscapes.</li> <li>• Relatively easy to sign and waymark.</li> </ul>	<ul style="list-style-type: none"> <li>• Can have iconic status and be tourism assets.</li> <li>• May bring economic benefits to communities along the route.</li> <li>• Can be a valuable local recreation resource.</li> </ul>	<ul style="list-style-type: none"> <li>• Can cater for a range of abilities.</li> <li>• Accessibility can be significantly enhanced.</li> <li>• Single trailhead makes it easier to manage visitors and trail users.</li> <li>• A number of loops can be focused on one trailhead.</li> <li>• Can be consolidated in a single location with minimal external influences.</li> <li>• Ability to manage trail quality and standards and user experience.</li> </ul>
<b>DISADVANTAGES</b>	<ul style="list-style-type: none"> <li>• The linear nature of the trails can deter some users.</li> <li>• May experience intense physical and user pressure due to linear trails receiving twice the use.</li> </ul>	<ul style="list-style-type: none"> <li>• Lack of visitor services and facilities deter the market majority.</li> <li>• The market for end to end use is relatively small and often specialised.</li> <li>• The linear nature can deter some recreational users.</li> <li>• Requires significant investment to achieve very high quality and to succeed as a tourism asset.</li> </ul>	<ul style="list-style-type: none"> <li>• Lack of visitor services and facilities deter the market majority.</li> <li>• Difficult to generate income for management.</li> <li>• Can limit overnight stay and community economic benefit.</li> <li>• Typically less accessible to users.</li> <li>• More remote trail networks can lack community development, activation and stewardship.</li> </ul>

Table 5: Trail Model Requirements

TRAIL CENTRE	TRAIL HUB
<p>Visitor information, trail information, cafe, car parking, toilets, showers, bike hire and repair and sometimes accommodation</p>	<p>Attractions, accommodation, restaurants, bars, cafes, visitor information, trail information, car parking, toilets, showers, bike sales, hire and repair</p>
<p>Day trip tourism market, but can include short break if accommodation is provided nearby or within vicinity</p>	<p>Holiday, short breaks and day visit tourism markets</p>
<p>Very user friendly, they can serve all types including leisure, enthusiast, sport, and gravity</p>	<p>Can be user friendly and serve all mountain bike user types including leisure, enthusiast, sport, and gravity</p>
<ul style="list-style-type: none"> <li>Clearly identifiable and marketable recreation and/or tourism trail products.</li> <li>Focusing trails on a single trailhead with support facilities makes it possible to generate income directly from trail users.</li> <li>Accessible to a wide range of users including those with low levels of expertise.</li> <li>Use as an important marketing tool for other trail models and opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>Possible to package a local area as a trail-based destination</li> <li>Wide range of visitor services can be provided by the greater trail hub, spreading economic impact wider and more effectively.</li> </ul>
<ul style="list-style-type: none"> <li>They produce a clearly identifiable and marketable recreation or tourism trail product.</li> <li>Focusing the trails on a single trailhead with support facilities makes it possible to generate income directly from trail users.</li> <li>The trail model is accessible to a wide range of users including those with low levels of expertise.</li> <li>The accessibility of the trail model to a range of markets can have a significant effect on increasing levels of participation in trail activities.</li> <li>Can be key iconic trail products with recreational and tourism strategic significance.</li> <li>Can be important marketing tools for other trail models and opportunities and a number of strategic levels.</li> <li>Popularity and high usage can create management issues.</li> <li>Can limit overnight stays and community economic benefit.</li> <li>Capital investment to develop infrastructure and services can be significant.</li> <li>Typically less accessible to users.</li> <li>Lack of community development, activation and stewardship.</li> <li>Increased management to maintain consistency, quality and trail status information.</li> <li>Additional costs for development and management of trail centre infrastructure.</li> <li>If the scope and scale of trail centres is inappropriate, visitor pressures can exceed capacity.</li> <li>Accommodation and other visitor services must be provided by local communities.</li> <li>Direct economic benefits can be restricted to the trail centre and its associated facilities if the trail centre is developed to more than local significance.</li> </ul>	<ul style="list-style-type: none"> <li>Ability to package a local area as a trail-based destination.</li> <li>A wide range of visitor services and facilities can be provided by the greater trail hub which can distribute economic impacts more widely and effectively.</li> <li>Utilising existing infrastructure and services can reduce capital investment.</li> <li>Community development, activation and stewardship.</li> <li>Overnight stays increase community economic benefit.</li> <li>Accessible trails especially for the community, families and young people.</li> <li>Diversity of trail provider and tenure.</li> <li>Multiple stakeholders typically involved.</li> <li>Poor execution may result in negative user experience.</li> <li>More barriers to generating revenue for management.</li> <li>Potentially confusing for new users if there are limited visitor services and trail information.</li> <li>Inability to manage quality of services.</li> <li>Multiple providers can result in varied trail quality, maintenance standards, and experiences.</li> <li>Limit to scale of population centre that is appropriate.</li> <li>Unless the trail models are suitably market focused, they may not be effective at targeting key markets.</li> <li>Trail provision can be haphazard, inconsistent and differ between differing owners and/or tenures unless centrally coordinated.</li> </ul>

# ALBANY HERITAGE PARK TRAIL NETWORK CONCEPT PLAN

## TRAIL SYSTEMS

Trails can stand alone or be part of trail systems that link several linear or loop trails, or other facilities together. The layout and design of a trail system is dependent on the location's characteristics and attributes:

- The location of the trailhead
- Topography and environmental conditions
- Land tenure

## LINEAR TRAILS

Linear trails are point-to-point alignments that start and finish in different places. Linear trails may be single direction, or dual direction and have trailheads at both ends.

Linear trails can be used to link destinations, points of interest or other trails, with long-distance linear trails providing an uninterrupted trail experience over a significant distance.

## LOOP TRAILS

Loop or circular trails are trails that start and finish in the same place with a single trailhead.

Loops can be stacked so that they enable trail users to ride shorter or longer sections and vary the route they take. Loop trails may be interconnected with each other or linked together by linear trails to enable trail users to travel one trail and return to the same point via an alternative trail. Loop trails are an efficient design that may

allow for longer trail lengths within the available space.

## CONCEPTUAL TRAIL SYSTEMS

Different trail systems can make the optimal use of available space by linking several trails together from a trailhead and may include a combination of trail styles, difficulty levels and designs, depending on the location's characteristics and attributes.

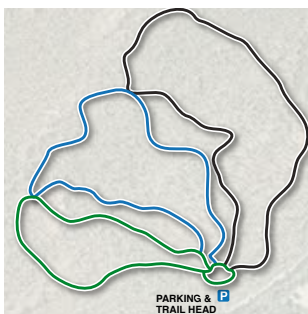
It is important to consider emergency and maintenance access points in the design stages of all trail networks.

Larger trail networks may require more than one trailhead, however where practicable, trail systems should limit access to one entry and egress area, preferable at the bottom of hills.

Dependant on the design of the trailhead, trail systems may utilise a core trail. The core trail could lead from the trailhead and provide access to the rest of the system. As the core trail will receive the most use, it should be able to accommodate a variety of trail users.

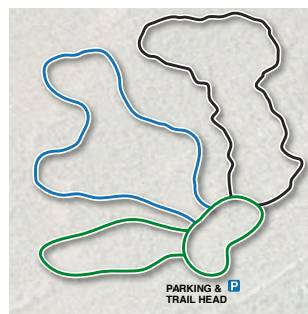
It may be more appropriate to design downhill mountain bike trails within a trail network closer to the core trail or trailhead, as trail users seeking these styles typically do not want to ride long distances or climb uphill too much due to the style of bike they are riding (e.g. heavy, long travel, highly geared). When designing downhill mountain bike trails, vehicle access should be considered to enable shuttling from the bottom to the top.

## KEY TRAIL SYSTEM DESIGNS



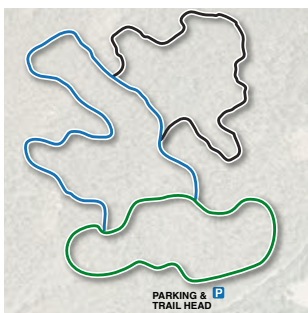
### LINKED LOOP

A Linked Loop system has linkages between trails to enable trail users to try a different trail without having to ride back to the trailhead.



### CLOVERLEAF

Cloverleaf designs are a series of loop trails that radiate from a central trailhead and core trail. Linear trails can link loops together meaning the trails can be used in many combinations.



### STACKED LOOP

Stacked loop designs are a series of loop trails that radiate concentrically from a trailhead and core trail, usually in a single direction. This means that there are loops inside other loops. Linear trails can link loops together, meaning the trails can be used in many combinations. Depending on the style of trails within the system, trails can



### TRAIL FINGER

Trail fingers fan out from the core trail or trailhead at various points giving riders a simple choice of options, trails could be loops or linear. Trail finger design lends itself to uplift facilities such as a chair lift or shuttle road.

become longer and more technically challenging as the distance from the core trail or trailhead increases, as trail users seeking difficult or remote experiences are usually willing to travel further. This design is generally suited to cross-country and all-mountain trail types.

# APPENDIX 2

## OVERVIEW OF TRAIL CLASSIFICATION SYSTEM

### WALKING TRAIL CLASSIFICATION SYSTEM

The Australian Walking Track Grading System (based on the Australian Standard 2156.1-2001 Walking Tracks – Classification and Signage) provides walking trail information to users, from people who are not regular users to highly experienced bushwalkers. A summary of the grades is provided below, and further detail is contained within the Users Guide to the Australian Walking Track Grading System (Department of Sustainability and Environment, Victoria).



**GRADE 1**

No bushwalking experience required. Flat even surface with no steps or step sections. Suitable for wheelchair users who have someone to assist them. Walks no greater than 5km.



**GRADE 2**

No bushwalking experience required. The track is a hardened or compacted surface and may have a gentle hill section or sections and occasional steps. Walks no greater than 10km.



**GRADE 3**

Suitable for most ages and fitness levels. Some bushwalking experience recommended. Tracks may have short steep hill sections, a rough surface and many steps. Walks up to 20km.



**GRADE 4**

Bushwalking experience recommended. Tracks may be long, rough and very steep. Directional signage may be limited.



**GRADE 5**

Very experienced bushwalkers with specialised skills, including navigation and emergency first aid. Tracks are likely to be very rough, very steep and unmarked. Walks may be more than 20km.

### MOUNTAIN BIKE TRAIL CLASSIFICATION SYSTEM

Trail classification is determined by trail width, tread surface, average trail gradient, maximum trail gradient and natural obstacles and technical trail features. The mountain bike trail classifications are:



**EASIEST – WHITE CIRCLE (WH)**

Wide trails with smooth terrain and low gradients. Surface may be uneven, loose or muddy at times but free from unavoidable obstacles. Recommended for novice riders.



**EASY – GREEN CIRCLE (GN)**

Flowing open trails on firm terrain with gentle gradients. Surface may be uneven, loose or muddy at times. Riders may encounter small rollable obstacles and technical trail features. Recommended for beginner mountain bikers.



**MODERATE – BLUE SQUARE (BU)**

Narrow trail with loose, soft, rocky or slippery sections and hills with short steep sections. Riders will encounter obstacles and technical trail features. Recommended for riders with some technical mountain biking experience.



**DIFFICULT –BLACK DIAMOND (BL)**

Trails with variable surfaces and steep gradients. Riders will encounter large obstacles and technical trail features. Recommended for experienced riders with good technical skill levels.



**EXTREME – DOUBLE BLACK DIAMOND (DB)**

Trails may contain highly variable surfaces, very challenging terrain and/or very steep sections. Riders will encounter unavoidable obstacles and technical trail features. Recommended for very experienced riders with high technical skill levels.

# APPENDIX 3

## GENERAL TRAIL PLANNING, DESIGN & CONSTRUCTION PRINCIPLES

The information provided here is an overview of the terminology and principles used in the planning, design and construction of mountain bike facilities and is a summarised version of what can be found in the Western Australian Mountain Bike Strategy (WestCycle, 2015) and Draft Western Australian Mountain Bike Management Guidelines (Parks and Wildlife, 2015).

### SUSTAINABLE TRAIL DEVELOPMENT PRINCIPLES

#### ENVIRONMENTAL PROTECTION AND REHABILITATION

Every visit to the bush causes an environmental impact. Construction and use of mountain bike trails is no exception. The challenge for land managers is balancing the environmental impact while helping people maintain a connection with nature.

Mountain biking is inherently a nature-based activity and protection of environmental values is essential for delivering enjoyable trail experiences. Mountain biking is an increasingly popular and enjoyable way to access, explore and appreciate nature, which can result in less user impact, e.g. from littering or user built unsanctioned trails. In close proximity to urban environments, this is particularly important.

Mountain bike trails have a similar impact on flora, fauna and ecological communities to walking trails. Mountain bikers seek narrow trails (1 m or less) and the impact of trail development is significantly less than clearing for access tracks and fire breaks. Disturbance and impacts on important, rare and protected flora, fauna and ecological communities are mitigated through a stringent planning, design and construction process that includes multiple environmental assessments and reviews. This rigorous process results in sustainable trails in appropriate locations.

Uncontrolled access by mountain bikes, either through inappropriate use of walk trails or unauthorised building of trails, jumps or structures has serious and sometimes irreversible impacts on these values. Unauthorised, or unsanctioned, building sets a poor example of responsible stewardship of public lands and does not consider a comprehensive planning process to ensure environmental impacts are minimised through developing a trail.

Rationalising and upgrading existing unsanctioned trails can successfully control access through careful planning, design and construction strategies. The Draft Western Australian Mountain Bike Management Guidelines (Parks and Wildlife, 2015) have been developed to combine best practice trail development and management from around the world to guide the sustainable development and management of mountain bike trails in WA.

#### ENVIRONMENTAL DEGRADATION FROM POORLY DESIGNED TRAILS

The majority of trails used in the AHP are unsanctioned or informal. These comprise fire management access tracks, walk tracks and informal user-created trails. These trails have not been formally planned or designed nor has their construction been in accordance with best practice. The increased demand for trails, particularly mountain bike trails in the AHP has led to greater intensity of usage, and further degradation of the trails and impacts on the surrounding natural environment. The potential long term impacts created by these trails include:

- Erosion and soil displacement along steep gradient trails that are sloped along the fall-line. Continued use of these trails can create deep ruts, which increase the rate of erosion and create hazards for trail users.
- Widening can occur where poor drainage has caused water to pool on the trail surface, and trail users have avoided travelling through the water. Widening causes the trail to encroach on surrounding vegetation.
- When the alignment of a trail has not been properly designed, or passes over undesirable obstacles such as rocks or tree roots, users may create their own alternative lines or shortcuts, called 'desire lines'. The creation of multiple desire lines can result in trail widening and significant impact on surrounding vegetation.
- Structures that are constructed from unsuitable or old materials can deteriorate over time creating the potential for serious injury to users, and risk to the environment. Poorly built structures can also impact negatively on the aesthetic value of the surrounding natural environment.



- Where trails exist without appropriate facilities, users may seek privacy and relieve themselves in areas of sensitive vegetation that cannot sustain damage from shoes or human waste. Seeds from invasive plants can also be introduced by dirt carried on shoes and bike tyres. The inadvertent discovery of such locations can also be an unpleasant experience for other trail users.
- Lack of signage can lead to risk management issues, such as potential injury to individual users and conflict between users. Visitor safety may be compromised without clear understanding and communication of trail etiquette, especially at intersections and on narrow singletrack with tight corners.
- Fire management can be difficult if the whereabouts of users is unknown. Land managers typically communicate planned fire management activities via formal communication media to user groups who use sanctioned trails in those areas. Damage caused to sanctioned trails by unplanned bushfires can typically be repaired under insurance arrangements.

For the reasons listed above, it is important that proper planning, design and construction processes are implemented to prevent further construction and usage of poorly designed trail.

#### PREVENTION OF ENVIRONMENTAL IMPACT THROUGH IMPLEMENTING THE WESTERN AUSTRALIAN MOUNTAIN BIKE MANAGEMENT GUIDELINES

The formal planning, design and construction processes prescribed in the Guidelines are designed to prevent and minimise environmental impacts from mountain bike trail development. The Guidelines advise on:

- Compatibility with land tenure; depending on the purpose and value of a reserve type, some types of mountain biking activities may be conditionally compatible or incompatible
- Permit requirements for clearing of vegetation for the construction of mountain bike trails as per Australian environmental protection legislation
- Detailed site assessments and surveys required to identify environmental constraints, such as sensitive or poorly represented vegetation, threatened fauna and habitats, and Aboriginal heritage sites
- Consultation practices to identify or better understand constraints
- Mapping and detailed documentation standards and level of detail to be used in consultation and to obtain approvals and permits
- Appropriate drainage design to remove water from trails effectively
- Design methods to ensure a high quality user experience to keep users on the trail alignment
- Appropriate construction techniques to minimise impacts during construction and to ensure trails in unstable areas are adequately supported

## ALBANY HERITAGE PARK TRAIL NETWORK CONCEPT PLAN

# APPENDIX 4

## SUMMARY OF USER SURVEY RESULTS

### INTRODUCTION

This Survey was conducted as part of the Albany Heritage Park (AHP) Concept Plan consultation process, to understand the existing trends of the wider community and their preferences for trails development in the AHP.

The survey was developed as an online form and was widely distributed throughout the community. It was promoted by the City of Albany (COA) via their website, social media, letters to residents, public notices, at the COA office and the Library, as well as via user group social media. The survey received a total of 230 individual responses during the month long comment period, with 96% of responses from Albany residents, based on their postcode.

Given that the survey was mainly targeting people who live in Albany, or visit for recreation regularly, it is likely that it did not capture much of the tourism market, being those who may visit the park as a tourist attraction, for leisure or as a beginner level mountain biker.

In addition to identifying respondent demographics, the survey established a detailed community profile, where respondents identified what they felt was lacking, or what they felt were issues that could be addressed through the project.

Respondents identified locations of where and how they access the AHP, their recreation habits, as well as features of the AHP that are important to them and they feel a connection with.

Respondents were asked about the interactions between mountain bike trails and walk trails, whether conflicts have been experienced, and any particular locations that are problematic. This feedback will form an integral component of the overall design of the network and will be used as a basis to inform the broad concept.

### KEY INSIGHTS

The key insights and communication received through the survey included:

- 90% of respondents are comfortable with dual use trails

- Many locations around the AHP are appreciated for their recreational, environmental or historical value
- Many trails are popular with both walkers and mountain bikers, creating potential for and actual conflict between users
- Walking trails could be improved with some links and better access to desirable locations surrounding the AHP
- The existing sanctioned mountain bike trail (advanced black diamond downhill) does not cater for a wide range of mountain bike users
- There is a lack of suitable trail to challenge beginner and advanced mountain bike riders
- There are many popular walking trails that are experiencing degradation through poor design / construction and the inappropriate use by mountain bikes
- There is confusion about the purpose of tracks, and signage is lacking
- There is poor access to trails and there are no formal trail heads with information or facilities for visitors

### COMMUNITY PROFILE

The AHP survey provided some information on trail usage and engagement of the community. Of the 230 respondents:

- 96% of respondents lived in or near Albany
- 87% reside in the City of Albany
- 33% live less than 100m from the Albany Heritage Park
- 58% of the respondents had used the AHP within the last week
- 62% were male
- 38% were female
- 29% are from the 40-49 year age group
- 48% use the existing mountain bike trails
- 63% of respondents use the existing walk trails
- 73% of respondents who use the existing walk trails, also use the existing mountain bike trails

- 43% of mountain bike respondents ride the existing black (advanced) downhill trail

**KEY FEEDBACK ON EXISTING FACILITIES**

Respondents provided information on the quality of trails they use and how frequently they use them. This gave some information regarding the usage and habits of trail users at the AHP.

69% of respondents think the trails and facilities such as visitor information at the AHP are average or below.

**FREQUENCY OF USE AND ACCESS**

58% of the respondents had visited the AHP in the last week. 28% had visited in the last month, and 14% had visited in the last year.

Of the total number of estimated visits to the AHP each year:

- 30% of those were for walking trails or dog walking.
- 14% of visits were for off road cycling or mountain biking.
- 12% of visits were for the lookouts, 12% for running trails.
- A small percentage of visits were for historical, interpretive or culturally significant sites, road cycling routes, rock climbing and bird / wildlife watching.
- Most people use trails around both Mount Clarence and Mount Adelaide in a circuit, as opposed to favouring one over the other.

**VALUES THAT NEED PROTECTING**

- Specific areas of environmental, cultural, historical or recreational value within the AHP that users feel need protecting include:
- ANZAC related features, monuments and history, National ANZAC Centre, Forts, Fort Monuments, Desert Corp Memorial, Historical buildings
- Lookouts and Boardwalks – Padre White Lookout, Wesfarmers Convoy Lookout
- Old drains running on south side of Mount Clarence
- Indigenous Cultural history, Potential Aboriginal artefacts and sites
- Native fauna and flora species and habitats – particularly internationally recognised flora
- General protection of the bush through providing quality trails and access to walkers, sightseers and riders, to prevent users from making their own
- Walking tracks – protection from bike riders eroding track surfaces and steps, making them difficult to walk on
- Existing trails such as Granite Trail for walking, used by tourists
- Mountain bike tracks – Mount Adelaide Rock Garden Trail, Mount Clarence Downhill track
- Recreational value of area close to town to engage kids and adults in nature and physical activity is the most important value of this inner city park
- Natural bush environment and the ability for people to feel connected to the authentic Albany nature
- Sandy areas on north of Mount Adelaide full of rabbits and being badly degraded by cyclists making too many tracks

**WALKING TRAIL USER HABITS**

63% of respondents use the walking or running trails, or visit interpretive and cultural sites.

The primary reason for using the walking trails is for walking.

**POPULAR TRAILS**

Most people use trails around both Mount Clarence and Mount Adelaide in a circuit, as opposed to favouring one over the other. Particular trails that are used for walking include:

- Padre White Trail
- Mass Rock Trail
- Firebreaks
- Granite Trail
- Boardwalk from Middleton Beach

**ACCESS POINTS**

While over 50% of respondents access the walking trails by private vehicle and parking on site, 50% also access the trails via off-road tracks and access points from home or from Middleton Beach. The most popular access points are listed below:

- Bottom of Downhill Track
- Hare Street
- Morley Place
- Burt Street
- Hare Street (near the intersection with Sussex Street) Marine Terrace and Apex Drive Car park
- Burt Street (Tracks off street)
- Hare Street (Top of)
- Middleton Beach (3 Anchors Car park)
- Hill Street (Tracks off street)
- Hay Street
- Middleton beach (car parking area)
- Earl Street
- Hill Street
- Middleton Beach Area
- From Middleton Beach via Boardwalk
- Ennis Street
- Padre White Trail
- Golf Links Road Marine Parade
- Watkins Road
- Gravel fire road near Albany High School tennis courts
- Innes Street
- Serpentine Road East (behind school oval Mount Clarence)
- Track from Middleton Beach
- Innes Street (opposite about 17 Innes Street)
- Suffolk Street
- Wooden steps from Marine Drive
- Burt Street (Northern side of Mt Clarence)
- Sussex Street
- Grey Street
- King Street Boardwalk
- Watkins Road

28% of respondents said they'd participated in a walking or running based competitive or social event, including the following:

- Adventurethon
- City to Surf
- Albany athletic cross country

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- Fun run / walks
- Parkrun
- Port to Point
- Gallioli run

Respondents suggested the following types of walking or running competitive social events that they would participate in or would like to see in the AHP:

- Adventure racing
- Cultural tours
- Multisport racing with running and bike components
- School excursions
- Ultra marathon
- Charity events / fun runs/walks
- Cross country running

LOCATIONS	GENERAL ISSUES AND INCIDENTS
<ul style="list-style-type: none"> <li>• Trails above Marine Parade</li> <li>• Padre White Trail</li> <li>• The downhill mountain bike track (walking on the track not realising it was a mountain bike track)</li> <li>• Trails above Marine Parade</li> <li>• Small trail below the top (guns) lookout, and sandy area below reception centre on Mount Adelaide</li> <li>• Steep stepped track above the ASHS</li> </ul>	<ul style="list-style-type: none"> <li>• Mountain bikers (individuals or groups) riding on walking trails</li> <li>• Near misses with mountain bikers appearing unexpectedly, frightening walkers</li> <li>• Mountain bikers use the walking trails, as there are no designated mountain bike trails available. As such conflicts are common along most trails.</li> <li>• Mountain bikers going too fast on the trails above Marine Parade</li> <li>• Dogs off leash – in the way of others, or jumping on others running or walking</li> <li>• Sometimes not enough visibility for mountain bikers to slow down</li> <li>• Potential for injury to dogs by 'out of control' bikes</li> <li>• General lack of consideration, and abuse</li> <li>• Not clear who has right of way</li> <li>• Sticks placed on tracks endangering all users</li> </ul>

- Tourist excursions
- Trail running
- Free family events
- Bush walking
- Guided night walks to observe wild life

### CONFLICT

30% of respondents said they'd experienced conflict with other trail users, such as mountain bikers, when using the walking trails at the AHP. Specific locations and issues mentioned include:

### MOUNTAIN BIKE TRAIL USER HABITS

48% of respondents said they use or have used the AHP for mountain biking.

### MOUNTAIN BIKE USER STYLES

Respondents to the survey showed an underrepresentation of advanced ability when compared with the broader WA mountain biking population. They showed an overrepresentation of beginner and novice riders. This is attributed to the very limited opportunities for progression and general lack of mountain bike trails in or near Albany.

Most riders classify themselves as an Enthusiast – a general mountain biker interested and mountain biking and mountain biking often.

60% of mountain bikers were members of the Albany Mountain Bike Club or another formal cycle club.

11% said they would join the Albany Mountain Bike Club upon

finishing the survey.

43% of respondents said they use the existing black (advanced) downhill mountain bike trail, including all of the A lines.

### ACCESS TO AHP

The preferred modes of access to the AHP were via off road tracks by bike, from the City Centre by bike, and via private vehicle. When accessing the existing downhill track by car, respondents said they generally park at the Apex Lookout car park.

Other ways to access points to the AHP by bike included:

The most popular access points are as listed below:

- Albany Hwy, Middleton Rd, through ASHS
- Grey Street (fire road off road)
- Middleton beach Car park
- Apex Drive Hare Street (Above) Middleton Beach Board walk
- Bay merchants car park Hare Street (Gate entry) Middleton Road (cnr Burt Street shared path)
- Behind ASHS
- Hare Street (near the intersection with Sussex Street)
- Near ASHS
- Behind ASHS on Burt Street
- Hay Street
- Northern side of Mount Clarence along Burt Street

- Burt Street
- Hill Street (The Earl Lane end)
- Rear of ASHS
- Burt street (eastern end)
- Hill Street (onto Pipeline trail)
- Road to National Anzac Centre
- Burt Street (near high school)
- Hill Street (end of)
- Serpentine Road East (above school oval, Mount Clarence)
- Burt Street (trail off road)
- Innes Street (trail off road)
- Serpentine Road East up past the access road near ASHS oval
- Burt Street (between ASHS and Hay Street)
- Innes Street (corner Innes and Clarence Streets)
- Suffolk Street (Near)
- Dome car park
- Innes Street (opposite about 17 Innes Street)
- Sussex Street (Top)
- Emu point car park at surfers

- King Street
- Through ASHS (near Campbell Road)
- Earl Street
- Main entrance
- Watkins Road
- Forts Road
- Marine Parade
- Grey Street
- Middleton beach area (Wylie Crescent and Morley Place)

**CONFLICT**

41% of mountain bikers said they'd experienced conflicts with other trails users.

Many commented that interactions have usually been friendly when encountering other users on the trails.

Some comments indicate many people see the trails as either 'walk only', 'mountain bike only' or 'shared', but there is no consistent understanding amongst users.

Specific locations and issues mentioned included:

**LOCATIONS**

- Adelaide trail
- Innes Street
- Most single track trails
- Mount Clarence
- Stairs section
- Trail above Hare Street and Innes Street

**GENERAL ISSUES AND INCIDENTS**

- Being caught unaware of other users
- Branches, logs and sticks placed across some tracks, including trail above Hare Street and Innes Street
- Dogs off leash
- Issues and conflict with Land manager staff members
- People blocking trails
- Repeated incidents of piles of sticks placed on the trails, pose a danger to mountain bikers particularly
- The limestone track from the car park at the bottom of apex drive to hare street is popular with bikers but fast and blind - near misses between bikes and walkers
- Occasionally unfriendly exchanges
- Walkers have expressed that they are not happy about bikes being on the trails
- Walkers on the downhill track

**ROCK CLIMBING USERS AND HABITS**

8 individuals identified themselves as rock climbers who use rock climbing or bouldering routes at the AHP. There are few existing tracks to boulders with some anchor points installed on the town side of the Mounts near the Padre White trail.

The locations given included:

- Along Middleton Beach to the Point area
- Either side of Burt Street
- Any boulders available

It was noted that there are a large number of boulders on the AHP that may be suitable for use. There are many interesting sites of scenic, geological and historical significance.

Most climbers typically access the mounts via private vehicle, and some walk or ride in via off road tracks. The Padres White Trail and Granite Track were noted as areas of conflict.

**PARENTS AND CHILDREN'S HABITS**

40% of respondents were parents who have children who use the AHP, primarily for either mountain biking or bushwalking.

Of the parents whose children use the AHP, bushwalking and mountain biking were the most popular activities. 11.1% indicated they do other activities, which included dog walking, exploring granite caves and rocks, making cubbies, taking visitors and Grandparents.

Usually (56%) parents drive their children to the park, or they travel with friends. 32% of children will access the park via off road tracks either walking or by bike.

88% of parents recreate with their children at the park.

**PRIORITIES FOR TRAIL DEVELOPMENT**

**WALKING TRAILS AND INTERPRETIVE TRAILS**

74% of respondents said they would use walking trails if they were

## ALBANY HERITAGE PARK TRAIL NETWORK CONCEPT PLAN

developed.

### WALKER PREFERENCES

The main reasons given for using the walking trails if they were developed were, in order of importance:

- Walking or running
- Sight seeing
- Dog walking
- Bird/wildlife watching

43% of respondents said they would use grade 5 walking trail – the highest grade recommended for very experienced bushwalkers.

### SPECIFIC POINTS OF INTEREST

Specific features of interest to respondents when walking or running on them included, in order of importance:

- Scenic views
- Cultural or historic values
- Connection with nature
- Geocaching
- Being away from traffic, noise and other people
- Being close to home and services, cafes and bars
- Physical challenge

### ACCESS

The preferred method of accessing the walking trails for most people was private vehicle to on site car parking. Other methods, in order of popularity, were:

- Walking, via off road tracks
- Walking, from Middleton Beach
- Ride bike to on site car park
- Walking, from City Centre
- Walking, via the road and entry on Marine Terrace

Many respondents also gave walking from home as a preference.

### SUGGESTED IMPROVEMENTS

Few respondents commented that there were already sufficient walking trails and signage. Many access points, points of interest and additional links and connections were suggested, to improve the AHP, including the following.

#### Additional access points

- Alternative walking access to town from Mount Adelaide
- Hare Street
- Watkins Road
- Access down to Middleton Beach
- Better access off Hare street and from Middleton beach area

#### Creating circuits and new linkages

- Better loop trail on the southern side
- Circuit around both Mounts
- Signage for circuit style tracks
- Better link from Middleton Beach to Mount Adelaide and Mount Clarence
- Connection between The Forts and Middleton Beach possibly via a 'Jacob's Ladder', similar to that near King's Park
- Link to Emu Point
- Links between roads

- Links to more water bodies, e.g. Middleton, Middleton path, ANZAC park or Emu Point
- Marine Drive lookout
- Ellen Cove car parking
- Safe and clear linkages from Mt Clarence to board walk
- Trail from Middleton Beach/Ellen Cove
- More public events

#### Improve facilities

- End point e.g. showers in the city centre to prepare to go to work in the morning after activities. Not rusty ones at ALAC
- Some good trail heads with toilets and maps
- Parking on Serpentine road to improve access

#### General improvements to the trails

- Some tree clearing could be done to improve views in certain parts.
- Fix erosion
- Improve signage
- Improvement of existing trail surfaces would be better than creating new trails
- Narrower, purpose built walking trails i.e. less erosion. Designated mountain bike low-moderate skill level trails signposted as bike trails but with pedestrian access.
- More trails, including sign posted circuit around the whole park
- More wooden board walk style infrastructure
- Upgrading of existing trails,
- Better sign posting

### MOUNTAIN BIKE TRAILS

If mountain bike trails were developed to suit a range of abilities and styles, 52% of all survey respondents said they would use them.

### MOUNTAIN BIKER PREFERENCES

46% of respondents said they would volunteer to assist with authorised trail building and maintenance when mountain bike trails are developed in the AHP.

Of those who would use the trails, their preferences for style of trail were as per below, with 82% of respondents preferring a trail network catering for all skill levels, including some cross country, all mountain and downhill.

### ACCESS

Most respondents typically access mountain bike trails via private vehicle or off-road track by bike, and these are the preferred modes of access. When accessing the existing black downhill track, riders on downhill bikes (which are designed for downhill riding only) prefer to park in the Apex Lookout car park and push up to the start of the track. When doing a cross country ride (involving pedalling up and down hills), mountain bikers will often link together a number of fire roads, walking trails, other bush tracks and sections of the downhill track to create a circuit, and can be accessed from a number of access points surrounding the AHP. Popular ride start and finish points are those with good car parking and/or coffee, food and drinks, including Dome café, Bay Merchants café and Earl on Spencer pub. Many people also ride to the AHP from home, via a series of access tracks surrounding the AHP.

If a shuttle-able trail system was developed, most respondents

indicated they would continue to push up most of the time, but would also sometimes use a private shuttle vehicle. Occasionally they would use a commercial shuttle service. Some people would ride up rather than push or shuttle.

**SUGGESTED IMPROVEMENTS**

Many access points, points of interest and additional links and connections were suggested, to improve the AHP, including the following.

**Additional access points**

- Better access from Middleton Beach
- Access to the area below Marine Drive

**Creating circuits and new linkages**

- Connections to existing tourist areas
- A well built series of green and blue trails that link the whole area and can be ridden by all abilities
- Better links to avoid riding on Burt Street
- Circuit of both Mounts without any road sections
- New circuit from Middleton Beach to a 'figure 8' around the Mounts, down to Middleton on a flowy fun descent
- Trail which drops down to the Middleton Beach from the Forts, to finish ride with descent
- Trail head at Middleton facilities and cafes
- Link from Middleton Beach to town via single track through the AHP
- Incorporate magnificent vistas as lookout points
- Trail from top of Mount Clarence that links with Ellen Cove bike/walk trail

**Improve facilities**

- Provide facilities such as toilets, drinking water points, shelter, seating, first aid, trail maps and riding tips at trails heads - suggest at the bottom car park on Apex Drive
- Clear trail markers showing ability level and maps at multiple locations
- Trail maps where tourists enter, e.g. town centre or Middleton beach

**General improvements to the trails**

- More gravity trails, another downhill track and cross country loops with multiple options, more exposure, longer trails, flowing single track for a range of abilities
- Dedicated mountain bike trails
- Improve accessibility for visitors
- Variety of cross country loops to cater for travelling mountain bikers
- Trail heads at site of old water tank on Mount Clarence, north of the Garrison behind the Shop where the undercover shed is

located

- Apps to provide trail information and directions
- Longer downhill race track to improve competition and capacity for larger events

**EVENTS**

- The majority of respondents indicated that they would like to see or participate in mountain biking events at the AHP.

**CHANGES TO THE EXISTING DOWNHILL TRACK**

85% of respondents felt the existing downhill track should be extended at both the top and bottom of the existing track.

52% of respondents said the existing black downhill trail is good. 35% said it was average and 13% said it was excellent.

Reasoning for respondents' opinions were given in positive and negative comments.

The following improvements and links to the downhill track were made to improve the trail and its connectivity:

- Area for event parking and event 'village' facilities
- Another black diamond downhill track
- Better access to the start point
- Creating more trails for beginners and families
- Flow jumps
- Something to prevent riders riding down the push up track
- Relocate the DH trail elsewhere if it suits the overall design better
- Better finish area to run events
- Better separation between the track and the push up track to stop people crossing from one to the other
- 'Give way to cyclist' signage
- Improve flow
- Convert push track into a blue flow trail
- Build new push up track that can be ridden uphill also
- More exposure
- Better spectator access
- Additional berms down the bottom end
- Shuttle point at Mount Clarence car parks
- Move start of trail closer to the top car park at Mount Clarence
- More regular maintenance days
- Create green downhill trail similar to 'Hammies' trail in Queenstown, NZ

**BROAD ISSUES IDENTIFIED**

**ENVIRONMENT**

Several people submitted comments relating to protection of

LEVEL OF SEPARATION	% OF WALKERS PREFER	% OF MOUNTAIN BIKERS PREFER
Yes, completely separated	12.2%	6.7%
Yes, but it's ok to have some mutual trail heads or meeting points	45.9%	53.3%
No, as long as trails are designed to avoid user conflict	24.9%	24.2%
No, there should be a mix of shared use and single use trails	17.1%	15.8%

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biodiversity and the fragile environment being incompatible with development of trails.

There was also some strong, but minimal, opposition to mountain bike trails specifically, on the basis of its threat to the environment.

It is recommended that further clarity on environmental protection measures be provided within the concept planning.

### CONFLICT MANAGEMENT

When asked "Do you think walking and interpretive trails should be separated from mountain bike trails?" respondents who use walking trails and respondents who use mountain bike trails had a proportionately similar response.

While there were many comments made by respondents that indicated some misunderstanding between 'walkers' and 'mountain bikers', there are some things that both user types seem to agree on. i.e. 45.9% of walkers and 53.3% of mountain bikers think that trails should be separate but it's ok to have some mutual trailheads or meeting points.

The walkers show a stronger preference for complete separation than mountain bikers do.

For the responses given, walkers and mountain bikers gave the following broad reasons:

### SAFETY AND ENVIRONMENTAL CONCERNS

- General safety concerns, including children, dogs, walkers getting hit by mountain bikers, especially on faster downhill sections where riders may not be able to stop in time
- Mix of shared use and single use where appropriate will be safer
- Concerned about impact of mountain bikes with electric motors (emerging user type)
- Concerns about mountain bikers building their own tracks, destroying the ecosystem
- To prevent further damage to sensitive vegetation, and as there is a desire of all users to reach similar locations, some sharing will be necessary

### TRAIL DESIGN CONSIDERATIONS

- Opens up the quantity of trails that can be used by walkers and riders
- Preference for trails that are multi purpose
- Sharing trails will make better use of the small space available
- Do not see a need for more trails, just better use of the existing ones
- There needs to be locations for mountain bikers to ride fast at times, where they can enjoy their riding. This is not compatible with some users on walk trails, e.g. deaf elderly person walking
- There are some cases where shared use or single track is more appropriate
- Separation of trails would provide peace of mind to users

### RESPECT BETWEEN USERS

- When restrictions are placed, people tend to claim ownership (and don't share)
- User education about inclusivity is important to prevent conflict. It is inevitable that users will end up on the wrong trails from time to time so education and conflict prevention is more important
- As long as user conflict is managed, having a few specific use

trails is good for those that cannot share with other users

- Separate trails become too difficult to manage and leads to exclusivity amongst users
- Concern that people will not follow the rules, so there needs to be dedicated separated trails on both Mounts
- Some people have had only good experiences on all trails, whether walking, running or bike riding
- Some people have had negative experiences, nearly been hit by bikes going fast on trails
- If everyone takes care when using the trails, it allows more people to use more trails
- More awareness of all users is required

### OTHER EXAMPLES SEEN ELSEWHERE

- Have seen well-planned trails around the world where walkers and riders can coexist successfully. This would work for some of the network
- Good trail design could incorporate mountain biking and walking in some sections, similar to other trail networks in the country
- Belief that shared paths don't work, using the Middleton Beach to Emu Point path as an example where users refuse to share the path

### SERVICES

60% of respondents said they would be willing to pay for trail maps.

Other services that walkers indicated they'd be willing to pay for, in order of preference included:

- Shuttle service for transport to the top of Mount Clarence
- Audio guides
- Showers
- Access to specific areas
- Other services that mountain bikers indicated they'd be willing to pay for, in order of preference included:
- Shuttle service for transport to the top of Mount Clarence
- Bike wash
- Showers
- Access to specific areas
- Car parking

### CLOSING

Overall, the survey outcomes show that the Albany community is passionate about ensuring that the AHP is conserved in a way that is sensitive to the environmental, historical and recreational values.

As user groups have emerged organically, this has led to use of tracks and trails to an extent greater than originally intended. The impact on the environment and conflict between users has been increasing over time, and as a result there is general misunderstanding and misconception between walkers and mountain bikers.

Many of the issues identified and suggestions offered by survey respondents will be helpful in determining the most appropriate concept. This will achieve good outcomes for the environment and reduce conflict and promote reconciliation between user groups.



# APPENDIX 5

## PROPOSED USER CODE OF CONDUCT

### INTRODUCTION

A Code of Conduct is a tool developed to include information about trail user responsibilities and etiquette when using trails. This Code of Conduct provides a set of rules and guidelines to manage potential conflict between users of the AHP Trail System as per the Concept Design.

The Western Australian Mountain Bike Management Guidelines include a basic Western Australian Mountain Biker's Code, which will form the basis of the Code of Conduct for the AHP Trail Network.

The Code of Conduct for the AHP specifically deals with the following potential areas of conflict within the site:

- Yield hierarchy between walkers and mountain bikers
- Passing conventions between same and different users
- Passing conventions between walkers and runners on the Mt Adelaide Staircase
- Navigating trail intersections
- Trail closures and modifications during events, such as the Urban Downhill
- Construction and use of unsanctioned trails
- Other unique rules, such as recommended times to use certain trails
- Guidance on how, where and what type of signage should be installed

During the detailed design stage, the code of conduct should be refined in partnership with local user groups representatives. The Code of Conduct should be heavily promoted through signage and online information and communicated via other media.

### DETAILED DESIGN

At the detailed design stage, specific features of the trail will be designed, mapped and marked on drawings for construction. The trail designer will consider the intended trail use, gradient, ground conditions, landscape value and other features to determine placement of all trail elements. Placement of elements such as passing opportunities, trail intersections, turns, natural features,

drains, choke points and anchor points will impact on the overall user experience of the trail. The Western Australian Mountain Bike Management Guidelines provide appropriate design measures to control how single and shared use and single and dual direction trails are used.

### RULES OF THE TRAIL

The following are some examples of rules of the trail, adapted from the Western Australian Mountain Biker's Code, that should be promoted as part of the user code of conduct, to encourage users to be responsible.

### SIGNAGE

With the introduction of dual use trails and a number of new mountain bike only trails, communication of the Code of Conduct will be extremely important to visitor safety. Simple, effective signage can be used to educate trail users on appropriate trail etiquette.

### TRAIL HEAD SIGNAGE

- Trail head signage should include clear information about Trail Users Code of Conduct
- Each trail should be identified on the trail head sign as either a Walk Only Trail, Mountain Bike Only Trail or Dual Use Trail

The symbols and their meanings shown in Table 9 should be included on trail head signage.




SYMBOL	MEANING
	For the safety of all visitors, entry is not permitted on trails marked with this symbol
	For the safety of all visitors, riding is not permitted on trails marked with this symbol
	For the safety of all visitors, walking is not permitted on trails marked with this symbol

Table 8: Code of Conduct Symbols & Meanings

**ALBANY HERITAGE PARK  
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**WAY MARKING SIGNAGE**

- All trails should be marked with relevant classification symbols as per the above system.
- The exits of all single direction trails should be marked with 'No Entry' symbols.
- The entries of all walk trails should be marked with 'No bikes' symbols
- The entry of all mountain bike trails should be marked with 'No walkers' symbols
- Where trails merge or intersect, signage should be installed a reasonable distance prior

**DUAL USE TRAIL SIGNAGE**




As formal dual use trails are being introduced to the AHP for the first time, it will be important for users to understand the code of conduct. Additional educational signage should be installed at the entries to dual use trails where mountain bike users are only permitted in the uphill direction. This signage may be temporary, for re-education of current trail users who may be required to change their usage habits.

- Southern Mountain Bike Festival Cross Country race
- Southern Mountain Bike Festival Urban Downhill race
- Albany Mountain Bike Club Cross Country race
- Albany Mountain Bike Club Downhill race
- Albany Adventurethon
- Trail Running
- Anzac Day Commemoration

It is recommended that an event overlay be developed through the detailed design to describe broadly how certain trails and areas of the AHP should be used during events. However, it is the responsibility of event organisers to communicate event management plans, which include trail closures or disruptions. Additionally, mountain bike events sanctioned by Mountain Biking Australia (MTBA) are governed by the MTBA Event Guidelines, which include provisions for managing safety of spectators and passers-by.

**TRAIL CLOSURES FOR EVENTS**

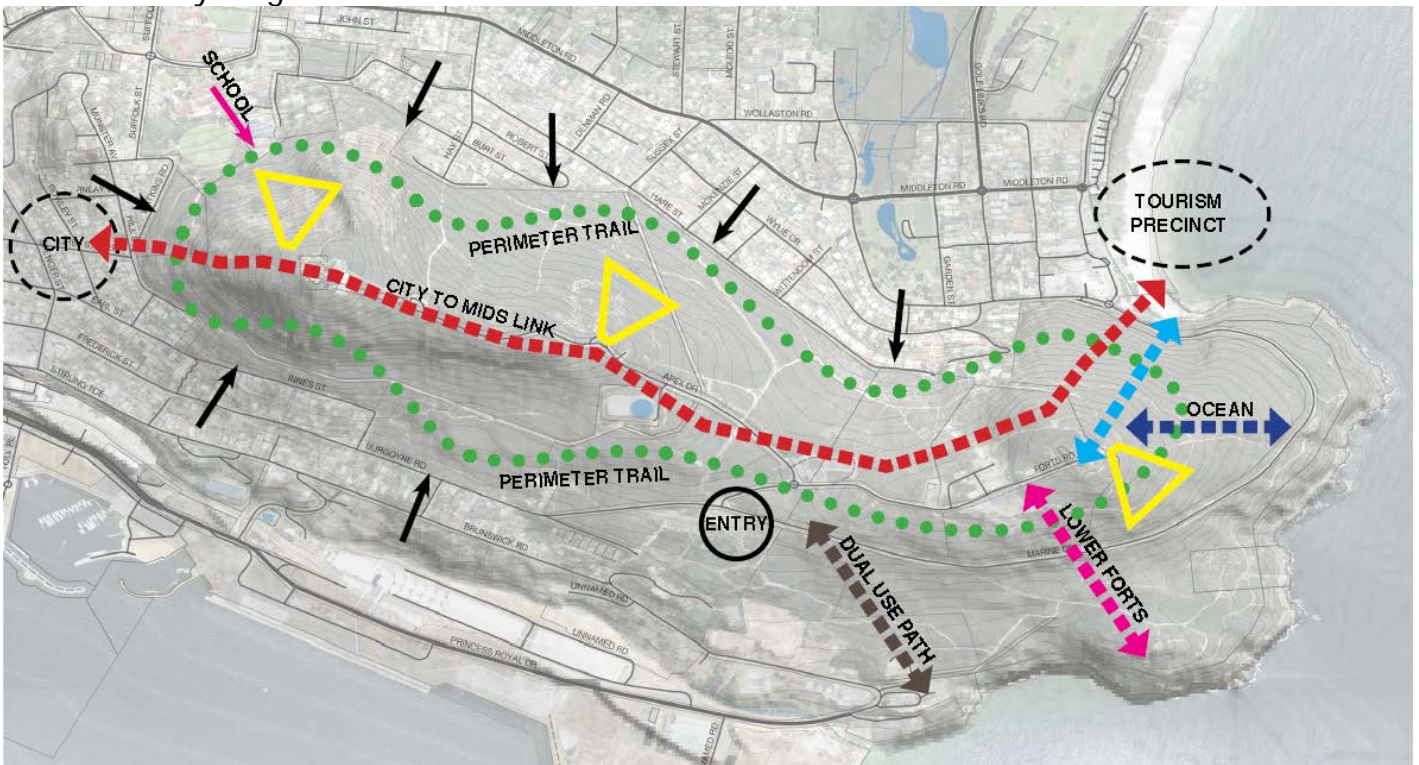
The following events are currently run on a regular basis, and utilise some of the existing trails of the AHP.

	USER RESPONSIBILITIES	ACTIONS
<p><b>SAFETY</b></p> 	Be prepared	<ul style="list-style-type: none"> <li>• Check trail conditions &amp; current weather report</li> <li>• Tell someone your plans</li> <li>• Plan for worst-case scenario and carry extra water, food, spares, tools, clothes and first aid</li> </ul>
	Give way	<ul style="list-style-type: none"> <li>• Generally, cyclists give way to walkers. However, courtesy toward all trail users in all situations should be displayed.</li> <li>• On dual use trails, mountain bikers are only permitted to use the trail in the uphill direction. Separate descending trails are provided for mountain bike use only.</li> <li>• Users should always communicate clearly before passing or overtaking</li> <li>• At trail intersections, users should obey signage</li> <li>• When using roads, normal traffic road rules apply</li> </ul>
	(Bike symbol) Bike riders - Know yourself, your equipment and your trail	<ul style="list-style-type: none"> <li>• Read the trailhead and choose your trail</li> <li>• Check your bike, helmet and gear</li> <li>• Ride within your skills and abilities</li> </ul>
	(Walkers symbol) Day walk / short walks	<ul style="list-style-type: none"> <li>• Check your shoes, hat and gear</li> <li>• Consider your fitness and experience for the trail</li> </ul>
<p><b>ENVIRONMENT</b></p> 	Respect your trail and the environment	<ul style="list-style-type: none"> <li>• Follow signage</li> <li>• Stay on track and don't take shortcuts</li> <li>• Don't make your own trails</li> <li>• Dispose of rubbish in bins provided</li> <li>• Prevent spreading dieback: keep your bike and gear clean – use the wash stations provided before and after</li> </ul>
<p><b>ATTITUDE</b></p> 	Make it a good experience	<ul style="list-style-type: none"> <li>• Share the trail</li> <li>• Communicate clearly to pass safely and courteously</li> <li>• Help others out</li> </ul>



Report

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## *Should Council adopt the Albany Heritage Park Trails Concept Plan?*

*Community Engagement Results, November 2016.*

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## 1. Project Overview

In 2015, Council adopted the City of Albany Trails Hub Strategy 2015-2016 with the vision:

- to allow Albany to become one of Australia's primary trails destinations; and
- for Albany to become a World Class Trails Tourism Hub situated around high quality trail systems, supported by a complete package of hospitality and visitor services set within our unique natural landscape.

The strategy identified seven key projects for the City of Albany to work towards developing Albany as a Trails Tourism Hub.

The highest priority of these projects was determined to be the rationalization, consolidation and construction of new trails in the Albany Heritage Park (AHP), located at Mt Clarence and Mt Adelaide, based on the sites proximity to the city centre, good opportunities for multiple user groups, and high deliverability (minimum constraints around land tenure, multiple land managers etc.).

Based on the above vision and priorities consultants, Common Ground Trails, were commissioned in 2015 to develop a draft concept plan for the area to:

- Identify where logical separated trails for different user groups;
- Purpose designed single track and single direction trails to guide users to their appropriate trail;
- Alignments that are based on the ground conditions, not necessarily the current trail alignments;
- Multiple access points to the trail system;
- Trail connections focused on connecting the city centre and Albany Harbour path;
- Mountain bike trails (20-25km) circumnavigating Mt Adelaide and Mt Clarence ensuring they do not conflict with heritage areas and interpretive trails;
- Walking based trails focused on Mt Clarence capitalizing on the unique landform and connection to the city; and
- Interpretive walking trails around the National ANZAC Centre, Royal Princess Fortress and Lower Forts enhancing the heritage theme of the area.

The draft concept plan has now been complete and is presented to Council for consideration.

### 1.1 Community Engagement & Participation

The Community Engagement Plan sought to ensure broad consultation and seek to increase participation from key stakeholders and community. The objective was to gain local knowledge and input into the concept plan. Engagement was undertaken by meetings with key stakeholder groups, inviting members of the community to attend information workshops, complete an online survey and make submissions.

Community workshops were held as follows:

17 February 2016 – Civic rooms, North Rd. – 6pm – 8pm. 37 Attendees

21 July 2016 – Civic rooms, North Rd. – 5:30pm – 7:30pm. 28 Attendees

22 August 2016 – Civic rooms, North Rd. – 5:30pm – 7:30pm. 38 Attendees

The online survey was conducted during February/March 2016 and was opened for four weeks attracting 230 individual responses of which 93% were Albany residents based on the post code included in the survey.

## 2. Survey Results

The survey was developed as an online form and was widely distributed throughout the community. It was promoted by the City of Albany (COA) via the website, social media, letters to residents, public notices, city office and library, as well as via user groups social media.

### 2.1 Key insights

The key insights and communication received through the survey included:

- Many locations around the AHP are appreciated for their recreational, environmental or historical value;
- Many trails are popular with both walkers and mountain bikers, creating potential for and actual conflict between users;
- Walking trails could be improved with some links and better access to desirable locations surrounding the AHP;
- The existing sanctioned mountain bike trail (advanced black diamond downhill) does not currently cater for a wide range of mountain bike users;
- There is a lack of suitable trails to challenge beginner and advanced mountain bike riders;
- There are many popular walking trails that are experiencing degradation through poor design construction and the inappropriate use by mountain bikes
- There is confusion about the purpose of tracks, and signage is lacking; and
- There is poor access to trails and there are no formal trail heads with information or facilities for visitors.

### 2.2 Community profile

The AHP survey provided some information on trail usage and engagement of the community. Of the 230 respondents:

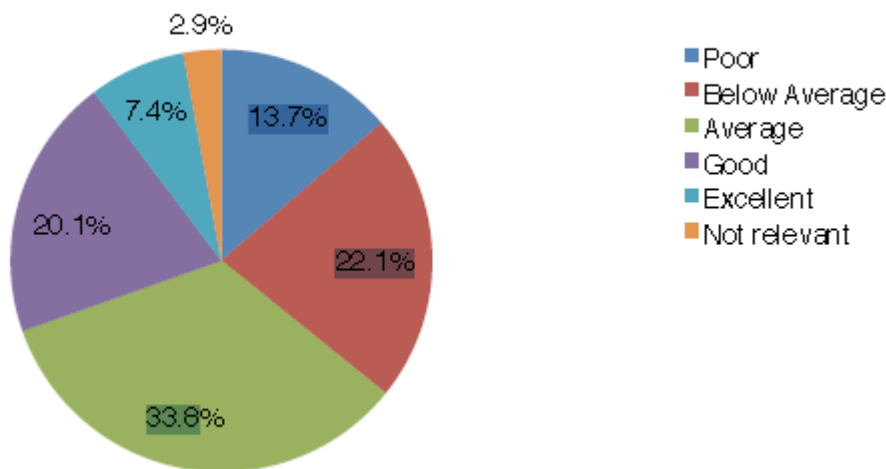
- 96% of respondents lived in or near Albany
- 87% reside in the City of Albany
- 33% live less than 100m from the Albany Heritage Park
- 58% of the respondents had used the AHP within the last week
- 62% were male
- 38% were female
- 29% are from the 40-49 year age group
- 48% use the existing mountain bike trails

- 63% of respondents use the existing walk trails
- 73% of respondents who use the existing walk trails, also use the existing mountain bike trails
- 43% of mountain bike respondents ride the existing black (advanced) downhill trail

### 2.3 Key feedback on existing facilities

Respondents provided information on the quality of trails they use and how frequently they use them. This gave some information regarding the usage and habits of trail users at the AHP.

69% of respondents think the trails and facilities such as visitor information at the AHP are average or below.



### 2.4 Frequency of use and access

There were 58% of the respondents who had visited the AHP in the last week. While 28% had visited in the last month, and there were 14% who had visited in the last year.

Of the total number of estimated visits to the AHP each year:

- 30% of those were for walking trails or dog walking;
- 14% of visits were for off road cycling or mountain biking;
- 12% of visits were for the lookouts, 12% for running trails; and a small percentage of visits were for historical, interpretive or culturally significant sites, road cycling routes, rock climbing and bird / wildlife watching.

Most people use trails around both Mount Clarence and Mount Adelaide in a circuit equally.

## 2.5. Values that need protecting

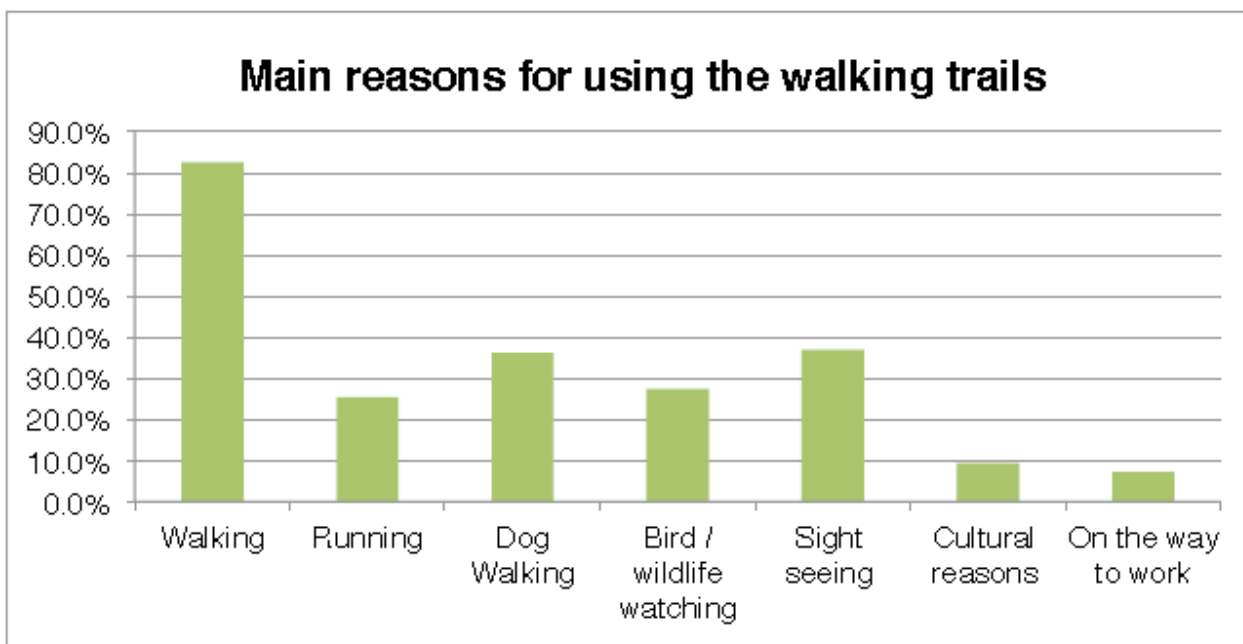
Specific areas of environmental, cultural, historical or recreational value within the AHP identified in the survey that users say need protecting include:

- ANZAC related features, monuments and history, National ANZAC Centre, Forts, Fort monuments, the Desert Corp Memorial, historical buildings;
- Lookouts and boardwalks – the Padre White Lookout, the Wesfarmers Convoy Lookout;
- Old drains running on south side of Mount Clarence;
- Indigenous cultural history, potential local Noongar artefacts and sites;
- Native fauna and flora species and habitats – particularly internationally recognised flora;
- General protection of the bush through providing quality trails and access to walkers, sightseers and riders, to prevent users from creating new tracks;
- Walking tracks – protection from bike riders eroding track surfaces and steps making them difficult to walk on;
- Existing trails such as the Granite Trail for walking, and used by tourists;
- Mountain bike tracks – the Mount Adelaide Rock Garden Trail and the Mount Clarence Downhill track;
- Recreational value of area close to town to engage kids and adults in nature and physical activity is the most important value of this inner city park;
- Natural bush environment and the ability for people to feel connected to the authentic Albany nature; and
- Sandy areas on north of Mount Adelaide is full of rabbits and being badly degraded by cyclists making too many tracks.

## 2.6 Walking trail user habits

There were 63% of respondents use the walking or running trails, or visit interpretive and cultural sites.

The primary reason for using the walking trails is for walking.





### 2.6.1 Popular trails

Again, most respondents reported using trails on both Mt Clarence & Adelaide equally as opposed to favouring one over the other. Particular trails that are used for walking include:

- Padre White Trail;
- Mass Rock Trail;
- Firebreaks;
- Granite Trail; and
- Boardwalk from Middleton Beach.

### 2.6.2 Walking access points

While over 50% of respondents access the walking trails by private vehicle and parking on site, 50% also access the trails via off-road tracks and access points from home or from Middleton Beach.

Some of the most popular access points are listed below:

- Bottom of the Downhill Track
- Hare Street
- Morley Place
- Burt Street
- Hare Street (near the intersection with Sussex Street)
- Marine Terrace and Apex Drive Car park
- Hare Street (top of)
- Middleton Beach
- Hill Street
- Earl Street
- Ennis Street
- Padre White Trail
- Marine Drive
- Watkins Road
- Behind of Albany High School
- Innes Street
- Grey Street
- Sussex Street
- King Street Boardwalk

### 2.6.3 Events

There were 28% of respondents who said they'd participated in a walking or running based competitive or social event, including the following listed:

- Adventurethon
- City to Surf
- Albany athletic cross country
- Fun run / walks
- Parkrun
- Port to Point
- Gallipoli run

Respondents suggested the following types of walking or running competitive social events that they would participate in or would like to see in the AHP:

- Adventure racing
- Cultural tours
- Multisport racing with running and bike components
- School excursions
- Ultra-marathon
- Charity events / fun runs/walks
- Cross country running
- Tourist excursions
- Trail running
- Free family events
- Bush walking
- Guided night walks to observe wild life

**2.6.4 Conflict**

There were 30% of walker respondents said they'd experienced conflict with other trail users, such as mountain bikers, when using the walking trails at the AHP. Specific locations and issues mentioned include:

Locations	General issues and incidents
<ul style="list-style-type: none"> <li>• Trails above Marine Parade</li> <li>• Padre White Trail</li> <li>• The downhill mountain bike track (walking on the track not realising it was a mountain bike track)</li> <li>• Trails above Marine Parade</li> <li>• Small trail below the top (guns) lookout, and sandy area below reception centre on Mount Adelaide</li> <li>• Steep stepped track above the ASHS</li> </ul>	<ul style="list-style-type: none"> <li>• Mountain bikers (individuals or groups) riding on walking trails</li> <li>• Near misses with mountain bikers appearing unexpectedly, frightening walkers</li> <li>• Mountain bikers use the walking trails, as there are no designated mountain bike trails available. As such conflicts are common along most trails.</li> <li>• Mountain bikers going too fast on the trails above Marine Parade</li> <li>• Dogs off leash – in the way of others, or jumping on others running or walking</li> <li>• Sometimes not enough visibility for mountain bikers to slow down</li> <li>• Potential for injury to dogs by 'out of control' bikes</li> <li>• General lack of consideration, and abuse</li> <li>• Not clear who has right of way</li> <li>• Sticks placed on tracks endangering all users</li> </ul>

## 2.7 Mountain Bike trail user habits

There were 48% of respondents said they use or have used the AHP for mountain biking.

### 2.7.1 Mountain bike user styles

Respondents to the survey showed an underrepresentation of advanced ability when compared with the broader W.A mountain biking population. They showed an over representation of beginner and novice riders. This is attributed to the very limited opportunities for progression and general lack of mountain bike trails in or near Albany.

Most riders classify themselves as an enthusiasts – a general mountain biker interested in mountain biking and mountain biking often.

Shown were 60% of mountain bikers as members of the Albany Mountain Bike Club or another formal cycle club.

Results showed 11% said they would join the Albany Mountain Bike Club upon finishing the survey.

Of those surveyed 43% of respondents said they use the existing black (advanced) downhill mountain bike trail, including all of the A lines (difficult features).

### 2.7.2 Mountain bike Access

The preferred modes of access to the AHP were via off road tracks by bike, from the city centre by bike, and via private vehicle. When accessing the existing downhill track by car, respondents said they generally parked at the Apex Lookout car park.

Similar to for walking (see 2.6.2) the other most popular access points to the AHP by bike included:

- From Middleton Road through ASHS
- Grey Street via fire access track
- Middleton Beach Car Park via boardwalk
- Apex Drive
- Hare Street
- Hay Street
- Burt Street
- Hill Street
- Serpentine Road East (behind school oval)
- Innes Street
- Sussex Street
- Watkins Road
- Middleton Beach via Wylie Crescent and Morley Place

### 2.7.3 Conflict

Shown were 41% of mountain bikers who said they'd experienced conflicts with other trails users.

Many commented that interactions had usually been friendly when encountering other users on the trails.

Some comments indicate many people see the trails as either 'walk only', 'mountain bike only' or 'shared'. However there is no consistent understanding amongst users.

Specific locations and issues mentioned included:

Locations	General issues and incidents
<ul style="list-style-type: none"> <li>• Adelaide trail</li> <li>• Innes Street</li> <li>• Most single track trails</li> <li>• Mount Clarence</li> <li>• Stairs section</li> <li>• Trail above Hare Street and Innes Street</li> </ul>	<ul style="list-style-type: none"> <li>• Being caught unaware of other users</li> <li>• Branches, logs and sticks placed across some tracks, including trail above Hare Street and Innes Street</li> <li>• Dogs off leash</li> <li>• Issues and conflict with Land manager staff members</li> <li>• People blocking trails</li> <li>• Repeated incidents of piles of sticks placed on the trails, pose a danger to mountain bikers particularly</li> <li>• The limestone track from the car park at the bottom of apex drive to hare street is popular with bikers but fast and blind - near misses between bikes and walkers</li> <li>• Occasionally unfriendly exchanges</li> <li>• Walkers have expressed that they are not happy about bikes being on the trails</li> <li>• Walkers on the downhill track</li> </ul>

**2.8. Rock climbing users and habits**

There were eight individuals who identified themselves as rock climbers, and who use rock climbing or bouldering routes at the AHP. There are few existing tracks to boulders with some anchor points installed on the town side of the Mounts near the Padre White trail.

The locations given included:

- Along Middleton Beach to the Point area;
- Either side of Burt Street; and
- Any boulders available.

It was noted that there are a large number of boulders on the AHP that may be suitable for use.

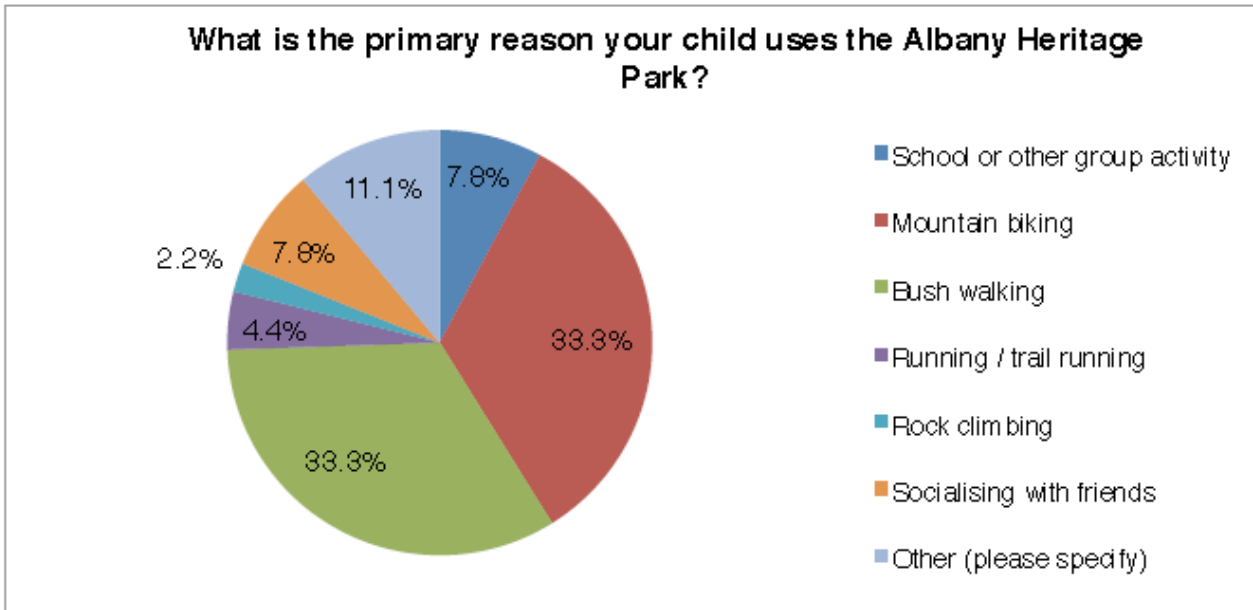
There are many interesting sites of scenic, geological and historical significance.

Most climbers typically access the mounts via private vehicle, and some walk or ride in via off road tracks.

The Padres White Trail and the Granite Track were noted as areas of conflict.

**2.9. Parents and children’s habits**

Results showed that 40% of respondents were parents who have children and use the AHP. This was mostly for mountain biking or bushwalking.



Of the parents responding whose children use the AHP, bushwalking and mountain biking were the most popular activities. There were 11.1% who indicated they do other activities, which included dog walking, exploring granite caves and rocks, making cubbies, taking visitors and grandparents for a walk.

Usually (56%) parents drove their children to the park, or they travelled with friends. There were 32% of children who accessed the park via off road tracks either walking or by bike.

Results indicated that 88% of parents recreate with their children at the park.

**2.10. Priorities for trail development**

In the survey respondents identified their priorities for future trail development as follows:

**2.10.1 Walking trails and interpretive trails**

Results showed 74% of respondents said they would use walking trails if they were developed. The main reasons given for using the walking trails if they were to be developed would be ranked in order of importance:

1. Walking or running
2. Sight seeing
3. Dog walking
4. Bird/wildlife watching

There were 43% of respondents who said they would use grade 5 walking trail – the highest grade recommended for very experienced bushwalkers.

Specific features of interest to respondents when walking or running on them were ranked in order of importance:

1. Scenic views
2. Cultural or historic values
3. Connection with nature
4. Geocaching
5. Being away from traffic, noise and other people
6. Being close to home and services, cafes and bars
7. Physical challenge

The preferred method of accessing the walking trails for most people was private vehicle to on site car parking were:

Other methods, in order of popularity, were:

- Walking, via off road tracks;
- Walking, from Middleton Beach;
- Ride bike to on site car park;
- Walking, from City Centre; and
- Walking, via the road and entry on Marine Terrace.

Many respondents also gave walking from home as a preference.

#### **2.10.1.1 Suggested improvements for walkers**

Few respondents commented that there were already sufficient walking trails and signage. Many access points, points of interest and additional links and connections were suggested, to improve the AHP, including the following.

##### **Additional access points:**

- Alternative walking access to town from Mount Adelaide;
- Hare Street;
- Watkins Road;
- Access down to Middleton Beach; and
- Better access off Hare street and from Middleton Beach area.

##### **Creating circuits and new linkages:**

- Better loop trail on the southern side;
- Circuit around both Mounts;
- Signage for circuit style tracks;
- Better link from Middleton Beach to Mount Adelaide and Mount Clarence;
- Connection between The Forts and Middleton Beach possibly via a 'Jacob's Ladder', similar to that near King's Park;
- Link to Emu Point;
- Links between roads;
- Links to more water bodies, e.g. Middleton, Middleton path, ANZAC park or Emu Point;
- Marine Drive lookout;
- Ellen Cove car parking;
- Safe and clear linkages from Mt Clarence to board walk;
- Trail from Middleton Beach/Ellen Cove; and
- More public events.

**Improve facilities:**

- End point e.g. showers in the city centre to prepare to go to work in the morning after activities;
- Some good trail heads with toilets and maps; and
- Parking on Serpentine road to improve access.

**General improvements to the trails:**

- Some tree clearing could be done to improve views in certain parts;
- Fix erosion;
- Improve signage;
- Improvement of existing trail surfaces would be better than creating new trails;
- Narrower, purpose built walking trails i.e. less erosion. Designated mountain bike low-moderate skill level trails signposted as bike trails but with pedestrian access;
- More trails, including sign posted circuit around the whole park;
- More wooden board walk style infrastructure;
- Upgrading of existing trails; and
- Better sign posting.

**21.13.2 Mountain bike trails**

If mountain bike trails were developed to suit a range of abilities and styles, 52% of all survey respondents said they would use them.

There were 46% of respondents who said they would volunteer to assist with authorised trail building and maintenance when mountain bike trails are developed in the AHP.

Of those who would use the trails, their preferences for style of trail were as per below, with 82% of respondents preferring a trail network catering for all skill levels, including some cross country, all mountain and downhill.

<b>Style of trail</b>	<b>% of Respondents prefer</b>
Trail network catering for all skill levels, including some cross country, all mountain and downhill	82.1%
Cross country trail network	46.2%
Children specific skills area / pump track	41.0%
Skills park	36.8%
Descending focussed cross country / all mountain trail	35.9%
Pump track	35.0%
Multiple downhill tracks	25.6%
Jump park	21.4%
Other – including long gentle grade cross country trails that make use of the elevation	6.0%

Results indicated that if a shuttle-able trail system (where cars can transport riders to the top) was developed, most respondents indicated they would continue to push or ride up most of the time, but would also sometimes use a private shuttle vehicle. They said they would occasionally use a commercial shuttle service if this was available.

### **2.10.3 Suggested improvements to the Mountain Bike Trails**

Many access points, points of interest and additional links and connections were suggested, to improve mountain biking in the AHP, including the following:

#### **Additional access points:**

- Better access from Middleton Beach; and
- Access to the area below Marine Drive.

#### **Creating circuits and new linkages:**

- Connections to existing tourist areas;
- A well-built series of green and blue trails that link the whole area and can be ridden by all abilities;
- Better links to avoid riding on Burt Street;
- Circuit of both Mounts without any road sections;
- New circuit from Middleton Beach to a 'figure 8' around the Mounts, down to Middleton on a flowy fun descent;
- Trail which drops down to the Middleton Beach from the Forts, to finish ride with Descent;
- Trail head at Middleton facilities and cafes;
- Link from Middleton Beach to town via single track through the AHP;
- Incorporate magnificent vistas as lookout points; and
- Trail from top of Mount Clarence that links with Ellen Cove bike/walk trail.

#### **Improved facilities:**

- Provide facilities such as toilets, drinking water points, shelter, seating, first aid, trail maps and riding tips at trails heads – suggest at the bottom car park on Apex Drive;
- Clear trail markers showing ability level and maps at multiple locations; and
- Trail maps where tourists enter, e.g. town centre or Middleton Beach.

#### **General improvements to the trails:**

- More gravity trails, another downhill track and cross country loops with multiple options, more exposure, longer trails, flowing single track for a range of abilities;
- Dedicated mountain bike trails;
- Improve accessibility for visitors;
- Variety of cross country loops to cater for travelling mountain bikers;
- Trail heads at site of old water tank on Mount Clarence, north of the Garrison behind the Shop where the undercover shed is located;
- Apps to provide trail information and directions; and
- Longer downhill race track to improve competition and capacity for larger events.

#### **Events:**

The majority of respondents indicated that they would like to see or participate in mountain biking events at the AHP.



### **Extension of Downhill Mountain Bike Trail:**

Results indicated that 85% of respondents said the existing downhill track should be extended at both the top and bottom of the existing track.

There were 52% of respondents who said the existing black downhill trail is good. With 35% who said it was average, and 13% who said it was excellent.

The following improvements were suggested to the downhill track to improve the trail and its connectivity:

- Area for event parking and event 'village' facilities;
- Another black diamond downhill track;
- Better access to the start point;
- Creating more trails for beginners and families;
- Flow jumps;
- Something to prevent riders riding down the push up track;
- Relocate the DH trail elsewhere if it suits the overall design better;
- Better finish area to run events;
- Better separation between the track and the push up track to stop people crossing; from one to the other;
- 'Give way to cyclist' signage;
- Improve flow;
- Convert push track into a blue flow trail;
- Build new push up track that can be ridden uphill also;
- More exposure;
- Better spectator access;
- Shuttle point at Mount Clarence car parks;
- Move start of trail closer to the top car park at Mount Clarence;
- More regular maintenance days; and
- Create green downhill trail similar to 'Hammies' trail in Queenstown, NZ.

### **2.11 Broad issues identified**

In the survey a number of broad issues were identified by respondents and are summarised as follows:

#### **2.11.1 Environment**

Several people submitted comments relating to protection of biodiversity and the fragile environment being incompatible with development of trails.

There was also minimal, (but strongly expressed) opposition to mountain bike trails specifically, on the basis of its threat to the environment.

#### **2.11.2 Conflict management**

When asked "***Do you think walking and interpretive trails should be separated from mountain bike trails?***" respondents who use walking trails and respondents who use mountain bike trails had a proportionately similar response.

While there were many comments made by respondents that indicated some misunderstanding between 'walkers' and 'mountain bikers', there are some things that both user types seemed to agree on. Including 45.9% of walkers and 53.3% of mountain bikers who said that trails should be separate but it's okay to have some mutual trailheads or meeting points.

The walkers show a stronger preference for complete separation than mountain bikers do as indicated below:

Level of separation	% of walkers prefer	% of mountain bikers prefer
Yes, completely separated	12.2%	6.7%
Yes, but it's ok to have some mutual trail heads or meeting points	45.9%	53.3%
No, as long as trails are designed to avoid user conflict	24.9%	24.2%
No, there should be a mix of shared use and single use trails	17.1%	15.8%

For the responses given, walkers and mountain bikers gave the following broad reasons:

**Safety and environmental concerns:**

- General safety concerns, including children, dogs, walkers getting hit by mountain bikers, especially on faster downhill sections where riders may not be able to stop in time;
- Mix of shared use and single use where appropriate will be safer;
- Concerned about impact of mountain bikes with electric motors (emerging user type);
- Concerns about mountain bikers building their own tracks, destroying the ecosystem; and
- To prevent further damage to sensitive vegetation, and as there is a desire of all users to reach similar locations, some sharing will be necessary.

**Trail design considerations:**

- Opens up the quantity of trails that can be used by walkers and riders;
- Preference for trails that are multi-purpose;
- Sharing trails will make better use of the small space available;
- Do not see a need for more trails, just better use of the existing ones;
- There needs to be locations for mountain bikers to ride fast at times, where they can enjoy their riding. This is not compatible with some users on walk trails, e.g. deaf elderly person walking;
- There are some cases where shared use or single track is more appropriate; and
- Separation of trails would provide peace of mind to users.

**Respect between users:**

- When restrictions are placed, people tend to claim ownership (and don't share);
- User education about inclusivity is important to prevent conflict. It is inevitable that users will end up on the wrong trails from time to time so education and conflict prevention is more important;
- As long as user conflict is managed, having a few specific use trails is good for those that cannot share with other users;
- Separate trails become too difficult to manage and leads to exclusivity amongst users;
- Concern that people will not follow the rules, so there needs to be dedicated separated trails on both Mounts;
- Some people have had only good experiences on all trails, whether walking, running or bike riding;
- Some people have had negative experiences, nearly been hit by bikes going fast on trails;
- If everyone takes care when using the trails, it allows more people to use more trails; and
- More awareness of all users is required.

**2.12 Other examples seen elsewhere**

Survey respondents also made comment on examples of trail networks they had seen elsewhere as follows:

- Have seen well-planned trails around the world where walkers and riders can coexist successfully;
- Good trail design could incorporate mountain biking and walking in some sections, similar to other trail networks in the country; and
- Belief that shared paths don't work, using the Middleton Beach to Emu Point path as an example where users refuse to share the path.

**2.13 Services**

There were 60% of respondents who said they would be willing to pay for trail maps.

Other services that walkers indicated they'd be willing to pay for, in order of preference included:

- Shuttle service for transport to the top of Mount Clarence;
- Audio guides;
- Showers; and
- Access to specific areas.

Other services that mountain bikers indicated they'd be willing to pay for, in order of preference included:

- Shuttle service for transport to the top of Mount Clarence;
- Bike wash;
- Showers;
- Access to specific areas; and
- Car parking.

### 3. Community workshops

Community workshops to gain community input into the draft concept planning were held as follows:

17 February 2016. Civic rooms, North Rd – 6 pm – 8 pm – 37 Attendees

21 July 2016. Civic rooms, North Rd – 5:30 pm – 7:30pm – 28 Attendees

22<sup>nd</sup> August. Civic rooms, North Rd – 5:30 pm – 7:30pm – 28 Attendees

The participants at the workshops included representatives on all the key stakeholders groups including; the Albany Bushwalking Club, Albany Mountain Bike club, as well as a broad range of Albany local residents, State Government agencies (DpaW & GSDC), and the general Albany community.

Feedback at the workshops were consistent with the results in the on line survey with the key issues being:

- Concern that the environmental and cultural values of the Mounts should be a high priority for protection;
- Concerns about the interaction between mountain bikers and walkers especially where mountain bikers are travelling downhill at speed and trail design doesn't include appropriate sight lines to ensure walkers have adequate warning;
- A perception that Mountain Bikes cause more environmental damage (especially erosion) than walkers;
- Concerns about ongoing funding for maintenance of trails; and
- The impact of increased use on the mounts historic use as a quiet places for those who appreciate walking, contemplation, wildlife and flora.

### 4. Written Feedback

During the community consultation phase of developing the draft concept plan, and specifically after the first community workshop in February 2016, a small number (5) of written submissions were received.

The key points in the submissions included:

- That protecting the Heritage Park environment should be the highest priority;
- A perception that Mountain Biking is incompatible with the sensitive environment and other users on the Mounts;
- That there should be more use of Noongar names and interpretive material on the trails network;
- The Mounts should be quiet places for those who appreciate walking, contemplation, wildlife and flora;
- Council needs a better maintenance plan in place for current trails before commencing construction of new trails; and
- There appeared to be a lack of awareness of the significant role the Park plays for current and future nearby residents for whom it is essentially their local public open space for walking and exercise amenity.

## 5. Stakeholder meetings

As part of gathering information to inform the development of the draft concept plan the consultants and city staff had numerous meetings with stakeholder groups including

- Noongar Elders, families and the COA Noongar consultative committee;
- Staff at the National ANZAC Centre and Forts precinct;
- Department of Parks and Wildlife staff;
- Albany Bushwalkers Group;
- Albany Mountain Bike Club; and
- City of Albany reserves management staff.

Input from these groups has been critical to the development of the draft concept plan.

## 6. Social Media

After the second community workshop a media release published on the City of Albany News and Events Facebook page reached over 2150 people.

On the Facebook page there was a comment from a person who raised their concern about the possible negative impact of mountain bikes interacting with walkers. A further comment related to the benefit of a well-designed trail system for tourism and to protect the environment by addressing current issues around erosion.

## 7. Summary of Community Comment during development of the Concept Plan

Community feedback provided in the online survey, community workshops, written submissions and meetings with key stakeholder groups has been, where ever possible and practical, incorporated into the draft concept plan.

The plan addresses the main themes from community feedback as follows:

- protecting the environment through appropriately located and designed trails;
- protecting the areas cultural heritage values through working locating trails away from sensitive values while also providing opportunities to interoperate the values were appropriate;
- where necessary separating trail user groups to reduce visitor risk and possible conflict; and
- where appropriate utilising appropriate trail design to allow shared use while maintaining a high level of user safety.

The draft concept plan also meets the majority of the wishes of the community expressed in the consultation including:

- Retention and improvements to multiple entry points, including three major trail heads with signage, information and facilities;
- Trails that provide access to areas of significance and scenic views;
- A trail system that is suitable for a range of community members of varying physical ability, experience or skill level;
- A trail system that includes some single use, single direction trails as well as come shared use duel direction trails;
- Trails that incorporate the historical and cultural values of the area;
- Trails that create strategic links between the city centre, Albany Harbours Path, Middleton Beach and significant sites within the AHP; and
- Retention of areas for quiet reflection.

## 8. Official Community Comment Period on Draft Concept Plan

After the community engagement and input outlined in sections 1-8 of this report the draft Concept Plan was released to the wider community on 29<sup>th</sup> September 2016 for a period of 3 weeks with the comment period closing on Sunday 23<sup>rd</sup> October 2016.

### 8.1 Advertising and promotion

The opportunity to provide comment on the draft concept plan was advertised and promoted widely including

- Advertisements in the Albany Advertiser (29/9/16, 6/10/16, 13/10/16, 20/10/16)
- Direct emailing of the information to all community members who had previously attended one or more of the community forums/workshops
- Displays at the North Road Offices, Albany Public Library and Albany Leisure and Aquatic Centre.
- Displays at community events such as the Over 50's Have a Go Day
- Briefings of community groups including the Middleton Beach Group, Fredericks Town Progress Association, South Coast NRM and the Albany Bike Users Group
- One on One meetings with a number of interested community members
- Placement of information in information shelters on Mt Clarence and Mt Adelaide.
- Placement of signage at key walk trail entries to the AHP
- Posts on the City of Albany Social Media and website
- Post on the social media platforms of groups such as the Albany Bushwalking Club, Albany Trail Runners and Albany Mountain Bike Club from which the posts were shared by members and
- A radio interview on ABC Great Southern by the COA Project Officer

### 8.2 Submissions

Community members were offered the opportunity to make submissions via an online survey or by providing a written submission.

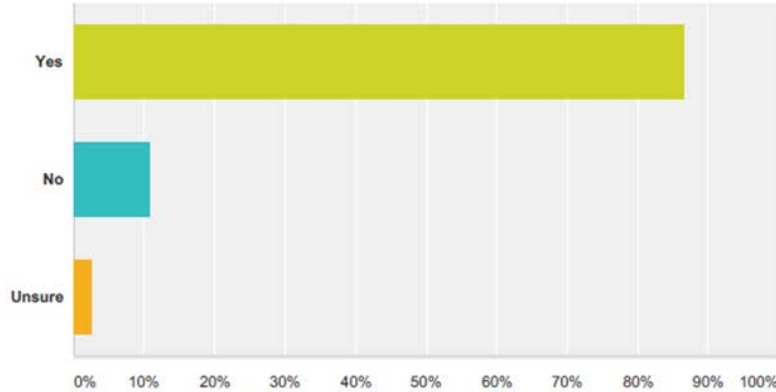
#### 8.2.1 Online Submissions

Online submissions proved the most popular form of community comment on the draft concept plan.

A total of 248 online submissions were received. Of which 215 (86.69%) were supportive of the overall plan, while 27 (10.89%) were not supportive of the plan and 6 (2.42%) were unsure.

**Q1 Overall are you supportive of the concept plan**

Answered: 248 Skipped: 2



Answer Choices	Responses
Yes	86.69% 215
No	10.89% 27
Unsure	2.42% 6
<b>Total</b>	<b>248</b>

The part of the plan with the highest level of support was Trail # 17 the WW 2 interpretive trail with 91.25% support.

The part of the plan with the least level of support was Trail # 15 with 86.42% support.

A range of written comments were provided during the online survey (see appendix 1 for full detail) with the majority being supportive of the concept plan.

There was a number of submissions that continued to raise the concern regarding dual use trails and the possibility of conflict and/or collision between cyclists and pedestrians. The same respondents often also raised the concern that providing mountain bike trails in the area would change the character of the park from one of quiet reflection and nature study to one of extreme sports.

Concerns regarding the possible environmental impacts or statements relating to the need to ensure high standards of environmental protection during trail construction and ongoing maintenance were also raised in a number of submissions.

**8.2.2 Written submissions**

A total of twenty four (24) written submissions were also received (see appendix 2 for full submissions). Of these fourteen were unsupportive (58.33%), while eight (33.33%) were supportive and two were classified as inconclusive.

A number of the written submissions received were extremely similar (word for word in several locations) and appear to have been heavily influenced by lobbying from a single community member.

In most cases the need to develop or upgrade trails in the AHP as acknowledged but there were concerns raised about:

- That the construction of mountain bike trails on the Mounts may change the character of the park from one of quiet reflection and nature study to extreme sport.
- The possibility of conflict collision between walkers and MTB riders.
- The development of recreational trails being inconsistent with the purpose of the Management Orders for the reserves.
- The Concept Plan being endorsed prior to the Natural Reserves Strategic Plan
- Need for good trail network signage to address safety issues and provide more guidance to infrequent visitors
- Possible environmental impacts of trail (especially MTB trail construction), including but not limited to the spread of dieback, impacts on the endangered Western Ring-tail Possum, impacts on rare flora.
- Need for maintenance of current trails as well as development of new trails and if the City would commit to ongoing funding for maintenance.
- The need for more dedicated “walker only trails” and
- Need for a better balance between the amount of walk trail and mountain bike trail.

### **8.2.3 Response to concerns raised**

#### **8.2.3.1 Change to the Character of the Park**

The Albany Heritage Park has been and is utilized for a range of recreational activities for a significant period of time including motor sport activities using Apex Drive (motor bike and motor car hill climbs), soap box events, trail running and mountain biking as well as more tranquil activities such as walking and nature study.

The Mounts Management Plan adopted by Council in 2006 stated as an objective in several sections “To ensure trail networks are managed to allow for the continued use by walkers and cyclists”.

Mountain Biking has become and continues to increase as a popular use of the AHP. Failing to adequately provide for this group is likely to result in increased user conflict and result in greater changes to the AHP “character” than a well designed and constructed trail system.

#### **8.2.3.2 Conflict/collision between walkers and MTB riders.**

Mountain Biking has become and continues to increase as a popular use of the AHP, while the number of walkers and trail runners also continues to increase.

Although research indicates that the perception of the risk of collision is higher than the actual risk, this has a significant negative impact on the enjoyment and use of trails by all users where the trails have not been built to appropriate standards including sight lines and speed restricting features.

Failing to adequately provide suitable trails built to appropriate standards is likely to result in increased user conflict and the increased likelihood of collision. A well designed and constructed trail network including single use and single direction trails has proven in many other locations worldwide to be an appropriate and successful strategy in reducing user conflict and the likelihood of collision.

A Code of Conduct and Yield Hierarchy have also been developed as part of the concept planning process and will be heavily promoted in signage etc. to promote a “share the trails” culture.



### **8.2.3.3 Recreational trails being inconsistent with the purpose of the Management Orders for the reserves.**

Recreational Trails have been in place in AHP for a significant period of time.

The Mounts Management Plan adopted by Council in 2006 stated as an objective in several sections "To ensure trail networks are managed to allow for the continued use by walkers and cyclists".

The reserves are under Management Orders to the City of Albany with a range of purposes including Public Park, Parks & Recreation and Recreation & Parkland.

Although the Department of Lands was unable to provide a definitive list of activities allowed under the purpose for each Reserve verbal advice provided to COA staff indicated that recreational trails are consistent with the purpose of all the reserves.

### **8.2.3.4 Concept Plan being endorsed prior to the Natural Reserves Strategic Plan**

Internal staff that are working on both the AHP Trails Concept Plan and the Natural Reserves Strategy concurrently and are ensuring the plans align and the two documents. The aim is to ultimately have the two plans compatible and complimentary to each.

The Trails Hub Strategy which formed the basis of the brief for the consultant to develop the AHP Concept Plan has also been utilised as a base document towards the development of the Natural Reserves Strategy.

The current draft of the Natural Reserves Strategy supports a well-designed, constructed and maintained network of trails in the Mounts precinct.

### **8.2.3.5 Need for good trail network signage to address safety issues and provide more guidance to infrequent visitors**

The concept plan identifies a number of trail heads (major and minor) at which it is proposed to have signage including maps of the trails.

Signage is identified in the concept plan as a key component of all the trails and signage plans will be developed in the during the detailed design stage of each trail as per the trail signage designs developed in 2015.

Walk trails in the AHP are already included in the soon to be published 10 great Walks Map and once sufficient Mountain Bike trails have been constructed in Albany it is proposed to develop a 10 Great Mountain Bike Trails Map.

### **8.2.3.6 Possible environmental impacts of trail**

#### **8.2.3.6.1 Dieback**

As part of the initial planning process for the Trails Concept Plan the City engaged a qualified Dieback Interpreter to undertake an assessment of the AHP.

The report by the consultant indicated that the AHP due to its long history of uncontrolled access during all weather conditions is highly infested with Dieback. The report also indicated that although there may be small areas of uninfested native vegetation due to the high level of use and uncontrolled access along with the natural spread of the disease (primarily downhill) that no areas are deemed to be protectable from future disease spread or introduction

This was further confirmed with advice from the Dept. of Parks and Wildlife who noted that a recreation plan such as this presents the opportunity to encourage activity within identified recreation zones and reduce activities in other areas.

#### **8.2.3.6.2 Western Ringtail Possum**

Based on recommendations from DPaW the City has engaged a qualified consultant who has been running the previous WTP monitoring in the AHP to undertake a WRP monitoring program for the approved demonstration trail for the purpose of documenting any impact of newly established trails with data to be used in the detailed planning of future trails.

#### **8.2.3.6.3 Rare Flora**

There has been extensive surveying of flora by both professional Botanists and many experienced and enthusiastic community members over many years.

Both the COA and DPaW data sets of previously recorded rare flora were used to guide the proposed trail alignments to ensure they did not impact on known populations of rare flora.

Additionally during the detailed planning stages of each trail as a condition of securing the appropriate environmental approvals from DER detailed and target flora surveys will need to be undertaken for each alignment. This will ensure that prior to construction commencing any rare flora is identified and the alignments modified to avoid the flora where possible or for other appropriate management strategies to be implemented.

#### **8.2.3.7 Trail Maintenance**

Current trails are suffering a range of maintenance issues due to their poor design and/or placement along with use for purposes that they were not designed.

Appropriately designed and constructed trails would be less costly to maintain and the COA would look to implement a range of other strategies such as formal agreements with user groups to secure resources (funds, volunteer or other in-kind) to ensure ongoing maintenance.

A range of options relating to the ongoing management are recommended in the documents supporting the Concept Plan.

#### **8.2.3.8 More dedicated “walker only trails” and a better balance of trail types**

During development of the Trails Hub Strategy an audit found that the COA currently manages 147km of walk trail and 700m of Mountain Bike trail

The current AHP Trail Concept Plan recommends 5.8km (approximately 1.5hrs of walking) of walk only trails, 20.4km of share use trail and 12.6km (1hr of riding) ride only trails.

The amount of trails proposed are consistent with the recommendations adopted by Council in the Trails Hub Strategy in 2015.

## 9 Recommendations

The current draft concept plan is closely aligned with the guiding principles for trail development in the Albany Heritage Park endorsed by Council in the Trails Hub Strategy 2015-2025 especially including the mix of trail (dual use, walk only and MTB only).

The Draft Concept Plan has received a high level of community support and the majority of issues raised are in the concept plan or will be addressed in the detailed design stage of the planning and approval processes prior to final trail construction. (see section 8.2.3)

Based on the positive outcomes of the community engagement and community comment processes the following recommendation is made:

That Council:

1. ADOPT the Albany Heritage Park Trails Concept Plan subject to
  - Acknowledging the community submissions and working closely with the respondents during the detailed design phase.
  - Consideration of the recommendations of the Albany Natural Reserves Strategy during the detailed design phase for each trail.
  - Consideration of the recommendations of the AHP Aboriginal Heritage Survey during the detailed design phase for each trail.
2. Instructs the CEO to commence planning for stage one of the project including
  - taking into account the feedback provided by the community in the concept planning process
  - investigating funding opportunities to assist in the plans implementation.

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## Combined Community Comment AHP Trails Concept Plan

### Julie & Colin Berry (via email 6/10/16) – inconclusive

Hi Carl

Thanks for keeping us informed about the progress of the Plan

I note the reference to different classes of walks (1, 2 &3), but there does not appear to be any definition of these walks .. maybe they should be included?

I am somewhat concerned about the Coastal Path .. it appears to be (more or less) a duplication of the Boardwalk .. however, as advised at the last presentation we understand the rationale to have a minimum number of kms for the bikes

Best Regards

Julie & Colin Berry

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### Albany Bike User Group (received via Email 13/10/16) - *Supportive*

Hello ABUG members and friends,

See below for info about the Trails Concept Plan.

This is an exciting project which will make Mt Clarence and Mt Adelaide iconic destinations for walkers and cyclists.

Please get behind the plan by providing input during the public comment period.

As noted at our last meeting , when Carl Beck explained the concept to us, ABUG members **endorsed the plan** and were pleased with such a comprehensive approach.

I have attached some information but you may need to go to the Library or the City's website to get a better sense of what is being proposed.

Please contact Carl Beck TravelSmart Officer at the City with comments, feedback or enquiries.

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### Chris Gunby (received via email 10/10/16) - *Neutral (points for and against)*

My general comments

1. The case for increased mountain biking trails on the mounts is well made and supported in the strategic documentation provided.
2. The need for simple to explain, circular trails catering for cyclists and walkers of various abilities is also well made and supported in the strategic documentation provided. Note, this is not demonstrated in the proposed trails map.
3. The proposed dedicated walking trails are totally inadequate and do not achieve the above objective. There is only one dedicated circular walk and this is connecting the forts with the

coastal armaments. This route is not likely to be used other than first time visitors to the forts. Other dedicated walk trails such as the granite walkway all join dual use paths or mountain bike trails and so the walker is competing with cyclists for use of the trail.

The dual use paths have limited value for the walker. The Mt Adelaide DUP is really an ascending route for cyclists, and has little value for walkers, who are unlikely to use the long and torturous route when much simpler routes exist to get to the top of Mt Adelaide (such as using the road network and paths from Hare St). Likewise the DUP from the town centre is really an ascending route for cyclists.

Presently walking is the main activity on the Mounts, but is greatly overlooked in the proposed trails. There needs to be an objective of providing both cycling and walking circular trails, that meet both sector's needs. This means more separation and dedicated use for each activity. This is particularly important given so many existing walkers are with dogs, given its proximity to urban areas.

There is a need for dedicated circular walk trails that go from the tourist nodes and main entrance points of Middleton beach and the town centre, and join together. There appears plenty of opportunity to provide such dedicated trails solely for walkers, with plenty of existing trails (such as along the water pipeline) that could help to connect with the Granite walk and trail on the south side of Mt Clarence to form a circular walk trail.

The present trail arrangement is heavily focused on meeting the needs of mountain cyclists, and needs to similarly better cater for the local and tourist walker.

4. There is no recognition of biodiversity values on the Mounts, the need to protect these or mapping to show key areas that need protection. As such it is not possible to say if the proposed new trails are appropriately located.

A key issue is making sure dieback is not encouraged and spread though the construction of or along new trails. Plant species show parts of the Mounts are already affected by dieback but other areas show species richness with no dieback signs. This has not been mapped and incorporated, as far as I can see, in any trail design.

New trails (whether for walkers, cyclists or illegally cleared) provide pathways for weeds, dieback and predators, and so we need to ensure high biodiversity values of the Mounts are protected through discouraging any access or clearing in key areas. I ask that these key areas be determined by appropriate professionals and this information be used to guide proposed trails. We need an integrated approach to the management of the Mounts, not a silo mentality of looking at predominately one issue or user.

#### Specific comments

1. I strongly support the concept of a 'ladder' for walkers to get to the top of Mt Adelaide. I expect this would be heavily used for locals and tourists, for fitness as well as access.
2. The circular walk has heritage values such as old drains, and granite outcrops along the route, and if a 2.5m wide path was created these features could be lost. Can such features be retained and used to reduce speeds in localised areas?

3. The proposed DUP along the coast creates ready and abundance access to a dangerous coastline. It is normal to manage such dangers by having defined access points running at right angles to a coastal path well set back. In this way facilities can be more readily provided eg lifebuoys. I would suggest the coastal route not be used, but instead the access points from the existing boardwalk be upgraded to enable better coastal vantage points. Should the coastal trail be implemented, then it needs to have links with the existing boardwalk to enable circular trips to be made.
  4. The trail maps key is confusing – there are far too many categories and they are shown in inconsistent ways. In most cases dotted lines are existing trails, but in some cases dots represent proposed trails (coastal path) and for the easy DUPs both dots and lines represent proposed trails. There is a need to make this simpler, particularly as there is a need at some stage to easily show these trails in leaflets or on site with simple interpretation. Naming of the routes or colouring of key routes could be used.
  5. The amount of vegetation clearing could be reduced if existing trails are used, rather than new trails created. For example, why is the existing water pipeline trail not shown as a proposed trail?
- 

**Trish Flowers** (received via email 7/10/16) - *Supportive*

Thank you to the City and to you for taking on the task of improving one of our best loved assets.

Ralph and use the mountain at least 3-4 times per week and really love having this on our door step, however we would not like to see it over done.

As a user of this track and many more around Australia and elsewhere, I would like to make a few comments. In particular, I enjoyed walking on the Great Ocean Road tracks in Victoria which I did this year. These tracks were narrow, limestone based, continuous with no stairs, documented, easy to follow and the vegetation was let to grow naturally without being hacked back.

Some recommendations:

1. Use numbers, colours or symbols to show the way. Print is hard to see.
2. Avoid dual use. Bike tracks can be marked with a bike symbol. Bikes and casual walkers do not mix. I have not experienced near misses with bikes on the mountain but friends have.
3. Avoid the use of stairs. Narrow limestone based tracks are best for walkers and those with strollers.
4. Keep tracks narrow. Impact on the environment should be kept to a minimum.
5. At all times Council should lead the way with respect of the environment. Unnecessary hacking back of vegetation should be avoided.
6. Track symbols should be visible both ways.
7. Create both an on-line and hard copy brochure with the walks, their grade, distance, starting and finishing points.

Best Wishes

Trish Flowers  
7 October 2016

Middleton Beach Group – Barb Madden (via Email to another party 8/10/16) –  
**Supportive**

Hi XX

My apologies for not getting back to you sooner, but I needed to consult with the rest of the MBG executive re using our E group to promote the issue of independent possum research prior to the construction of the trails.

I'm afraid we can't help you in this regard. We have considered the information provided by Carl Beck, to you and to us. We understand from him that several COA officers have also spoken with you. The MBG also had an informative meeting with Carl a few weeks ago and **felt that the proposed trails were an improvement** on the existing and ever expanding ad hoc trails in the area.

On receipt of your email, I initially shared your concern re potential impact on a Threatened Species. However, we are satisfied with Carl's explanation that the proposed trail width will still allow possums to move across the canopy, and that their nocturnal nature reduces potential conflict with cyclists. **We also believe that rationalising existing trails and constructing new ones to best practice design standards should reduce adverse environmental impacts.**

As we don't have another meeting planned in the short term we are not likely to discuss this again before the consultation period ends. Everyone has the opportunity to write submissions though and we've informed the group re that.

We understand your passion and commitment and suggest that your best option is to continue pursuing the question of research with DPaW.

Regards

Barbara

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**Nikki Poulish (Via Email 10/10/16) - Supportive**

Hi Carl

I am writing in response to the proposed recreation trails concept plan for Albany Heritage Park.

The trail plan looks like a fantastic community and tourism resource for Albany – something we will all be proud to include in the suite of all Albany has to offer!

**The aspects of the plan that I am very impressed by are**

- The plan captures the diversity of trail user ability with different trail classifications
- Progressive trail difficulty levels allow gradual building of confidence and skills
- Trail markings and maps make it easy for trail users to plan and provide them with a realistic expectation of how long it will take (**trail time**) and what conditions they will face (**trail difficulty rating**)
- Simple colour classifications make it easy to assess difficulty and match to other sporting trails elsewhere (such as the ski run trail classification system)
- Single direction flow on difficult trails reduce risk of collision
- Areas of dual use path allow families to go together (e.g. parents may walk while their young children ride)
- Extensive trail network in the area will allow multiple visit opportunities with a new experience each time
- The location of the heritage park so close to town will allow access by those without the ability to transport their bikes (e.g. tourists, larger families etc)

**The items I would like to see addressed or confirmed as to how they will be handled are**

- Crossover points for blue and black runs (medium and advanced levels) where they meet other paths – how is this to be designed to allow safety for all users and reduce the risk of collision?
- Trail user register – particularly for the advanced run. Can you have a mobile online trail register sign in/sign out system?
- How these trails link to other trails and plans for other bike/walk trail and other areas in Albany –Mark nearest water access point and public toilet facilities on trail maps for user comfort

Kind regards

Nikki Poulish



**K & S Lindsay (via email 17/10/16) - Unsupportive**

SUBMISSION

ALBANY HERITAGE PARK –CONCEPT PLAN

Having spoken to a number of residents in the area surrounding Mt Adelaide/Clarence I strongly recommend re-examination of the planned development of the area as all are of the opinion that the Park should be for multiple use for a variety of activities which provide minimum environmental impact; thus ensuring its sustainability on a long term basis.

Specific issues raised were:-

- The maintenance of new trails when even existing ones were causing problems e.g. steps on trail behind ASHS very difficult to navigate due to mud & degradation by bike users & erosion damage on some downhill trails.
- Very little consideration being given to the impact on the flora & fauna of the area. It appears that the proponents are oblivious of the number of local residents who just enjoy walking in this area. Others come to photograph the plants – particularly the wildflower including some rare orchids. Vegetation disturbance will drive more of the endangered ring tailed possums into residential areas with consequences.
- The impact any new paths will have on an identifiable delicate ecology. Making new trails over rocks will destroy lichen/moss/liverworts populations which have taken considerable time to establish and which grow in a unique habitat with summer drought tolerance & winter inundation. One question often asked was why better use was not made of the existing tracks & firebreaks?
- Further infestation by Phytophthora of the few healthy stands. Any soil disturbance, either in the making of new tracks or by vehicular activity will aid the spread of the disease. The possibility that activity on this scale will spread both Phytophthora & Armillaria root rot downhill into the residential area with consequential effects on fruit & ornamental

trees was of concern. An environmental impact statement should be made after surveying to determine the extent of infestation.

- The potential of conflict between high speed bikers & walkers, particularly the elderly. An accident may occur. It would be naïve to think signage will fix this and multiple signs are unsightly in such a picturesque location. The Heritage Park is regarded as a haven within the city precinct and a reason why many residents live in the area. Who will police the respective trail users as designated?
- A number of the trails duplicate & crisscross existing tracks thus further bisecting the reserve. Trail #3 duplicates #1 but the walkers on #1 do not benefit from the good views from trail #3. The perception is further reinforced that this concept is somewhat exclusively for mountain bikers.

Personally, I do support the establishment of one decent, challenging mountain bike trail in this area and a continuation of it on to Mt Melville. I do believe it is a drawcard for the town & a good outdoor activity for the youth. I also see merit in having a trail for use by passengers on cruise ships to get to the ANZAC Interpretive Centre for a bit of exercise (although my experience is only a few would relish the uphill exercise!) There should also be a decent tarred (for all weather) short walk around from the Anzac Centre (as there is on Castle Hill, Townsville) to cater for visitors to the Centre who want a bit of reflective exercise afterwards while they take in the views.

But, this area is Albany's Heritage Park – there is nothing heritage about multiple mountain bike trails – the problem with the plan is the change of focus and scant regard being payed to local residents and users other than mountain bikers.

K & S Lindesay  
 69 Wylie Crescent,  
 ALBANY. 6330

Ph 98417793/0426511838

**E.Rodgers (Mrs) – (Via email 18/10/16) - Unsupportive**

I have viewed the map of the proposed trails for the Heritage Park and I have grave reservations about these proposals.

Safety , habitat destruction & environmental are some of my concerns. To date I have had a few encounters with MTB's(on dual use trails) and although I haven't been injured in any way I have had to move quickly out of their way to avoid any sort of collision. I do keep my dog on a leash all the time when out walking on the Mounts but I do see other dog owner walking their dog on the Mounts without any form of lead control at all. Unless this is addressed in some way under the new proposals I envisage more encounters like mine and maybe some unfortunate accidents.

Environmental issues are also of concern: 1. the spread of die-back

2. the invasion of more weeds due to the clearing of the natural bush

3. the disturbance to the wildlife on the Mounts especially the already threatened & small population of Ring-tailed possums & Honey possums .

4. there are threatened and priority plants still managing to survive on the Mounts and their habitats should be preserved & not be encroached upon.

Management and maintenance of the trails are other concerns

Volunteers are already involved with some maintenance of the Heritage Park, such as weeding.

Will funding be available for the upkeep of the many trails proposed?? If so where is this funding to come from and for how long ?? From the many MTB's??

The map is confusing to me as to which trails I will be able to walk on safely with my dog and my camera in hand.

The amount of signage required informing users of the trails and where they can go or not, would need to be very prominent and many of them and in my view would be taking away the very natural beauty of the area. The very thing that many locals and visitors come to see in Albany. I do believe, and I think many locals will be of the same opinion, and that is that some users of these proposed trails will not adhere to any amount of signage put up there to guide them along on to the correct trail they should be using for their particular pastime.

Albany is noted for its stunning views from MT Adelaide and Clarence and this makes it attractive to not only the locals but tourists from the world over. Not many cities these days can boast that they have nature on their doorstep because of habitat destruction, for new buildings/housing and for sports! and recreation facilities. !

I think the proposed trails are too biased towards the MTB community. To criss-cross the Mounts with kilometres of MTB trails, whether they be dual use or single use, will be detrimental to what the Heritage Park means to a lot of people and that is a place where one can wander, take in the beautiful views , photograph nature etc, without looking over ones shoulder in fear of a mountain biker speeding down the hillside hoping to get to the bottom as quickly as possible.

Sincerely

E.Rodgers (Mrs)

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**Kathy Walker (via email 17/10/16) Unsupportive**

As a long time resident and ratepayer of the city of Albany I have concerns about the proposed Recreational trails. Living next door to Mount Clarence and walking daily in the bush for more than 40 years my fear is the hill is being taken over by bikes which are having a impact of the natural environment. The bike users don't appear to stay on designated tracks, which will mean in a few years time we have no beautiful bush or wildflowers and one won't be able to walk on the hill as the track will be so eroded away as is in some places now.

> I question whether in 5 or ten years time after the fad of mountain bike riding goes what will be left of the environment and on this time what are the benefits for our beautiful town.

> For many years we have had volunteers caring for the reserves protecting species, has anyone thought and listened to his group of people who care about the future generation.

> I am quiet happy to share our beauty with the whole community but it appears the extreme mountain bikers who aren't there to take the environment or breathtaking scenery will own the hills.

> I only hope the receiver of this email isn't biased towards the bikers.

> Kathy Walker

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**Stephen Murray (via email 18/10/16) – Supportive (with comments)**

Thank you for the opportunity to respond to the latest plan for the Albany Heritage Park Trails (AHPT).

I live on a street adjacent to the park. I walk through the park almost daily on route to work and have had numerous walks over many years, predominantly in the western area, but oftentimes through to the eastern segments. I attended two of three public forums on the AHPT development.

The development of the AHPT is very worthwhile. Assembling a top class facility such as this should benefit the economy of Albany city and surrounds. It should also add much to the recreational opportunities for people, young or old, able or requiring additional assistance, and visiting or

resident. In a time when our physical and mental health seems to be problematic for many this proposal should bring many benefits.

Two main interest groups seem to be most involved: pedestrians and cyclists. It seems that the emphasis of the AHPT is on providing trails for mountain bikes. There appears to be trails for all types of bike abilities in many parts of the park. Furthermore the trails are designed to link together for moving up and down the hillsides, and the western and eastern sets of trails are connected by a dedicated bike path. In all it is a coherent bike riding facility.

The dual use paths seem well planned and, if they enable access for wheelchairs and other mobility aids including gophers and prams, seem adequate. The dedicated pedestrian trails do not appear so numerous and do not seem as coherent, especially in the western sector. The walk immediately south of the carpark next to the toilets down from the Desert Mounted Corps memorial, is crossed 4 times by a mountain bike trail. There are gaps on the walk trails north of the carpark. The path direct to the summit from the north becomes multiple use for the last segment.

With the above in mind I would like to put the following for consideration.

The dedicated paths in the western sector be made more coherent by joining the three walk trails in the vicinity of the carpark.

The dedicated walk trails have segments added to provide a loop that incorporates dual use but not mountain bike trails. I understand that the mountain bike trails may be the uphill segment but I would rather as a walker share with wheelchairs and prams than mountain bikes. I think mountain bikes, even though going uphill, would be racing to the top.

That the area just north of the Desert Mountain Corps memorial be uncluttered of trails. I have walked this area very frequently and find it difficult to imagine relaxing with various bike trials having their start point here.

That the dedicated walk trail south of the carpark and toilets have less or no mountain bike cross overs – is it accurate to call it dedicated walk track when bikes cross on many occasions?

I am wondering how much impact the mountain bike trails will have on the western sector as there seem to be many trails in a small area.

In recent times I have noted the effect of mountain bikes on what are presently predominantly walk paths. It seems the riders, not surprisingly, enjoy a touch of speed. This activity has significantly widened current tracks and turned muddy segments into quagmires. I am interested to see the material and grading that stops this happening.

Perhaps my greatest concern is safety. Having seen how fast riders travel and also seen impaired elderly people ascending the paths with a stick for an aid I worry that that the two will meet with potentially dire consequences. It will be essential for all users to be courteous and knowledgeable of the protocols. Is it the case that pedestrians will always have right of way on dual use paths?

It is also essential that signage be of the highest quality.

It was mentioned at a public forum that if good trails are not provided then riders will make their own; therefore it is wise to provide top quality trails. I wonder of pedestrians would be the same, if

adequate trials are not provided, they will make their own? I hope not but people are people and I think that the better the trails provided the better the long term outcome.

I close again thanking the proponents of the AHPT for the well thought out development and the opportunity to participate. I hope I have understood the plan well (I printed an A3 colour copy) and not misunderstood any aspects. I tender my suggestions as a person who very much enjoys walking as a relaxing, informative and healthy pastime.

**Stephen Murray**  
**15 Watkins Rd**  
**Albany**  
**0477 918 696**

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**John and Erica Wilkinson (via email 15/10/16) – Supportive with comments**

Dear Carl

As a way of introduction, we are local residents who live close to the top of Hay Street on the side of Mt Clarence and utilise the walking trails on Mt Clarence and Mt Adelaide almost daily and, as you are aware, have been involved in the Council meetings regarding this project.

As a result of not being able to easily find the "electronic survey" on the new City website, we herewith submit our comments on the above concept plan.

1. Dual Use Ridge Link Corridor / Mt Adelaide Stairs Corridor. We feel this trail is a good concept for linking the town with Middleton Beach. It is our understanding that this corridor would be in stage 1 of the building project. Should this be so, we feel it is imperative that the staircase be given equal status in the building plan as it is an alternative route for strong walkers. The dual use corridor at this end seems to be very lengthy and there could be a temptation for people to use the shorter bike trails if they have the ability to get down or up to/from the beach in a shorter time (especially if the end is in sight on the downward journey). The staircase would also be an excellent training/exercise spot for avid walkers. Personally, we would definitely use a staircase rather than rambling up or down a dual use path.

2. Dual Use Perimeter Corridor. Although the more capable bikers may not use this path as extensively, it would be useful to have signage at regular intervals to remind bikers to be aware of walkers, ring their bells before overtaking and to keep their speed down. As a Grade 1 walk, this puts "safety" first. In fact, this should be the case on all dual use paths.

3. City Trail Head/Hill Street /Innes Street ENTRY/EXIT points. These appears to be the main entry/exits points at the town side for bikers in particular. As the whole project is to amplify Albany's natural beauty and promote tourism, has anyone given any thought to where vehicles carrying pedestrians/bikes are going to park when this trail hub becomes extremely popular in

future? Surely this should be incorporated into the "hub" strategy. Residents along these streets may find their roads getting congested!

4. Dual Use Ocean Trail Corridor. The section at the eastern end from Middleton Beach to the Shelter/Searchlight seems quite unnecessary. Why disturb this pristine area when there is a perfectly usable Boardwalk already as a link. All users, walkers, mountain bikers and road bikers (tourists and locals alike) already use the Boardwalk as a scenic route. There needs to be more discussion about this section.

5. Path maintenance. This continues to be of concern. The mountain bike fraternity has advised that the local Mountain Bike club/s would be engaged in this activity. As it is, the paths on both mountains haven't seen obvious regular maintenance over the years except to maintain emergency access/egress. Will there be regular maintenance incorporated into the hub strategy plan?

Yours sincerely,

John and Erica Wilkinson

11 Hay Street, Mt Clarence.

Tel: 98429242

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**Margaret Dickson** (Via previous survey form 18/10/16) –  
**Unsupportive/Inconclusive (issues raised are what plan is trying to address)**

I among many Albany groups strongly disagree with council plan to allow mountain bike riding without adequate controls and signage.

This has been an area of concern for all volunteers at the Princess Royal Fortress as rocks are raised and paths become unsafe for visitors.

There must be some reason for Mt Melville not to be used for any recreational activities.

I have been a keen cyclist but always make way for pedestrians and ring my bell but this no longer happens on walking paths being misused by cyclists.

To City of Albany 20.10.16  
 re Mountain Bike Trails  
 on Mts Clarence & Adelaide

I think CoA is making a big mistake in creating MBTs on the City Mounts.

I would go so far as to allow one trail with maximum safeguards and minimum damage but the number & extent of proposed trails is over the top.

Reasons for my view

- ① damage to bush / granite / flora / fauna / habitat etc.
- ② cost. I doubt the cost would be re-comped by the city.
- ③ the peaceful, safe retreat for residents, out-of-towners & tourists would be shattered.
- ④ there is potential danger in collision of cyclist, walker, dog etc.

We are fortunate in Albany to have these mounts in the centre of the city. This is Albany's King's Park.

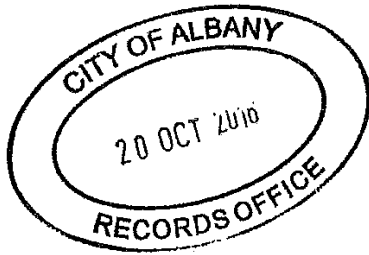
Would perch people allow groups of cyclists to hurtle along bush tracks only to tear down Mt Eliza threatening life & limb to any unwitting Glenda who may have taken a wrong turn?

MARGARET NASH  
 31 WARE ROAD.

Member of Albany Branch  
 Wildflower Society



.....



Jack Markovs  
16 Bluff St Mira Mar WA 6330  
j.markovs@gmail.com



City of Albany Records  
ICR16240154  
CR.COC.43  
20 OCT 2016  
TSO,MCE

**Re: Albany Heritage Park Recreational Trails Concept Plan**

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Dear Council Member,

I hope this letter finds you well.

I am writing to you today to express my support for the Albany Heritage Park Recreational Trails Concept Plan. I believe the plan has been well thought out and provides a wide variety of trails and paths for cyclists and walkers to traverse. As an avid mountain bike rider, I am especially excited about the proposed Single Use Mountain Bike trails, specified in the planning document as Trail IDs 2, 3, 4, 6, 7, 10, and 11.

I regularly use the existing trails around the proposed area and feel that additional investment by the council would be money well spent, as the fantastic views and pristine bushland make an ideal location for drawing in tourists wanting an adventure so close to town (and extra dollars for the local economy!).

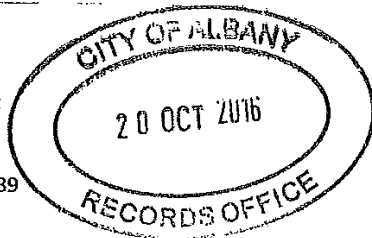
I believe the Concept plan can provide multiple benefits to the local community, including increased tourism opportunities via focused promotion of the new trails within the Park, an increase in positive health outcomes for residents by providing additional infrastructure for public exercise and possibly a great opportunity for young people to help give back to their local community, by way of volunteering in the construction of new trails.

I encourage your support for this exciting new concept for our City and I thank you for your time.

Kind Regards,

Jack Markovs

Comment from :  
Karin Baker,  
94 Hare Street,  
Albany, W.A. 6339



c No: City of Albany Records  
f: ICR16240235  
le: CR.COC.43  
icer: 20 OCT 2016  
TSO:MCE

### Albany Heritage Park - Trails Concept Plans

- A more appropriate site (without precious bushland) needs to be found to meet the needs of MTB users.
- Users - In the document promoting the concept, 'meet the users' completely ignores the MAJORITY of users - those who enter the park from every track, mostly by foot. These users cherish the natural environment, and wish to preserve it. Input from walkers at the first 'consultation' meeting have been ignored and overridden by the planners of this concept plan. It would appear that the Concept Plan guidelines had nothing to do with public comment.
- Single Use Trails - 13265m MTB 5489m Walk. The figures indicate an attempt to completely change the nature of use in the Reserve. It is inevitable that conflict will arise by such a sharp increase in the number of MTB tracks. Too many for such a small reserve.
- Appropriateness - Sporting and leisure facilities should only be provided where the activity is appropriate for the site. Albany's inner city bush reserves are cherished by walkers for the natural beauty and tranquil environment they provide. Facilities for recreational cycling activities should provide a safe quality experience for all park visitors and foster public appreciation, understanding and enjoyment of nature and cultural heritage. The proliferation of signs that will arise from all these new tracks will detract from the enjoyment of this Reserve.
- Cost of maintenance - the proposal that the new tracks would be constructed to such a high standard that maintenance would be minimal, does not stand up in the long term. Storm damage, erosion and vandalism are all issues that have to be dealt with. The city's duty of care means that High speed downhill tracks would need to be closely monitored for maintenance issues. The city has not addressed the issue of how such costs would be met.
- Phytophthora cinnamomi - There are Dieback susceptible plants still surviving in many areas where the proposed tracks will go. This indicates that dieback does not spread evenly throughout the landscape. Any new tracks should not be aligned in such a way that new infestations of dieback could be introduced. For example; the new 'demonstration track' could easily introduce dieback into an area that has susceptible plants. Realignment of this track is urgent and necessary. In the past dieback has been introduced due to ignorance. That is no longer acceptable. PLEASE don't introduce new infestations, they cannot be undone - generations to come will not thank you. All tracks must be ecologically sustainable. There are degraded areas of the Reserve on the southern side below Marine Drive, which would provide a more appropriate area for new cycling tracks.
- Mt Adelaide Heritage Trail - The History of this trail seems to have been forgotten. The old trailhead sign was removed (not restored) when the Forts Rd carpark was upgraded. Why is the trail history no longer regarded as important or relevant? The trail was funded as a walking track (not a firebreak) and should be restored to its prior glory, and reserved for walking only.

*Karin Baker*

**Barbara Watson (Via Email 23/10/16) Unsupportive**

The City of Albany is seeking input from the local community on draft concept plans for walking and biking trails in the Albany Heritage Park. This has been brought on by the excessive ad hoc development of unauthorised mountain bike trails and the inability of the City to prevent this or to manage the trails and deal with the resulting conflict between bikers and local walkers.

Some concerns with the current version of the concept plan, and the process apparently followed to reach its recommendations, are as follows:

- The plan appears to have been drawn up based primarily on the wishes and perspectives of the mountain biking community. It recommends the establishment of around 25 kilometres of mountain biking trails to meet 'world-class mountain bike trail standards'.

At the last public meeting concerned with the plan, the consultant employed by Council to design the trail network stated that he had been given the brief of establishing 'world-class' mountain-bike trails and that meeting this standard required the establishment of a MINIMUM of 25 kilometres of bike trails.

In other words, the decision to establish 25 km of bike trails was apparently taken by the City even before investigation into the feasibility and appropriateness of such an extensive network of bike trails in this small yet valuable public area was established. It was made before the public was invited to give input. And it has been the basis for the rejection of calls to reduce that extent of bike trails.

No-one seems to have been able to locate the source of this standard for 'world-class' mountain bike trails which the consultant has stated he is required by Council to meet.

The fact that a mountain bike trails expert was employed by the City as consultant for the project rather than someone with broader expertise, including expertise in the design of walk trails, also demonstrates the City's preference for promotion of mountain biking ahead of any other activity in the area in question. Environmental requirements and concerns, trail maintenance and associated funding constraints, and also the stated preferences of residents other than the mountain biking fraternity should therefore be considered BEFORE the distance of 25 km is set irretrievably in the plan.

- Environmental considerations should be the first priority in planning for Mt. Clarence and Mt. Adelaide. The area should be preserved and protected for its flora and fauna and for its natural habitat, before its exploitation and use as an area primarily for high impact recreation is extended.

The western ringtail possum has a major population within the park, and the area is important as a corridor for native fauna. As indicated by the City's signs on Mt. Clarence, the area also forms part of a regional Macro-Corridor which extends from Albany to Esperance.

Prevention of further spread of existing dieback also needs careful consideration, as this disease spreads following soil and drainage disturbance. There are many beautiful sections of the park which have not yet been affected, but which will most

probably be exposed to a more rapid spread of dieback both by the construction of the trails and by the increased bike traffic all the additional trails will attract.

- The City has been unable to adequately maintain existing walk trails. How will it be able to fund maintenance of these and additional trails, particularly when the bulk of the proposed future trails will have the far greater impact of increased mountain bike usage? The consultant stated that bikers would volunteer to maintain the trails. This has not happened to date - we have just seen more illegal trails created, and ever increasing erosion - how can this change in attitude and behaviour be assumed?
- How will the City be able to control appropriate usage of the trails? It has to date been unable to prevent bike users from clearing native vegetation to create new trails, nor has it been able to prevent dangerous behaviour of some bikers, resulting in a number of 'near misses', and considerable anxiety on the part of walkers using the tracks.  
Will the installation of suitable signage be enough to enforce appropriate usage of the joint walk/bike tracks?
- 25 km of bike trails, in an area of just 2 x 3 kilometres, already appears excessive. However this will not be the extent of the trails open to and used by walkers and bikers. They will also continue to use the additional kilometres of firebreaks and other easements (for example along the pipeline, and under the electricity lines). Coupled with the proposed 25 k then, the actual extent of tracks on this small peninsula is considerably greater than the map indicates.
- Insufficient consideration to the wishes of walkers has been given in the plan. It is based on the premise that walkers and bikers can happily co-exist. This is simply not the case. It is difficult to enjoy walking in the bush when the threat of speeding bikers, or even the inconvenience of having to walk single file on one side of the track to accommodate passing bikers, is present. Bikers for their part are probably also frustrated by having to slow down or to ring their bells (those that have one) to clear the track for their passage.  
With the establishment of these new trails, both walking and riding traffic will increase, with the result that very few of the users will be satisfied and conflict will increase rather than disappear.  
Dual walk/bike trails are particularly unsuitable for family groups with young children, and for those with dogs. Children and dogs, including dogs on long retractable leads, wander across tracks. It would be unfair to these users to limit their carefree enjoyment by forcing them to one side of the track to accommodate bikers and prevent accidents.
- Walking is generally a passive and contemplative activity where walkers often observe, appreciate, explore and take an interest in the environment they are passing through. It is undertaken by all age groups, by locals and visitors alike. Far fewer people, and from a much narrower age group (and currently still predominantly males) engage in mountain biking. Much of this activity is at relatively high speeds, and involves the challenges of negotiating the terrain and natural or man-made obstacles

along the way. It is not passive or contemplative, or particularly sensitive to the environment.

Why then has the greatest consideration been given to bikers in the plan rather than to walkers?

Most of the proposed trails are either bike only trails, or dual bike/walking trails.

Two extremely short 'walk only' trails have been included at the Mt. Clarence end of the peninsula, each already existing and each taking only about 5 minutes to complete,

and a slightly longer section, a particularly fine section, on the northern side of Mt. Clarence.

The 'walk only' track on the southern side of Mt Adelaide below the Forts, a large part of which is along an existing asphalt roadway, appears to have been designed more as a link between points of historical interest than as a bush walk through beautiful vegetation with views. These walks are also at some distance from the local residents and likely to be of interest mainly to tourists visiting the Forts.

The remaining proposed 'walk' trails are actually combined walk/bike trails.

On the proposed plan, some of the finest views are to be had from the proposed 'bikers only' track along the top of the Mt Clarence/Mt Adelaide ridge, on the northern flank overlooking Middleton Beach. Walkers have been relegated to the southern flank, on a dual bike/walk track, more exposed to winter winds, on the other side of the cooling easterlies in hot weather, and with no views other than those of the wheat silos and the huge water storage tank.

Greater consideration should be given to the establishment of 'walkers only' tracks, totally free from bikes, where walkers can enjoy the better tracts of bush at their leisure, as well as the fine views offered by the more protected northern flank of the mountains *ie.* unimpeded walk trails for passive /contemplative walking, for both local residents and visitors.

- It should be remembered that many hundreds of people live adjacent to or within a short distance of the Albany Heritage Park area, and this is their nearest local public open space for walking and exercise. This access and their safety should be assured. This includes children who explore and play within the Park, bikers, joggers and dog walkers, including many elderly residents.

#### **In summary:**

- The nominal 25km of new 'desired' bike trails, coupled with the existing firebreaks, pipeline and electricity pole easements, all of which will continue to be used by bikers and walkers, is excessive and should be significantly reduced to a target length and area that is environmentally acceptable and able to be adequately managed by the City. It should not be constructed at all until existing walk trails are brought up to standard and are able to be maintained.
- Sections of all the main formally recognised walking trails already need major maintenance work and this should be undertaken before any additional trails are created.

- Additional, broader skills and experience regarding walking trails should be brought into the project.
- The provision of more extensive, well-designed and easily accessible walk trails is also likely to satisfy a greater portion of the visiting public such as tourists.
- Walking is a fundamental human activity for all ages. Mountain biking is a more restricted and often more challenging activity which appears to be enjoyed by a much smaller segment of the population.
- Albany unfortunately does not have any mountains, just two very small hills; the flora and fauna on these hills should be protected as a matter of priority, and to the extent that recreation is permitted and supported, this should be done so equitably, and not just favour the recreational interests of a few.

Barbara Watson

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**John Watson (Via email 23/10/16) Unsupportive**

**ALBANY HERITAGE PARK TRAILS CONCEPT PLANNING**

**Submission on Draft Overall Concept Plan (9 September 2016)**

**John Watson, Albany**

This submission is presented in four parts:

**Part A** A general overview of issues regarding the draft overall concept plan for Albany Heritage Park (the Park) trails project,

**Part B** General comments on the overall trail concepts and on some individual trail,

**Part C** More specific comments on the draft trail proposals concepts and on the submission proposal for a new 'iconic' walk-only trail, and

**Part D** Appended photographs

The comments in all three major parts are derived not only from extensive professional experience in walk trail planning, use and management issues for over 40 years, but also from daily use and subsequent knowledge of the northern aspects of the Park as a member of a nearby resident family for 28 years. Following release of the draft planning concepts in August I have undertaken extensive visitation to almost all the areas and alignments being suggested in the draft concept papers. This has not been easy as many of these areas, especially the heavily vegetated sections of the western and eastern bike trail clusters, are very difficult to penetrate in places and with little, if any, evidence of other visitation. Most of the proposed new bike trail alignments therefore seem to be quite conceptual at this stage. I also found a significant lack of knowledge about the project and draft trail proposals from

about 60% of the local users that I met. During these field inspections many photographs were taken and several noteworthy records of significant flora and fauna were made with details duly passed on to the Department of Parks and Wildlife (DPaW). Please also note that although I consider more single-use walking trails to be important, the establishment of some bike trails is supported, but in moderation and subject to environmental and social constraints. I look forward to trying the easier bike trails once constructed!

**Part A General Overview of Issues including specific recommendations for consideration**

While the City is to be commended for seeking to engage local users and residents in preparing draft concept plans for trails in the Albany Heritage Park (the Park), several fundamental short term and long term issues have been either overlooked or need to be better addressed.

**These include:**

- **Limited recognition and acknowledgement of the need to protect the Park's significant native vegetation and fauna habitat, including the presence of several threatened species plus the management commitments needed to protect these species from further spread of weeds and diseases such as dieback.**

The Park is not 'owned' by the City of Albany but is Crown land held in trust for appropriate public use and is also subject to State-wide legislation, notably the *Wildlife Conservation Act (1950)*, which contains provisions for the protection of native 'wildlife' (fauna and flora). Commonwealth legislation also applies to several Commonwealth listed threatened species such as the western ringtail possum which has a major population within the Park.

According to public information displays, the Park is a local corridor linkage for native fauna and is an important urban component of the regional South Coast Macro-Corridor Network from west of Albany to Esperance and beyond.

There are numerous occurrences of currently healthy but 'highly dieback susceptible' plant species such as *Dryandra (Banksia) Formosa* and *Xanthorrhoea preissii*, especially across the North-east facing slopes and several other areas along the steeper south facing slopes. Areas such as these should be left in as undisturbed a condition as possible with no new internal disturbance of vegetation other than for weed removal or scientific research and survey work. A good example is the magnificent block adjoining King Street (East) woodland/forest area which was also identified by Gilfillan and Leighton (2012) as the largest key habitat location for 'known' brush tail possums. This area, along with several other blocks in the Park, is now under long term survey programmes for western ringtail possum occurrence.

Just because some areas within the Park are already infected by dieback disease is no reason to avoid doing everything possible to minimise or slow down further dieback spread...or to assume that all areas and habitats will eventually be impacted. Such spread could take many decades or longer to occur and in some areas, due to



the fissured granite and complex sub-surface hydrology as well as cross slope drainage resulting from historical formed access tracks, it may not occur at all **provided:**

- new vegetation clearance and soil disturbance are minimised,
- all trail work is undertaken within strict dieback hygiene protocols,
- no soil disturbance occurs under wet or moist soil conditions, and
- no trails are opened or allowed to be used until their surfaces are freely drained and are without risk of mud or soil adhering to tyres or footwear

**Recommended actions**

*High value conservation and fauna habitat areas should be identified and retention of existing trails and possible locations for any new trails should be worked **around and not through** these areas. Any new trail not only requires clearing vegetation and risks disturbing natural drainage but also introduces 'edge effects' such as weed incursion along **both** verges of the alignment.*

*Strict dieback hygiene conditions for the alignment, clearing, construction, public use and on-going maintenance of **all trails** should be rigorously applied at all times, **including any located within what are deemed to be already infected or presumed 'un-protectable' areas.***

*Furthermore, **trail location should be fine-tuned to remain as much as possible within micro-catchment boundaries***

- **There appears to be insufficient understanding and attention of the highly significant management costs involved in keeping trails safe for users, properly signposted, and free of unacceptable erosion, weed incursion, and disease.**

The current trails are already very poorly maintained, for example the need for major reconstruction, erosion control, drainage work *etc*, and their public use is essentially un-managed, also due no doubt to lack of personnel and resources. It is critical that the ability to maintain and manage existing trails is secured **before** the massive increase in trails being proposed now is commenced. This includes dealing with the condition, drainage, risk of *Phytophthora* dieback spread, edge effects, sign-posting (which will need to be extensive) and public safety aspects of the trail network.

Unless strong City management intervention occurs (especially at weekends and after hours), there will inevitably be user 'spill-over' in particular with bikers using walking trails as has occurred without control over recent years.

**Recommended actions:**

***New trails should only be constructed once there is a formal commitment by the City to fund proper on-going (ie sustainable) maintenance and visitor use management. This requirement must therefore be budgeted for. This is in accordance with the City's mission statement: 'The City will respect and enhance the region's environment and heritage assets in a sustainable manner'.***

- **Landscape issues**  
Because much of the Park is covered with low forest, low woodland or medium height thickets, with the exception of west Mt Clarence, it is unlikely that new

or existing trails that are to remain will have significant landscape impact at either the local scale or when viewed from a more distant position. Especially for walkers, quality views out from the Park and specific 'lookout and resting points' will be an essential part of the experience if any degree of 'iconic' status is to be achieved.

At the localised trail level, provided there is adequate screening between trails, it is unlikely that visual impacts will occur *between* different users.

**Recommended actions:**

*Landscape views, both inward and outward from the Park, need to be carefully considered. **The recommended walking only 'iconic' ridgeline trail and other high level and near-coastal trails, are particularly important for their outward views.** This issue is dealt with in more detail in the comments on specific draft trail proposals in Parts 2 and 3 below.*

- **There appears to be a lack of awareness of the significant role the Park plays for current and future nearby residents for whom it is essentially their local public open space for walking and exercise amenity. Roughly 1,000 people live within 100m or so of the Park. Their safety, amenity and security should not be compromised.**

This includes children who explore and play in the bush fringes within the Park, joggers, fitness walkers/runners and dog walkers, and many of our more elderly residents who mainly use the nearby gently contouring tracks and trails, most of which are being targeted for a change to dual walker/bike use in the draft concept plans.

Furthermore, bikers should always give way to pedestrians except on designated bike-only trails or at official signposted biking events. In recent years, at least a dozen known 'near misses' between walkers and high speed mountain bikers have already occurred, some of which could easily have led to serious injury or worse, especially for pedestrians. Children, the hard of hearing and the more elderly are especially at risk.

**Recommended actions:**

***A greater emphasis in the strategy should be placed on the retention and maintenance of unimpeded walk trails for passive/contemplative walking, for both local residents and visitors. This should include sections of the perimeter trail wherever bikes and walkers can be separately accommodated.***

*When competitive or time trial events are being undertaken organisers should fully protect not only nearby street crossings but also walk trail crossings or any approved joint bike/walker sections of trails being used for the event within the Park.*

*The implementation planning documents should include a separate visitor risk strategy and the City should keep a permanent log of potential safety hazards, all reported biker/pedestrian interaction near misses as well as actual accidents, and the action taken where possible to prevent their future occurrence.*

- **‘World Class’ or ‘iconic’ status?**

The stated vision for Albany Heritage Park Trails Concept Plan (City of Albany 2016) was:

*“ ... to transform the area into a **world class walking and mountain biking experience** for both local residents and visitors.” This was to be achieved through ‘...consolidating and rationalisation of current trails along with construction of **some** new purpose built trails.’*

*‘...providing **stunning vistas** and **reducing conflict** between different trail users’ were also stated as part of the vision (Summer 2016).*

Over the past few months and now based on the draft proposed concept plan for the Park:

- ‘World class’ **walking** experiences appear to have disappeared entirely from the original vision with no new provision for either local residents or visitors, and little if any regard for the Park’s role as Public Open Space for nearby residents.
- No definition of ‘world class’ trails has been provided by the planners or at workshops and no landscape / ‘stunning vista’ analysis appears to have occurred
- **Some** new purpose built trails has expanded significantly into ‘numerous’ mountain bike trails and an unsubstantiated target distance for bike trails of 25km
- There is only minimal concept planning for **walking-only trails** which most walkers rightly expect to be available

Unfortunately, the term ‘World Class’ is not realistically achievable in a park of this size or nature for either walking or mountain biking. A more appropriate target description would be ‘iconic’ which may be achievable for at least some of the proposed trails. However, whatever the terminology, lack of public support for or more negative user feedback will significantly impact upon on-going retention of such claims - for example, bikers using walking only trails, bikers not slowing down and ringing bells on dual use trails, and failure to incorporate stunning vistas and points of interest along walking only trails...will all reflect badly on user expectations of the Park. In addition to legal liability issues, any serious accidents will also have a very damaging effect on future visitation.

Without this understanding and without highly increased financial support by Council, so-called world class or ‘iconic’ status *per se* will be quickly lost.

**Recommended actions:**

***Please see comments made in Parts B & C of this submission below, in particular the recommended walking-only trail from the City to Mt Adelaide and beyond, eventually to Middleton Beach***

- **Cost /benefit aspects and other issues**

**Walking is a fundamental human activity for all ages except for the very young, the disabled and the very old. Mountain biking, with its terrain-challenging aspects, is restricted to a much narrower segment of the population. The draft**

**concept plan proposes a massive increase in bike trails and joint use trails and if this occurs it will cause much higher user impacts and associated management costs compared with walkers.**

I am very aware that one of the targets for the project is the anticipated marketability especially of bike trails in the context of the overall Albany Trails Hub Strategy. However, in terms of tourism potential for the City, the upgrade and subsequent promotion of a safe, well maintained network of walking trails, most being suitable for all ages, would be a much greater and long lasting visitor draw card and be far more cost effective than catering for a niche group activity that has greater environmental and human impacts, and significantly higher management costs and which introduces a high risk of potential liability issues for the City.

***Recommended action:***

***A cost benefit analysis should be undertaken prior to any new trail development to ensure that money invested in the project will be fully budgeted for, in particular with regard to the inevitable on-going maintenance and management costs which do not appear to have been recognised or fully appreciated based on the Council's track record. Simply put, trails do not look after themselves, even if expertly designed and constructed...just like roads and other infrastructure...***

The comments and recommendations made above in this section of the submission have been made in good faith in the hope that:

- the project's vision for 'quality walking and biking trails', with at least some degree of 'iconic' status for both walking and biking, can still be achieved in the Park...
- this quality can be sustained in the long term through adequate management resourcing...
- long term protection of important environmental aspects, in particular flora, fauna and wildlife habitat, can be achieved within a commitment to high standards of *Phytophthora* management and retention of large undisturbed blocks of vegetation... and
- protection of public open space amenity and security for the nearby ratepayer communities is maintained...

**Part B General comments on the overall trail concepts and on some individual trails**

1. The overall concept of recognising the key entry & destination points as being the City Trail head, the Saddle Trailhead and (eventually) Middleton Trailhead, especially for visitors to Albany, is supported. Inclusion of the Mt Clarence/Padre White summit area & Desert Mounted Corps Memorial precinct and the Princess Royal Fortress (the Forts)/ National Anzac Centre/Mt Adelaide precinct as key heritage points of interest on a walking traverse of the Park is also supported but **this should not include dual use for bikes.**

Realistically, this is the **only** walk that is likely to become 'iconic' for the visitor & tourism market **provided**:

- Once entering the Park it involves **walking-only throughout** except for any unavoidable joint use within the two heritage precincts,
- It has an alignment that optimises varying 'vistas' of Albany and its harbours, the more distant inland and coastal peaks, King George Sound as well as significant changes in topography and vegetation types within the Park itself,
- It is well signposted, has carefully located resting places with seats along the way... sometimes including *in situ* information and interpretation, and
- It is meticulously maintained so as to retain its safety for users and its experiential quality.

Until options for continuation all the way down to Middleton, this walk may need to terminate at Mt Adelaide or ideally use the circuit walk around the top half of the mount largely using the old Heritage Nature Trail. In my view, the walk would still be iconic even if it did not extend all the way to Middleton. If the steps down to Middleton eventuate then the walk could extend all the way down, but the high level circuit of Mt Adelaide could still be used for those who do not wish to descend to Middleton but rather prefer to walk back to the town centre along the spine, probably using the Granite Trail to avoid traversing Mt Clarence summit area again.

2. The concept of low level circuit trails around the mounts is also **partly** supported **BUT**:

- Wherever possible these should be **walking-only**, especially where they also provide public open space amenity and exercise opportunity for nearby local residents. There are several perimeter sections where alternatives are available for users to choose between walking-only and joint bike/walking *eg* the pipeline section (2 – 3 existing alternatives throughout) as well as sections around Mt Adelaide and both north and south of the saddle area.
- In some sections joint use by bikers is problematic *eg* steps from Hill Street South entry up to the drain and the only ~ 0.6m wide King Street west 'pinch point' directly adjoining private property and impacting upon residential privacy & security. (The latter is already generally avoided by bikes for events by using a short section of road along Burt St)
- In other sections narrowness, heritage and safety issues arise *eg* along the drain from Watkins Road through to and along Innes Street
- Two crossings of a major busy road are unavoidable (Adelaide Crescent/Marine Drive) if the 'circuit' includes the low level, *eg* 'board walk', around Mt Adelaide.
- The circuit(s) and alternative sections must be clearly signposted regarding whether bikes are permitted or not on that section and information on speeds and warning bells to alert pedestrians of bikes coming from behind is essential...the lower level circuit route is widely used by local residents, particularly the elderly, and families with young children.

3. Other trails.

There is a plethora of 'other' trails in the Park most of which are *de facto* opportunities provided by various old or current management tracks including firebreaks and access for

water and power supply utilities. There are some former walking trails which have been closed for rehabilitation eg most of the original 'zig-zag' trail from Hill Street/Watkins Road to Mt Clarence summit. Another former walk-only trail has been effectively destroyed by widening into fire breaks which now, ironically, are no longer considered strategic for fire management. This is the Heritage/Nature Trail which contoured around Mt Adelaide and which was instigated by the Wildflower Society & the late Eileen Croxford in the 1960's/70's. This trail should revert to **walking-only** use for incorporation into the suggested 'iconic' City to Mt Adelaide walk discussed in section 1 above.

In the past ~10 years there has been a steady rise in the use of the Park by mountain bikers. Officially only one bike trail is formally endorsed and that is the downhill track located on the north side of Apex Drive. A largely re-vegetated area of old gravel extraction workings in the vicinity of the track was already an approved area for biking at that time. Spill-over from this area has long since happened outside that special mountain bike area set aside in the (still current) 2006 City Mounts Plan. Since then, despite signs on and around the downhill track clearly indicating *"Do not modify this trail or create other trails (offenders will be prosecuted)"* further trails have been progressively cut without approval throughout the Park and continue to be kept open by clandestine pruning and branch sawing. Bikes have increasingly encroached without authority onto virtually all other existing trails in the Park (some of which were externally funded for walking-only). Any unauthorised creation of new trails by walkers (claimed by some) has been either zero or absolutely minimal throughout the same period. Importantly, the City has not managed, or had the resources to manage, unauthorised bike trail establishment or unapproved trail use.

In more recent times the Granite Trail and Circuit Trail on Mt Clarence have been formally promoted and signposted as **walking** trails (including the new totem style signage for walking use only) with a resultant increased level of use by both visitors and local residents. Regrettably, once again the City has only maintained these trails to a limited degree and has not attempted to manage the continuing and damaging use by bikes.

As discussed in more detail below, the proposed walk-only trails between the Forts and King Point area are no compensation for the loss of quality walking-only trails on the two main mounts. The King Point trails are essentially primarily of value for visitors to the Forts and to the historic ruins in the King Point area. This area is greatly separated from the local residential community around the Park and most of the trails being proposed are either old sealed roadways or old gravel tracks.

Finally, the coastal interface from Middleton Beach to King Point has a proposed dual use trail proposed below the existing boardwalk. This would be a very costly duplication of the nearby boardwalk and it also has inferior views. It would also become a *de facto* fishing access track. Any coastal points should be accessed by spurs from the boardwalk, a couple of which already exist.

**Part C. More specific comments on the draft trail proposals concepts and on the submission proposal for a new 'iconic' walk-only trail**

**Trail No 1 Green Dual Use Ridge Link Corridor (change to single use 'iconic' walk-only trail)**

Overview: As previously stated in the main body of this submission, dual use of this 'corridor' is strongly opposed. The overall alignment, significant heritage precincts, outward views from key vantage points and varied nature of the terrain and natural vegetation make this the **only** walking trail that has the length and potential to go anywhere towards the project's stated vision of 'world class' walking trails. It certainly will not be 'world class' but could achieve a reasonable degree of 'iconic' status at a State and regional level, and as such become a very valuable attraction to visitors... **but to achieve such status it must be walking-only.**

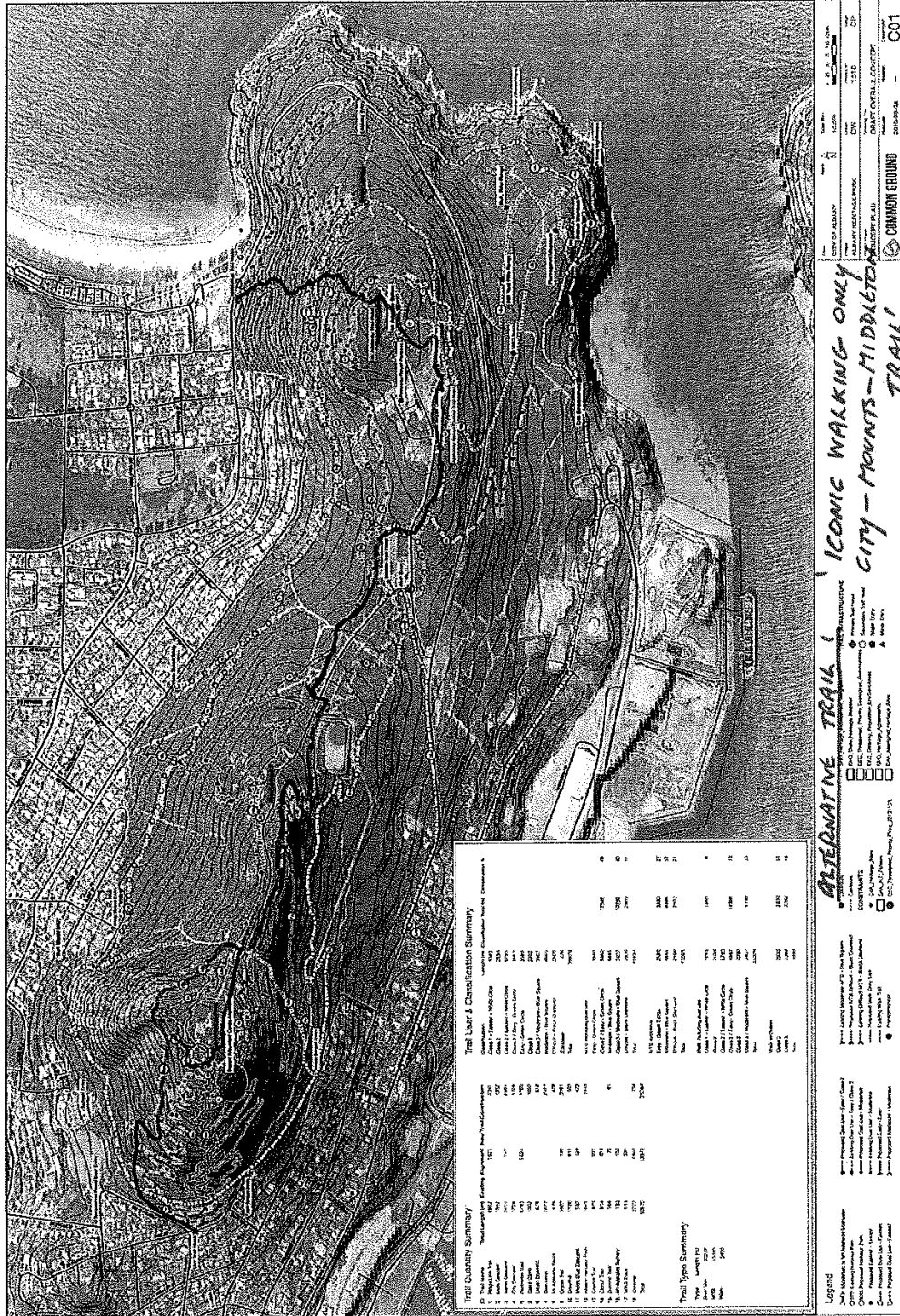
The notion of bikes being allowed to ride in an uphill direction on many sections would significantly detract from any iconic status and be counterproductive to building a reputation of walking quality and thereby enhance visitor marketing.

In order to maximise the quality of a walking experience, this trail needs to be of a narrower width of <1200mm as *per* the equally popular Granite Trail and Circuit Trail walking-only corridors –Nos 13 & 14. Without bikes a 1500-1800 mm width is unnecessary on the Ridge and this will be a major cost-saving and environmental impact-reducing advantage. There is an alternative return route for bikes up to Mt Adelaide *via* Forts Road and to Mt Clarence *via* Apex Drive (and also a possible variation on the south side of Apex Drive by reversing the direction of proposed bike trail 7a and linking it to 5p below for example). An alternative return route from Middleton Beach should be incorporated into that locality in a similar manner to the dedicated uphill bike-only return circuits on Mt Clarence's West and South-west facets.

Furthermore, based on the current long back-log of outstanding trail management works whereby the City is unable to adequately maintain or manage existing trails in the Park, let alone a quantum leap in additional new trails to maintain, it is almost certain that the 'uphill-only' bike use could be enforced. The unauthorised and un-manageable downhill biking that would inevitably occur, irrespective of signage, would be a serious public risk liability for the City and significantly compromise the desired iconic status and marketability of this important trail.

Specifics (**please see attached concept map**):

1. Once entering the Park from Hill Street City Trail Head the trail would be for walking use only and this would require a short section of gradually ascending new trail construction to avoid having to use a section of the Dual Use proposed descent (No 1a) and part of the Perimeter Corridor (No 5a).
2. It would then cross the old sealed extension of Watkins Road either near the drain or a short distance up the road but not as far as proposed trail No 1a, and then follow a new wide angled zig-zag to join the walking-only main trail (No 13a), above that trail's currently proposed intersection with trail No 1b.
3. It would then continue to follow Nos 13a, 15b and 15a to Padre White summit lookout, with a very minor modification to keep it separate from dual use trails by re-joining the existing short bush section of trail from the 'stepped log' next to the radio tower to the summit.



4. From the summit walkers would use the already existing sealed walkway to the Desert Mounted Corps memorial and straight down the stepped avenue to the main Apex Drive turn-around carpark.



5. For those who do not wish to go over Mt Clarence or when it is closed by events, walkers can by-pass the summit by using the Granite Trail direct to the same car-park. For those undertaking the walk in both directions they may well choose to use the two alternatives, thereby enjoying the unique features of both routes.

6. The walk-only trail would then follow along the south side of Apex Drive, roughly as shown for proposed trails Nos 1d & 1e, as far as the eastern boundary of the water tank reserve, but emerging at the southern seating area at the top of the Avenue of Honour. However, as this is a walk-only trail now, it would be narrower, would not require all the zig-zags currently proposed, and there would be no intersection with bike trail 7a.

7. From here walkers would cross Apex Drive to the northern seating area before following the northern edge of the Avenue of Honour to the first gate (the limestone water main track). About 7 memorial trees down and about 3 memorial trees before the powerline gate, the trail would leave the Avenue of Honour and diagonally enter the bush (where a spectacular view of the Middleton Beach, the Sound, and inland to the mountain ranges opens up). This view is worthy of a lookout deck and seat. The commencement of this section before the powerline gate is reached is critical in order to adequately include better views of Mt Gairdner at Two Peoples Bay and also of King George Sound. The walk would then go more or less parallel to, and at a varying width above, proposed bike trail Nos 3c & 3d all the way to the Saddle Trail Head. There is a wider gap than indicated on the map that can easily accommodate this. There would be no connection with the bike trail.

8. The walk trail would now head to the Princess Royal Fortress main entry either by a new 'walk-only' section north of Forts Road or by crossing the car-park and following a 'walk-only' route to the south of Forts Road. This section needs further investigation and is obviously intimately linked with alternative options for combined bike access on the south side of Forts Road.

9. Walkers would proceed to Mt Adelaide summit *via* the extension of Forts Road or by passing in front of the National ANZAC Centre to use part of walk-only No 17- or the un-numbered walk-only from the Centre itself which is underneath the 'Lewis Gun Pits' label on the concept plan map.

10. There would need to be a link from the summit lookout to a walk-only descent route to Middleton Beach. In time this could be provided by proposal No 8a, but in the shorter term the lookout on the original Nature trail would be reached by a variation of 1j and 5t and then a descent approximating No 1j down to Middleton. (Note : the zig-zag detour currently shown on 1j to join the Marine Drive car-park is a long unnecessary detour for walkers and would inevitably be prone to short-cutting unless a more direct walk avoiding the detour is provided).

#### **Trails No, 1j, 2-, 3e, & possibly 8a, 11a & 11b – various trails to, or feeding into, Middleton Trail Head**

The Middleton Trail Head may need to be located further inland to the west end of the current car-park or even further towards the rear of Balneaire. This is because of other potential developments in the Middleton Beach/Ellen Cove area including the indicative

paucity of parking within that area irrespective of additional pressure for a walk trail entry point.

No further comments on this grouping of trails at this point as they also need to be factored in to other important trails - notably the historically popular Heritage/Nature Trail contouring around Mt Adelaide (Nos 5r, 5t & 5g)- as well as feeder trails (Nos 1h, 3a,5g,11a, 11b).

### **Trail No 3 and Mt Clarence to Middleton**

Section 3a and 10a are new proposals through previously undisturbed bushland upslope of known high value downslope vegetation/habitat. Most stringent environmental survey and dieback protection measures will need to precede any development of these trails.

There is a map error where these trails would cross Trail No 14a near the firebreak gate ...and trail 14a is missing from the map on its upper section to join Trail No 13b. The latter Granite Trail in particular will receive heavy use and so trails 3a and 10a must either stop at Trails 13b & 14b with a tight chicane (as at the bottom of the current Downhill Track) or have a flyover. When downhill events are occurring it will be essential to have stewards at this point to enable walkers to safely enter or leave the car-park. Pre-race (including preceding days) will attract riders wanting to practice their descents and for these the chicane should remain securely in place.

Section 3b is currently the push-back or ride-back track for the original downhill track and is now also occasionally used by walkers, and event spectators of course.

Section 3c planning **has circumvented the public consultation process** which is unfortunate because it would be far better as part of an iconic walking-only trails between the mounts. This 'demonstration' trail alignment has some minor scale design faults regarding best practice dieback hygiene which have already been discussed at some length with the project planning group, the members of whom unfortunately have apparently rejected the very minor adjustments that could help minimise potential increased dieback risk on downslope vegetation/fauna habitat.

I am unable to comment on 3d & 3e at this time without further inspection of the proposals.

### **Trail No 4 City descents/ascent (Nos 1a & 1b, 4- , 6a & 6b)**

Conceptually, this is probably a more acceptable bike trail area as it uses an already highly disturbed portion of the Park and has no large blocks of native vegetation downslope. However, it does have potential Threatened flora and Priority flora issues in areas from the summit almost to the Perimeter Trail and hence could require quite intensive flora surveys.

### **Trail No 5 Dual Use Perimeter Corridor (multi sectional)**

This corridor is extensively used by local residents around the north, west and south west sides of the Park for local recreation, including the more elderly and those with families. As previously suggested in Part A of this submission, wherever possible sections of bike-free corridor should be made available to reduce impacts upon these users.

Specific known opportunities for alternatives include the following:

- No 5s & 5h. There is considerable deterioration of this section behind the High School and Burt St West. Along the drain from Watkins Road the surface is holding well, however this part could become walkers only, with bikes required to use the slightly lower parallel boundary firebreak. The walking trail steps closer to Burt Street are in appalling condition especially after rain due to slippery mud, high bike impact in wet conditions and bikes attempting to descend along the side of the steps. This section urgently needs an alternative bike route to the Burt Street exit.
- The section of trail from Burt Street exit around the back of King Street is highly problematic due to the narrow corridor pinch point of only ~0.6m width, rocky ground, steep slopes and wooden steps, also partly directly adjoining a private property. The lower half of this section is also subject to significant erosion from water running off the granite catchment above which extends virtually all the way to the Granite Trail high above. It has been re-sheeted and/or re-constructed several times now by the City, but once again is in poor condition.
- It is recommended that this section of the existing walk-only Circuit Trail (presumably meant to be part of No 14b on the map) also be restricted to walking-only as for the balance of No 14b which is currently indicated as such. Bikes would have to use Burt Street West and then Burt Street East before re-joining the Perimeter trail proper. This detour is already being increasingly used for both individual bikers and for most competitive events.
- Section 5h is not a high priority but would be slightly preferable to walking along a short section of road. If bikes were indeed directed around King Street *via* Burt Street east & west they would re-emerge at the cross road track junction approximately 200m further East and this whole section could be bike-free to the cross tracks. There is also possibly Priority Flora in this section and it is also a well-documented high density common brush tail and western ringtail possum habitat section as evidenced by current and many previous surveys.
- Section 5c has an extremely dangerous bike track crossing which has seen several 'near misses'. The downhill track should terminate here with improved safety barriers and any extension should be overhead by at least twice the height of the race official platform deck.
- Section 5i is another 'nice to have', especially if it is walkers-only for this short distance. There is a shallow drainage line in this section which will need bridging to minimise erosion risks and reduce dieback risk. Any construction should be to the highest environmental/dieback protection standards. Bikes should continue to use the existing powerline/firebreaks around the new walk-only section.
- **It is easier to address the balance of the Perimeter corridor sections working anticlockwise from Hill Street.**
- Drain section 5s Watkins Road round to the top of Hill St south is fine for walking but quite narrow for multiple use and may need to be widened and used by bikes on the upslope side of the drain.
- The next section of No 5s along the drain to Innes St is less inspiring for walkers but could at least be single walk only use, with bikes to continuing to use the pipeline track. This section of the pipeline is very heavily used by dog walkers too.

- The continuation as No 5q is equally uninspiring for walkers *per se* but again allows another short respite from dual use. However the zig-zag back to cross the pipeline would probably be better changed to using the old 4WD track to the SW corner of the water reserve for walking-only. The line shown as 5o should not be used for bikes but could be used for walking-only. In either case, the pipeline is still available for bike use throughout.
- Planning beyond the water reserve is too hard to comment on at this stage due to uncertainties about other trails in the vicinity of the Saddle, and the future of the proposed single use iconic walk trail in that vicinity. However, there do appear to be several options for splitting walkers and bikes in the southern sections of the corridor.
- These in turn also affect the balance of the Perimeter route around Mt Adelaide to link up with section No 5i above. Ideally section No 5t from the Forts round to the Rotary Lookout and beyond should be walkers-only as pointed out several times above.

**Trail No 6 Addressed in Trail No 4 section above.**

**Trail No 7 As discussed above in Trail 1 –‘proposed iconic walk trail’**

This trail could easily be reversed so as to provide the uphill return for bikers and enable the Ridge Link to be walking-only on this section No 1d.  
 The 4 crossing of walking only Trail No 14a will heavily impact upon relaxed usage of that trail by walkers. Only one crossing should be permitted at the pipeline end of No 14b. Reversing the direction of No 7 would appear to make this easier to achieve.  
 Trail No 7 also traverses areas of know occurrence of Threatened or Priority Flora hence rigorous environmental assessment will need to apply and variations made accordingly.

**Trail No 8 Mt Adelaide Stairs Already addressed in Trails 1j- 11 above**

Landscape impact from Middleton Beach may also be an issue

**Trail No 9 Ocean Trail**

Section 9a along the coast is already largely addressed in the final paragraph of Part B above:

*‘the coastal interface from Middleton Beach to King Point has a proposed dual use trail below the existing boardwalk. This would be a very costly duplication of the nearby boardwalk and it also has inferior views. It would also become a de facto fishing access track. Any coastal points should be accessed by spurs from the boardwalk, a couple of which already exist.’*

Unable to comment on 9b or 9c at this stage

**Trail No 10 Downhill Corridor. This is addressed above under Trail No 3 See safety warnings!**

**Trail 11 Mids descent. Already addressed in Trails 1j- 11 above**

**Trail 12 Harbour Corridor Path Seems straightforward but not field checked yet.**

**Trail 13 Granite Trail**

This trail 13a & b is **highly popular with visitors and locals alike**. As indicated above in Trail No 1 'iconic walk trail' it needs to be walkers-only from the Park at Hill St (No 13a) all the way to Mt Adelaide and eventually to Middleton trail head. Section 13 b is already suffering from bike damage to moss fields on the granite slabs and erosion along the section from below the toilet block. It also has a prime lookout and associated seat and is an attractive alternative to the summit trail from town for those who do not wish to go up and over Mt Clarence. There is a highly dangerous short vertical metal spike on the trail in the slabs about 15m from the seat which needs to be removed. This has been verbally pointed out to various Council staff several times over the past ~ year. It is another example of the difficulty the City obviously has in dealing with day to day maintenance of trails even without the massive length and complexity of new trails proposed in the concept plans.

As indicated in Trail No 3 and No 10 sections above, there is a another significant safety issue where No 13a is crossed by the Downhill corridor just to the east of the toilets.

**Trail 14 Circuit Trail (map error – 14b label misplaced and trail not shown as extending to join Trail No 13b) Also see Trail No 7 above regarding numerous crossing by bikes on this trail.**

Trails No 14a & b are also highly popular with visitors and locals alike. Many people like to complete the 'circuit' by using the western sections of the proposed Perimeter Trail between Burt St and the south end of Hill St *via* the drain, thence along the pipeline to the steps and back to the Apex Drive car-park.

Ideally those sections of the Perimeter Trail should remain for walking-only as currently signposted with totems.

As indicated above under Trail No 5, the section of Perimeter trail from Burt St west round to King St is highly problematic for bike dual use due to an unavoidable physical pinch point immediately adjacent to a private property boundary. Quite apart from this difficulty, there is a privacy and security issue for the property in question plus a drainage problem after heavy rain when water runs down Trail 14a due to failure of the City to maintain cross drains...and then ends up in the property driveway and yard. This problem commenced several years ago after over-wide maintenance clearing and has been exacerbated since by bikers skidding round the exposed ends of water bars and consequently causing drainage to divert down, rather than off, the track.

**Trail 15 Summit Trail Corridor See Trail 1 comments above regarding final section to Mt Clarence summit (Specifics Point 3)**

**Trail 16 Mt Adelaide Battery See comments in Trail 1 above re incorporation into proposed walk-only access to Mt Adelaide**

**Trail 17 WW2 Track**

This trail is shown as already existing but below the small lookout above Marine Drive it is now closed off.

**Trail 18 Colonial Corridor**

This network, mostly of old roads and tracks, is essentially a visitor interpretation circuit focused on historic ruins and not really a prime recreational facility *per se*. It is misleading to list it in the context of walking trails without qualification and is also remote from the neighbourhood communities around other sections of the Park...hence is of low POS amenity value.

Relevant credentials of submittor:

*Neighbouring resident 28 years and daily user of the Park over that period, considerable experience in trail usage from short and easy through to long distance and very highly challenging in Australia and many other countries/continents, ~40 years of professional hands on experience planning, designing, supervising construction and subsequently managing hundreds of kilometres of walk trails throughout the south of Western Australia (including Bald Head, Porongurup Range, Bluff Knoll & all Stirling Range trails), previous help with trail planning for Shire (Sandpatch steps/Point Possession) and City of Albany (Mt Clarence Circuit Trail north), instigated first Western Australian trail maintenance management strategy – entire South Coast Region 1991, alignment & design of highly popular Little Grove to Nullaki section of Bibbulmun Track mid 1990's, creation including alignment, construction supervision, maintenance planning, visitor interpretation, trail brochure for 'iconic' Mamang and Hakea Trails, Fitzgerald River National Park – to strict EPA environmental standards 2012-14, awareness & management experience with Phytophthora dieback issues (including in the context of trails) ~ 38 years, 1984 Churchill Fellow studying wilderness & visitor safety in Western US/Canada, and...member of IUCN (World Commission on Protected Areas) Mountain Specialist Group ~ 25 years several publications addressing trail management & geo-tourism issues, also trail & rock climbing guides writer.*

#### Part D Photographs

Due to my long term professional interest & experience with walk trails, and also living close to the Park for some 28 years with daily visits on average, I have an extensive collection of photographs of Park trails and trail management. The pictures below are not meant to be critical of bikers, walkers or the City as managers, but rather to illustrate some of the issues involved and commitments required to maintain trails in good condition as well as manage their use by the public. Put simply, trails do not manage themselves!

Furthermore, irrespective of proper design of new trails as proposed in the concept plans, all the existing trails will continue to be a responsibility of the City of Albany and, unless physically closed, will require on-going maintenance and management.



(Oct 2016)

Typical example of unmanaged bike use on a walk trail (Circuit Trail 14a) changing drainage and causing erosion by avoiding steps. Note how the top two steps are now disjointed and failing as well as becoming a trip hazard for walkers. Issues such as this illustrate the past inability of the City to maintain and manage walk trail quality and walker safety resulting largely from unauthorised bike use.

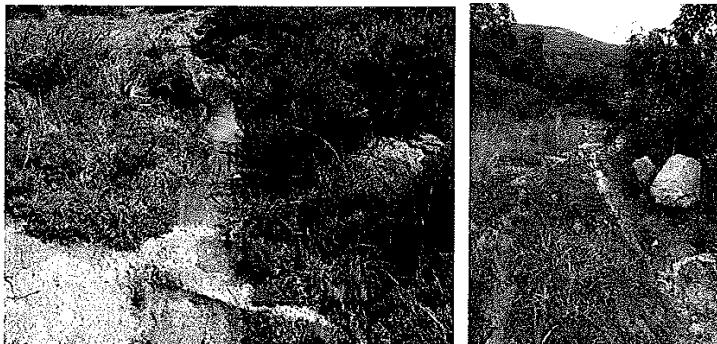
**Incorporation of the Mt Clarence drain into proposed dual use trails**



(Oct 2016) Innes St section prposed dual use in the plan

Unless there is extra wide clearing and a reliable flat walking/riding pad in addition to the drains, they will be best suited to one use group only otherwise someone has to walk or ride immediately adjacent to the drain with or without seasonal flowing water. Passing strangers within the drain itself when it is dried out is not appropriate unless one party steps up onto the bank.

**Lack of dieback disease management**



Very poor condition and high dieback risk 'unofficial' bike tracks Sep 2016.

There are many sites like this on the unofficial bike trails and they constitute a serious environmental risk due to mud being picked up on tyres and *Phytophthora* infection being spread over the Park. Sites such as these should be kept drained and sheeted to a dry running surface or physically closed altogether.

**Management of smaller slow draining sites**

On any new trails plus all existing trails that are remaining open any water retaining areas should be either back filled with clean limestone/ non-*Phytophthora* gravel (as required in 1) or (preferably) with short sections of decking boardwalk (2), in order to minimise risk of further *Phytophthora* spread. Longer duckboard sections are better for actual drainage lines (3,4)



The sections of boardwalk above are all over 12 years old and continue to do their job even though the reasons for their installation probably remain unclear to most visitors.

**Burt Street steps**



(Oct 2016)



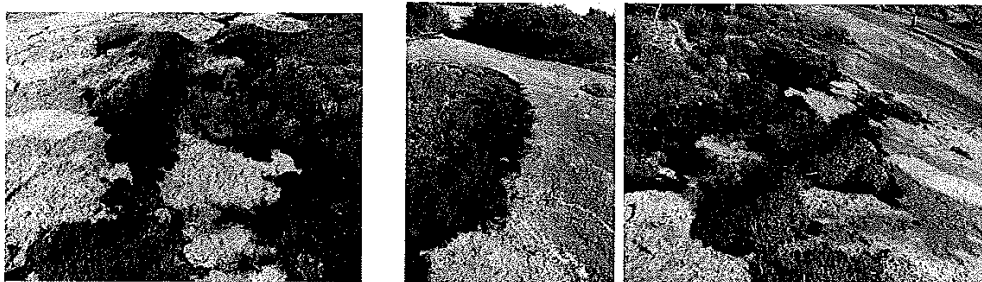
These are currently on a **walking only** trail (Circuit Trail) but in the past few years unapproved bike use has rapidly accelerated step damage and created longitudinal rutting leading to down track surface drainage and churning up of mud. The pressure of tyres, which are narrower than walking shoes, has compacted and puddled the stair treads. Also, walkers tend to place most pressure on the wooden step frontages. This section of trail is now being proposed as part of a dual use perimeter walking/bike trail...clearly, dual use of this section in such condition is not acceptable on environmental and public safety grounds.

**Damage to walk-only trail infrastructure (May 2006)**



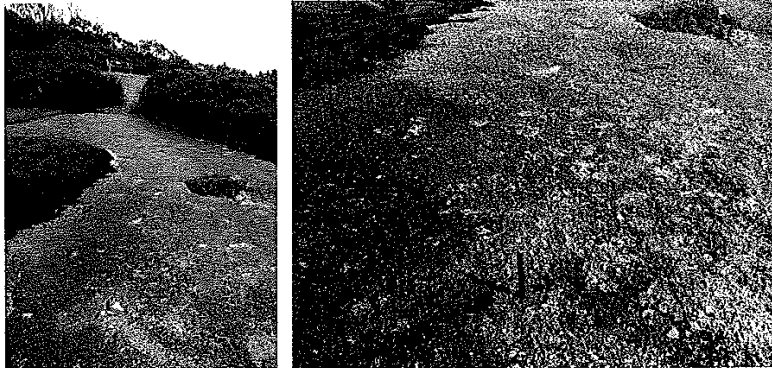
This is part of the current Circuit walk-only trail. The trail was established by Green Skills for the City several years beforehand. In April or May 2006 bikers physically removed the water bars and the short 'ladder steps' higher up the trail. Without water bars, trails such as this become drainage runnels very quickly and this is exacerbated by bike 'brake skid lines' as in the foreground of the left hand picture. In this instance the City acted quickly to repair the damage.

**Moss field bike damage including progressive 'corner cutting' on open granite slabs**



The damage above has only become obvious in the past 2-3 years and is on the Granite walk only trail (13b).

**Safety issues**



A dangerous metal spike (from a former trail marker post) has remained on the Granite Trail for over a year now. It is a trip hazard for walkers and a potential fall hazard for bikers. In a worst case scenario, if a person were to trip and fall onto the spike with their head, it could be a fatal outcome. As responsible authority, the City of Albany should undertake regular inspections of all trails it is supporting or promoting (including 'unofficial' ones that it has not physically closed). The City should also respond quickly to any such potential safety hazards when reported by Park visitors

**Signs with largely disregarded biking rules**



*Do not...create other trails, (Downhill Track) , Keep left, ring your bell, Ring bell or give verbal warning (Board-walk)..*

Occasional signs alone do not achieve the desired visitor behaviour as evidenced by the plethora of unofficially created bike trails and bike riders continuing to overtake pedestrians often at speed and without due warning on walks such as the main boardwalk, as well as on walking-only trails and *de facto* dual use firebreaks.

Reminder signage will be required to re-inforce more responsible trail use and regard for the environment.

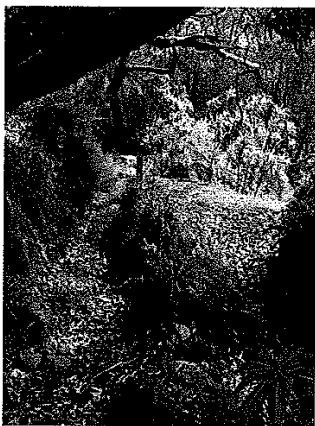
**Unapproved bike trail clearing**



(Oct 16)

Apparently work in progress – Mt Clarence western slopes.

**King Street pinch point**



The Circuit Trail runs immediately adjacent to (ie directly along the boundary of) private property at King St west. Quite apart from residential privacy issues, due to adjacent granite boulders and steep terrain, the trail has insufficient latitude here and cannot be widened to safely cater for dual use between Burt St and King St. The nearby lower section of Trail 14b, which is already proposed as walking only, extends to within about 50m of this pinch point and ideally should be extended to include the problem section as single walking –only use down to Burt St.

**Proposed walking- only trails in the SE section of the Park between Marine Drive and Point King**



About 2.3km or 40% of the total proposed walking-only trail distance within the Park (~ 5.5km) is located in the Point King area. This location is quite distant from the most scenic and residentially accessible areas of the reserve. Furthermore, the proposed walks here are largely on old roads and are scenically very limited . Fundamentally, this is a network of low level walking routes primarily to service Forts visitor interest in heritage sites within the SW corner of the area and will be of very limited direct interest to general walkers.

**David Rawlins (Via Email 23/10/16) Unsupportive**

Dear Sir,

I am personally very alarmed to see you would like to expand the Mount Clarence trails into much larger trails to accommodate more mountain bike riders.

At this stage from my observation on these trails they are infrequently used by regular bike riders so I do not see the need to destroy habitat which belongs to the native animals and birds .

Every time these parks are interferred with we lose native animals and birds until eventually there is nothing left .

I can see their habitat will become non existent.

As a ratepayer I would like you to find an alternative area and not spoil Mount Clarence.

Yours faithfully

David Rawlins.

Ralph Flowers (Via Email 23/10/16) Unsupportive

**ALBANY CITY COUNCIL**

**HERITAGE PARK BIKE WALK TRAIL  
CONCEPT PLAN**

**Carl,**

**I would like to add a few comments about the proposed bike and walk trails concept plan.**

**I have been walking, running and mountain biking around the Mt Adelaide and Mt Clarence for nearly 30 years. Some of the now existing trails I have created over that time. I think that basically there are enough trails of different levels to suit everyone, unless there is a plan to close lots of these trails which may prove difficult.**

**I do see a need however for the trails to be marked especially the fast downhill ones to keep walkers/runners and riders safe so that there is no conflict between these groups. Technical dual use trails are not a good idea.**

**There are many trails that only a few people use and these existing ones could be taken advantage of rather than creating new ones. The existing walk trails need little or no work apart from signage and the designated bike trails may require linking up.**

**I would like the trail using the Granite Trail down to the old water tanks to stay open (the one that the Urban Downhill use ). Maybe a new walk trail for this area would be less intrusive on the landscape than creating a new bike trail.**

**I can see a need for a trail from Mt Adelaide to Middleton beach. At the moment there are two trails one goes straight down from Mt Adelaide to the lookout on Marine Drive and the other goes via Morley Place to the car park near the Three Anchors Restaurant.**

**I think also there is a need for a jump park in area that is flat and does not require any clearing, similar to the one at Pemberton.**

**If too many trails are put in riders and walkers/runners will cut between them at various points so the mountain will become a maze of trails with a loss of vegetation.**

**Although I am sympathetic to the requirements of Disabled people I am against having any major pathway through this area. To facilitate a pathway for wheelchairs it requires a large amount of construction work and has to be sealed and a certain width which would remove more natural vegetation. Currently there is disabled access to Mt Adelaide, Mt Clarence and the Forts and along with the path way from the City to Emu Point, all of which have outstanding views. I feel that this group is well catered for.**

**Walkers do not like a lot of stairs. A lot of these people are in the 50 + age bracket and stairs can make things difficult for them. If stairs are needed they need to have about 100 mm rises with a tread of about 600 mm (soil or gravel is ok) so people can stand and rest with ease. I have enclosed photo (15) of stairs near the Magazine, these stairs are totally inappropriate as the risers are way too high.**

**Recently the trail from Mt Adelaide Lookout to the Mt Adelaide Loop Trail to the Wooden Seat and to Morley Place has been cut back.( Photos enclosed 4,5,8,10,13,14) I feel that this was unnecessary as this was a nice small single track and now it is two metre wide in some parts. Walkers and Runners like small width paths like the one through the Rock Garden (photos enclosed 1,2,) as these are far more interesting.**

**If walkers, runners and mountain bike riders are to be encouraged to use this area we have to be careful not to make all the trails look like a firebreak.**

**Regards**

**Ralph Flowers**

**Middleton Beach**

**Albany**

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**Jesse Brampton & Sally Malone (Via email 22/10/16) Unsupportive**

PO Box 5667, Albany, WA 6332 66B Wylie Crescent, Albany, WA 6330  
 Mr Carl Beck  
 TravelSmart Officer  
 City of Albany  
 PO Box 484, Albany 6331  
 Dear Carl,

We are writing to offer some detailed feedback on the Albany Heritage Park Trails Concept Plan which we felt was better provided in a letter format as we have taken some time to review the publicly-available documents.

We have both lodged comments via the web survey from the point of view of adjacent residents and users of the reserve. The following comments and points are offered from our professional perspective.

Between us we have decades of experience in trail strategy development and construction, and are also both keen walkers and cyclists who have been active advocates for new and improved trails throughout the State.

We have an intimate knowledge of the Mounts reserve and offer the following constructive criticism with the aim of helping create enhanced trails which complement the assets of the Reserve in a way which will be sustainable for the City.

We have not had access to any supporting reports which the consultants may have provided, and so our apologies if some of the comments below are addressed in these.

We would firstly like to congratulate the City for its initiative in seeking to enhance the trails experience on the Mounts. Jesse in particular has been involved in enhancement proposals for this reserve since 1999, preparing the following documents for the City:

- Albany Trails Master Plan, Maher Brampton Associates, November 1999
- Works Schedule: Mts Clarence & Adelaide Trails, Maher Brampton Associates, February 2001

We believe that the reserve has unique natural, historical, heritage and recreation assets which are highly valued by the community, but which could be enjoyed and appreciated by an even wider cross-section of the population. The existing trails could clearly be improved –they could be better connected, offer a greater variety of experiences and be more clearly signposted - and we would wholeheartedly support this work. It is also accepted that there would be value in adding a limited number of new, high-quality trail experiences

However, our concerns centre around the following issues:

1. Project emphasis;
2. Mounts use and character;
3. Existing asset utilization;
4. User group emphasis;
5. Duplication, and
6. Ongoing management and maintenance capacity.

**1 Project Emphasis**

The project is marketed as a Trails Concept Plan in a Heritage Park. The emphasis is however clearly on the introduction of an extensive network of mountain bike trails.

As far as we can tell from the materials that have been publicly provided, of the new trails proposed, only 327m is exclusively for walkers, whereas over 11km of new trail is for the exclusive use of mountain bikes.

Over 25km of trail would become mountain bike accessible and the text accompanying the trails descriptions identifies 4 levels of mountain bike cycling skill being catered for; each with their own



dedicated trail/s. The same level of attention and resource provision is not afforded for walkers or other (more relaxed) groups of cyclists.

Indeed, there is historical evidence that walkers on nature-based shared use paths may feel their experience of a quiet walk in the bush is negatively affected by fast-riding cyclists and consequently they gradually abandon such trails, essentially creating 'bike only' trails over time. Even with thoughtful design, the potential for user conflict still exists (particularly on switchback routes) and walkers may not feel safe and may not be able to relax. Negative consequences rarely accrue for mountain bikers on such shared use paths, adding to the imbalance in proposals such as this. Indeed, over time, they benefit – as there is a reduced need to make allowances for walkers.

The advent of motorized / electric assist mountain bikes may make even hill-climbing cyclists unacceptably fast for shared use trails.

Despite the name, Albany Heritage Park, 'Heritage' is discussed only in the phrase 'interpretive experiences' in trails 16 ~ 18, with no added detail that we can see. This appears to be a deliberate down-playing of the longterm and accepted values of the reserve, and could well attract significant negative reaction from the wider (non-cycling) Albany community. It is as if a significant change of primary purpose is being proposed in what could be construed to be a rather surreptitious fashion.

To summarise this point, the project appears to be focused on mountain bike trail enhancement and construction, and it should be clearly identified as such. If this is not the intention, then the Plan needs considerable reworking to bring it into balance for all user groups – and to ensure cherished long-term values of the reserve are not usurped without the support of the wider Albany community.

## **2 Mounts Use and Character**

The Plan, if fully implemented, will change the character and use of the Mounts from predominantly informal natural bushland with walk trails and military heritage sites (with embedded and important natural and indigenous values), to a high profile mountain bike adventure cycle facility, skirting the historic military sites.

The City will need to consider if it is appropriate to alter a key central CBD bushland reserve with significant natural, indigenous and military assets from an essentially passive use, to one which is dominated by active recreation and has elements of extreme sport - and which requires duplication of a number of paths to try and prevent conflict between user groups.

We are yet to be convinced that cycling activity beyond the 'easy' level for families (and suitable for dual use trails), is appropriate for the Mounts given their long-term and established natural and cultural values. If it is, then this should be on a distinctly limited basis which does not put at risk natural or indigenous heritage and does not diminish existing passive recreation usage.

## **3 Existing Asset Utilisation**

We were surprised to see the low priority given to the Ellen Cove boardwalk (18c). This trail provides wonderful vistas, a variety of topography and environments, access to historic sites, a surface which is accessible to a wide cross-section of the community, an existing culture of sharing between cyclist and pedestrians and iconic outlooks. In short, it is one of the most valuable cycle and walk assets on the Mounts, if not in Albany, and is much loved by a wide cross-section of the community. It could be enhanced with better connecting points, a trail head at the Rotary lookout, improved maintenance, more accessible links to the water's edge and the Mounts, quality interpretation and weed management. In terms of value for money, this trail is enjoyed by such a wide variety of users that any improvements and new connections would be easily justified.

We feel that its lack of appeal to mountain bikers seeking challenging bush trail experiences has seen its potential – and the opportunity presented by its enhancement - ignored in this Plan. Of more concern is the parallel mountain bike / walk trail being proposed (9a) below 18c which will be difficult and expensive to construct, will be valued by a smaller sector of the community and will duplicate 18c – and this is not to mention the likely environmental impacts on such an exposed and fragile coastal site. Quite frankly, this proposal suggests a troubling lack of understanding of the values accorded the

east end of Mt Adelaide by many in the community, and indicates a scant consideration of resource prioritisation at a time when funds for projects such as this are scarce.

#### **4 User Group Emphasis**

We feel that a number of potential trails users have been left out or inadequately catered for in this Plan. In our work with other Shires in the State and elsewhere in Australia, we have noted increasing numbers of the following trails users:

*Electric bike users.* Many grey nomads are travelling with electric bikes, both touring and off-road style. They are looking for scenic cycle trails with places to stop and enjoy / understand the place's history, rest hubs or cafés, and circuits of a variety of lengths. They are not skilled enough for green, blue or black level bike trails and want to take their time and enjoy the setting. Many older local recreational riders fall into this category as well, whether they use electric bikes or not.

*Young families on bikes.* These riders are of a similar skill level to the above group. They have small children learning to ride who are at a developmental stage where their peripheral awareness is poor and they are unable to anticipate fast-approaching bikes or cars. They want safe trails with gentle gradients which are easy to access from car park tail heads and which provide young riders with an enjoyable natural trail experience.

*Older adults, people with disabilities and parents with pushers.* As the population demographic ages, we are noticing more older adults, some with mobility issues, wishing to access natural sites and interesting historic / heritage locations. While we accept that the topography of the Mounts makes full disability access difficult (and in fact the visual intrusion of endless AS1428 ramps can be an eyesore in natural locations) we think that much more could be done to provide for this group, and for people with small babies and young children.

After all, it is widely known that Albany has an unusually high percentage of retirees.

The text for trail No 1 states that the link between the Mounts will be wheelchair accessible. This would require very gentle gradients, a hard surface and regular rest points, which would come at a considerable expense for over 2.5km in length. Is this the intent, and if so, have the implications been costed?

Trails 12, 16, 17 & 18 are labelled with the wheelchair icon but we would question whether this can be accurate. They are likely to be an easy walking grade, but the wheelchair icon is misleading.

Trail 16 may well be able to be made fully accessible but is not shown on the plan, so it is hard to comment.

Accessibility in the Forts Precinct could be greatly improved. Presently the NAC, café and other buildings are accessible, but it would be difficult for a person in a wheelchair to reach the Wesfarmer's lookout from the lower car park, and the guns adjacent to the water tanks are inaccessible to wheelchairs due to the gravel surface. A more accessible trail circuit (within the sensible bounds of the site's topography and historic fabric) would be an asset and would allow more people of all abilities to enjoy more of the Forts Precinct. A combination of 'bush' trails and more formalised paths here would provide a variety of experiences.

The Desert Corps memorial is easily accessed; Padre White a little less so - but access here has been improved as much as is possible within the limitations of the natural features and granite outcrops.

*International visitors.* We are observing more international visitors in regional and remote sites. Some of these are young Europeans looking for extreme sport adventure, but many are from large cities in India and China and are not as adventurous. They are seeking to enjoy Australia's unique nature - and the vistas and bushland experiences available on the Mounts are a real draw for them. They are, however, not confident bushwalkers and need clear unambiguous signage, good quality trails and reassurance that they are in a safe location. Once they are confident of their ability to find their way home, they will become more adventurous and walk longer distances. We do not believe that these users have been adequately considered in the proposals contained in the Plan, and would like to see

more thought given to catering for their needs on the Mounts. The Plan as it stands has a significant equity of access issue.

### 5 Duplication

We understand that in order to reduce the likelihood of trail user conflict, separate trails for different users have been proposed. Unfortunately, this has resulted in multiple parallel trails at access points. There are 4 trails at each of the east and west entry points, and 3 – 5 parallel east-west trails between the Mounts. The need for this duplication suggests a much wider problem, and may even point to the Mounts being unsuitable for most mountain bike trails; particularly blue and black level ones.

The sheer number of trails proposed as a consequence of this "duplication reduces user conflict issues" thinking would see major fragmentation of the bushland on the Mounts, with quite likely significant negative outcomes for both flora and fauna. Further, this kind of planning generates enormous construction and maintenance costs – and the City has a distinctly limited history of funding trail construction or maintenance in this reserve (see 1999 and 2001 report recommendations).

### 6 Ongoing management and maintenance capacity

This duplication leads us to comment further on the maintenance load on the City of so many trails on and across steep slopes in a place known for its wet weather. We know that at least one of the new trails is on an old alignment that was closed as the gradient, soil type and water flows had resulted in trenching that was impossible to maintain. Further, we have observed rapidly expanding erosion issues on earthen sections of existing trails that have been heavily used by mountain bikes in recent years. Not surprisingly, flowing water follows the wear-line created by tyres, and subsequent trenching is now notable in a number of locations.

In our (extensive) experience the only way to avoid substantial ongoing maintenance issues is to construct bike trails to a very high standard, an expensive exercise in itself and a process which can result in unsightly infrastructure in the natural environment. We question if this is appropriate in a reserve cherished by many (almost certainly, the majority) for providing easy access to a peaceful natural environment.

As noted above, the sheer number of trails proposed creates significant environmental issues related to bushland integrity as well. Multiple corridors reduce contiguous habitat, increase weed and dieback incursion and exacerbate erosion.

Of major concern is that at least 7 of the trails appear to be new routes in previously untouched bush, while some of the existing paths, tracks and trails have not been utilised in the new plan. If the City was to seriously consider the adopting the Plan as it is currently presented the scale of potential environmental impact may warrant some kind of formal EIS process.

The number and variety of trails being proposed also raises the issue of their management. We understand that there will be a period of adjustment while users learn to share the Mounts, but the complexity of who is allowed where and when will require ongoing management if (non mountain bike) users are to feel safe, and if trails are to be used for the purposes and by the user group for which they were designed. Our concern is that the City may not have the capacity or funds to maintain and manage these trails, and that liability risk/exposure will rise substantially as a result. In conclusion, we would again like to stress our support for trails enhancement on the Mounts, but we are not convinced that this is the right location for a network of mountain bike trails aimed primarily at experienced and competitive cyclists.

The Mounts are an asset for the *whole community*, and embedding an adventure cycle zone (promoted Statewide) runs the risk of alienating the wider users for the sake of a few. We are also concerned that this narrow focus may not represent good value for money, as there are other users of the Albany Heritage Park who would also benefit from improved infrastructure and who we think represent a broader cross-section of the local and visiting population.

We would be more than happy to talk through the Plan with you and provide any professional assistance that we can. We have seen a number of these proposals developed over the years – only to gather dust in the City's storeroom. We would be very disappointed to see the opportunity for trail improvement lost yet again because it was not crafted to suit this historic and beautiful location, or the needs of the wider community. We are aware of the amount of time, work and consultation that has been invested in this concept, and hope that our observations assist in bringing the project to a sustainable and appropriate final form.

Sincerely,  
Sally Malone Jesse Brampton  
Friday, 21 October 2016  
CC: Samantha Stevens, Manager Recreation Services

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**Heather Carter (received via email 24/10/16) - Unsupportive**

I would like to comment on the concept plan.

A few points

There is already plenty of trails on the mountain.

There is already a purpose built trail for bikes.

There is plenty of room around the pipeline for dual use walkers and cyclists.

We need to be keeping the area as natural as possible.

It is very unique for tourists and locals to be able to experience our bushland in the centre of the city. The bush is already becoming damaged, there are lots of areas where it is dying trees and branches have fallen.

Also there are lots of areas where the tracks and bush haven't recovered from the damage the cyclists caused on the first Urban Downhill event. They cause gully's and erosion on the tracks and break branches.

I speak as a keen cyclist and walker, on behalf of the silent majority who don't speak up for many reasons to busy, think they cant make a difference. Who enjoy a peaceful quiet place in the heart of the City and our backyard.

Please don't destroy any more of the bushland lets preserve our heritage.

There are already plenty of dual use trails around our city, Middleton beach to Emu Point, Middleton beach to the city, out to Bayonet head on to Lower King, out to Little Grove and many more.

Thank you hopefully for listening and putting my points forward.

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**Jill Williams & Brad Kneebone (received via email 24/10/16) – Unsupportive**

Hi Carl thanks for considering this late entry of the Submission related to the proposed bike trails/walk trails on Mt Clarence and Mt Adelaide

- Safety is a major issue of high risk for walkers and riders on dual use paths. Separation of users is preferred to avoid accidents and possible litigation issues for the City.
- There seems to be an unbalanced number of exclusive bike trails compared to walk trails. The walk trails mostly seem to be shared with the bikes.
- A balance of 50/50 walk trails to bike trails would be a better balance.
- Given the sensitivity of the environment on Mt Clarence and Mt Adelaide, the total length of the trail network seems excessive for the area's limited capacity to absorb impacts from the proposal.
- The management and protection of flora and fauna is likely to be unsustainable from the impact of the current proposal given the City's perpetual limited resources for on-ground monitoring.
- Loss of habitat for the wildlife currently depending on these areas is of great concern, some areas need to be no go zones
- Dogs would be an added concern on dual use paths and should be on a leash at all times and given the sensitivity of wildlife in these areas it is the only refuge they have.
- Cat and feral animal controls are extremely important in these areas given the disturbance of wildlife by the increase in use by walkers and bike users

**Frederickstown Progress Association (received via email 2/11/16) – Supportive**

Carl Beck  
 Travelsmart Officer  
 City of Albany

Dear Carl,

Thank you very much for presenting and talking at our last Frederickstown Progress Meeting. We appreciated your information and the preparation the council has done to initiate this Trails Hub Strategy. Generally the meeting was very supportive of the overall mountain bike trail proposal. It was thought that the positives were:

- Encouraging activity in all ages and skill levels
- Creating tourism potential for attracting people to the area and encouraging longer stays

- Managing existing off road bike trails and corralling bike use to designated trails, thus hopefully discouraging 'self-made' tracks
- Rehabilitation of some currently degraded tracks
- Development of more walking and interpretive trails on the mountains

Following the meeting there are a few aspects and areas that the FPA would like to bring up and submit for public comment.

- The FPA would like to ensure that the Natural Reserves Strategy and Action Plan is completed and adopted before the adoption of the Trails concept plan.
- We would also like to see the council consider the current research being done by SCNRM and DPAW before final implementation of the trails project

We believe that no trails should be installed or ground disturbance occur until all biological surveys are returned and the Reserves Strategy is delivered.

We are anxious to protect existing wildlife and believe the protection of native animals form a core requirement of the strategy.

The meeting was interested in hearing about the 'minimal clearing' method of trail construction now being used and encourages the council to adopt 'best practice' in this regard. The most minimal 'footprint' for the trails should be sought and we strongly hope the project managers are held accountable in this regard.

It was also mentioned that large width firebreaks are no longer necessary due to modern fire-fighting methods, and the FPA asks if some of the existing large eroded firebreaks could therefore be rehabilitated to some degree.

As there are currently 'illegal' bike tracks in existence on the mounts, can we ask that the trail development also include rehabilitation of these areas?

Thank you for accepting these comments on behalf of the FPA

Alison Steer

President



## **Submission on Proposed Mountain Bike Trails on Mt Clarence / Mt Adelaide.**

Thank you for the opportunity to comment upon the Draft Concept Plan for Mountain Bike Trails on Mt Clarence/Mt Adelaide, Albany WA.

I welcome the prospect of a few more trails in these Reserves and in particular a good link down to Middleton Beach. I am acutely aware that encouraging people to get out and exercise is an important contribution to a healthier and generally happier community.

However I am made sharply aware of my responsibility as a citizen in my role of grandmother to future generations and of the need to hand over to future citizens an environment at least as rich as the one I inherited. Thus I raise the following issues:

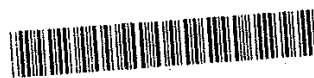
### **1. Methodology of the Planning Process**

Council have in progress a Natural Reserves Strategy and Action Plan being undertaken by Greenskills, Denmark and Dr Louise Duxbury. The Concept of a Trails hub is a geographical one and as such should have regard for the environment and any impacts upon it.

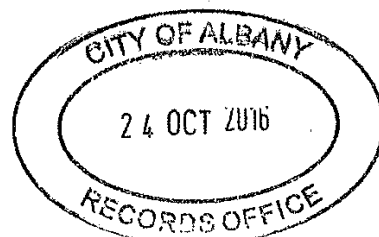
**Thus the Council should not consider adopting the Albany Heritage Park Recreational Trails Concept Plan until the Natural Reserves Strategy is Adopted – to do otherwise is irresponsible and not in keeping with the Management Orders held by Council over the Mounds.**

**SCNRM and DPaW are currently undertaking research on the Mts to establish the nature of the wildlife and flora here, several fauna and flora are vulnerable to a high risk of extinction and may require greater levels of conservation than provided now.**

**It would be unwise for the Council given the conditions of Management on the Management Order to approve the Concept Plan before the results of the research are known and evaluated.**



Doc No: City of Albany Records  
 File: ICR16240578  
 CR.COC.43  
 Date: 24 OCT 2016  
 Officer: TSO:MCE





## 2. BACKGROUND

I note that this area is an A Class Reserve, with exception of the C Class Reserve (Heritage) of the Forts and draw your attention to:-

Class A has the greatest degree of protection, requiring approval of Parliament to amend the reserve's purpose or area, or to cancel the reservation. The A classification is used solely to protect areas of high conservation or high community value. (State Land Services Department of Regional Development and Lands Booklet on Reserves)

Reserve (2682) Mt Clarence, along with Mt Adelaide and Mt Melville, was gazetted in 1894 Class C as a Public Park, Mt Clarence remains a Public Park and for Mt Clarence the land use is shown as Park (Landgate - Landuse enquiry detail), **details of Mt Adelaide Reserve have not yet been confirmed.** However in 1959 Mt Clarence Reserve was made into an A Class Reserve. (Note: the Wildlife Conservation Act 1950)The Department of Planning is listed as the responsible agency (now replaced by Dept of Lands) and the City of Albany holds a Management Order H603431(21.11.2000). (NB The C Class Heritage Reserve of the Forts, and the surrounding A Class reserves of Mt Adelaide-Parks and Recreation- are included by association in this submission as I have not had time to investigate them in depth.)

**Management Order Reserve 2682 H603431(21.11.2000). carries the following statement:-**

'The Minister for Lands (in the name of and on behalf of the State of Western Australia) orders that the care, control and management of the above Reserve be placed with the above described management body (CoA) for the purpose for which the land is reserved under section 41 of the Land Administration Act 1997, **and for purposes ancillary or beneficial to that purpose subject to the conditions stated above.**' Note the conditions are -' to be used for the Reserves designated purpose only'

*However, where the Minister proposes to cancel the reserve or its A classification, to change its purpose, to excise land for a road, or to reduce the area by more than the five per cent or one hectare (whichever is the less) permitted in specified circumstances, the Minister must:*

1. Advertise this intention in a State newspaper; and
2. No sooner than 30 days later, table the proposal before

*Parliament with an explanation.  
Either House of Parliament then has 14 sitting days to pass a  
notice of disallowance.*

### 3. Identifying and Targeting

Target 'stakeholders' and identified interested parties while addressing clubs etc have not included the majority of users of the area who are individual local walkers, few of whom read the local paper and all, but one couple, of whom I have spoken to in the last month – know nothing of the proposals. Additionally a great many of these users are people who value their privacy and the isolation and peace offered by the Reserve as this reserve has existed since 1894 few looked to see any drastic changes.

### 4. Public Comment

There has been considerable opportunity for public comment and the **Council is to be commended for this.** However with the failure to correctly identify users; and the additional failure to advertise on site, means that the Public Comment is grossly weighted towards cyclists. It is noted and commended that when I raised the issue just prior to the final 'public comment' that notices were prepared and erected at major entries to the subject reserves approximately a fortnight before public comment closure. Perhaps too little too late?

Many local authorities now insist on advertising contentious or likely to be contentious proposed changes **on site** as this is the surest way of attracting attention from users. However no method of communicating with the public is foolproof and the level of apathy in Albany is high.

### 5. A Class Reserve 2682 Mt Clarence

Purpose = Public Park and Management Order H603431

"Note 3 Conditions - To be used for the Reserves designated purpose only."  
' THE MINISTER FOR LANDS (IN THE NAME OF AND ON BEHALF OF THE STATE OF WESTERN AUSTRALIA) ORDERS THAT THE CARE, CONTROL AND MANAGEMENT OF THE ABOVE RESERVE BE PLACED WITH THE ABOVE DESCRIBED MANAGEMENT BODY FOR THE PURPOSE FOR WHICH THE LAND IS RESERVED UNDER SECTION 41 OF THE LAND ADMINISTRATION ACT 1997, AND FOR PURPOSES ANCILLARY OR BENEFICIAL TO THAT PURPOSE SUBJECT TO THE CONDITIONS STATED ABOVE'

**How does the Concept Plan demonstrate the manner in which Mountain Bike exclusive use trails with speeds approaching 60kms are either ancillary or beneficial to the purpose of a public park to protect areas of high conservation values?**

Portions of the Mt Adelaide Reserve outside the Forts Area (C Class Heritage Reserve) are variously reserved A Class for the purpose of Public Park with the addition on some of 'Recreation', however the purposes ancillary and or beneficial to the prime purpose gazetted and designated since 1894 of Public Park A Class for nature conservation.

- 6. When it comes to A Class Reserves most of us do not look for dramatic changes nor do we desire them. Investigation in Council and DPaW makes it possible to believe that considerable confusion exists as to responsibilities and leadership in protecting our reserves.**

Taken from page 3 the Mts Management Plan 2006 CoA -

**"Natural Environment - The City Mounts reserve system is a large area of natural bushland in the heart of Albany's city centre and represents an important natural vegetation corridor link in conjunction with Torndirrup National Park and the proposed Gull Rock National Park. The coastal corridor link across the south coast of Western Australia is the strongest east-west vegetation link in southern Australia and has national and international significance (Department of Conservation and Land Management 2003)."**

And p4 "Importantly, the City Mounts offer important urban bushland refuge. Native flora is in relatively good condition given the proximity of the reserves to the City centre. However weeds have intruded into disturbed areas particularly along roadsides, firebreaks and trails. Native fauna has probably been impacted upon early in Albany's development through land clearing for the townsite, although possums, bandicoots and bush rats are still relatively common. Domestic cats and feral animals are a threat to native fauna in most reserves but particularly those within the town centre." ***It is not clear what research this statement is based upon.***

And "2.6 Recreation and Tourism - The City Mounts have been favoured

recreation and tourism destinations since Albany was colonised. However modern day use of the reserves is far more diverse and prolific than at any time in the past. Community consultation has identified accessibility of the reserves as the most important value to protect (City of Albany, 2004). People have indicated that they enjoy **getting away from their busy lives** to enjoy the scenery and nature of the City Mounts without having to travel far from home." *Are some of these proposed trails just too busy for a park?*

**Natural Reserves Strategy and Action Plan undertaken by Dr Louise Duxbury and Greenskills Denmark 2016**, adds confusion to a confused arena. This proposes to be the City's strategy for developing 'a plan that is financially sustainable, **reflects environmental best practice and balances biodiversity conservation with community and user needs**'. It includes the three mounts, Adelaide, Clarence and Melville.

I am advised by Council that the above plan is in the final stages and it will be presented to the November Works & Services Strategic briefing before being presented to the Council for adoption in early 2017.

My impression is that the **Albany Heritage Park Recreational Trails concept plan** is driven by a lack of understanding of the significance an A Class Reserve, a lack of full consultation with everyday users of the Reserve and little understanding of Nature Conservation and the need for the City to observe the terms of its Management Order. The long term planning associated with an A Class Reserve and the proper consultation of Environmental Agencies is still to occur. **To adopt such a detailed concept Plan prior to engaging in full Environmental discussions could be seen as irresponsible in raising expectations that may well not be met.**

The new Dual Use tracks (and hopefully improved existing tracks) that do not encourage excessive speeds i.e. above 20kmph (?bearing in mind walking speeds of 3-4kmph) and **that encourage visitor awareness of the landscape, vulnerable or rare flora and fauna are supported as a being ancillary and supportive of a Public Park.**

## 7. Sense of Scale

A 70yr old woman can walk at normal walking pace from the west side of Mt Clarence to the eastern side of Mt Adelaide in approximately one

hour. The same person takes 15-20mins to cross the Reserves from the Forts entry and or Innes Street to Hare Street.

Is this then a suitable location to place 25kms of cycle track?

**8. Vulnerable Species** – it is my experience that the Western Ringtailed possum, a vulnerable species is abundant in the Reserves and is found mainly at heights of 1m- 3m. I am personally aware of incidents of dogs getting possums regularly during morning walks, dogs do not climb trees and to assert that tracks will enable possums to move overhead shows a lack of understanding of the habits of these friendly animals. Tracks will allow easier access for people and predators alike and tracks proposed for the north and east of Mt A and the West and South of Mt C are particularly intrusive into near pristine dense bush.

**9. Vegetation and clearing**

Role of volunteer weeders – most weed control in the area is by volunteers – should single purpose bike tracks be implemented how will these volunteers be able to access weeds carried in by bikes?

Previous ‘no clearing’ on the Down Hill bike ride has made a mess of the Northern slopes of Mt Clarence and it is possible that by instigating this single use track the Council may have contravened its Management Order for Mt Clarence.

**10. Mountain Bikes**

There is a Need for bells, speed limits etc

Bikes = vehicles and are controlled stringently under the Road Traffic Act – on Roads – contraventions of the ‘code of conduct’ proposed should be a matter of law?

**11. Costs and Council’s ability to maintain and oversee** this is extremely doubtful and on this basis alone I cannot accept the necessity of density and length of track proposed in the draft.

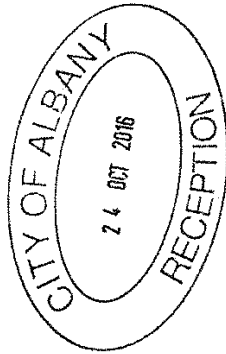
I have run out of time but basically cannot support this Concept in its current form – it is a dire case of inappropriate and overdevelopment in A Class Reserves.


I am continuing to research the issue of A Class Reserves and will inform you of progress as I go.

Kind regards

Juliet Albany

54 Duke Street Albany WA 6330



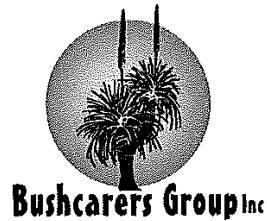
**City of Albany Customer Service Item Receipt**

Date: 24/10/2016 Time: 11:46 AM/PM No 06275

Customer: Juliet Albany

Description: Submission for Trails Mt Clarence

Deliver to REC Carl Beck Customer Service Officer: NS



Lord Mayor and Councillors,  
City of Albany,  
PO Box 484,  
Albany WA 6331.

Bushcarers Group Inc.  
PO Box 937  
Albany WA 6331

Dear Lord Mayor and Councillors

**Re: Request to Delay the City of Albany Council's consideration and adoption of the Albany Heritage Park Recreational Trails Concept Plan.**

We the Bushcarers Group Inc. respectfully request that the City of Albany (CoA) Council postpone consideration and adoption of the **Albany Heritage Park Recreational Trails Concept Plan** until after the draft **Natural Reserves Strategy and Action Plan** has been completed and adopted by the CoA Council.

Also that due consideration is given to the current research being conducted by State Natural Resource Management (SNRM) projects that are in partnership with UWA's CENRM and Department of Parks and Wildlife (DPaW). A highly qualified local fauna consultant (Dr. Sandra Gilfillan) has been engaged under a State NRM grant by the Oyster Harbour Catchment Group to study the endangered Ringtail Possums including those on Mt Adelaide and Mt Clarence; this research is due for completion in the next month or so.

We believe the City of Albany engaged Greenskills led by Dr Louise Duxbury to complete the Natural Reserves Strategy and Action Plan, Council Staff advise 'The above plan is in the final stages and it will be presented to the November (2016) Works & Services Strategic briefing before being presented to the Council for adoption in early 2017'.

**Background**

**The City of Albany Mounts Management Plan (2006)** quoted the Department of Conservation and Land Management (2003) p3, 'Natural Environment – *The City Mounts reserve system is a large area of natural bushland in the heart of Albany's city centre and*



*represents an important natural vegetation corridor link in conjunction with Torndirrup National Park and the proposed Gull Rock National Park. The coastal corridor link across the south coast of Western Australia is the strongest east-west vegetation link in southern Australia and has national and international significance.’ p4 ‘Importantly, the City Mounts offer important urban bushland refuge. Native flora is in relatively good condition given the proximity of the reserves to the City centre.’*

It is known that these reserves are home to rare/endangered flora and fauna, the Black Cockatoo Baudin’s Black-Cockatoo, Carnaby’s Black-Cockatoo, and the southwestern subspecies, the Forest Red-tailed Black-Cockatoo. All three of these iconic Western Australian birds are currently listed as threatened under both state and federal legislation. (from Birdlife Australia Southwest Black Cockatoo Recovery Program). Plus the Western Ringtail Possum this possum is a vulnerable species under the Environment Protection and Biodiversity Conservation Act 1999, was first recognised as Endangered in Western Australian Wildlife Conservation Act 1950 and is on the IUCN Red List of Threatened Species as Vulnerable (to extinction). The International Union for the Conservation of Nature (IUCN) is the world’s most comprehensive inventory of the global conservation status of biological species. (A fine of \$10,000 is liable for ‘taking’ or killing a Western Ringtail Possum).

**The Management Order** (H603431, dated 21.11.2000) held by the City of Albany on Mt Clarence appears overlooked by proponents of the Trails. Mt Clarence and Mt Adelaide have different purposes/uses, Mt Clarence is not a ‘recreation’ reserve as such but is a public park, ‘recreation’ carries a much wider connotation of uses.

Reserves (R2682) Mt Clarence, and Mt Melville, were gazetted in 1894 Class C as Public Park. Mt Clarence remains a Public Park and for Mt Clarence the land use is shown as ‘Park’ (Landgate - Landuse enquiry detail). Mt Adelaide (R27068) reserves had the word ‘Recreation’ added to the reserves’ purpose of Public Park and research is still underway as to the reason for this, it is thought it is connected to the Army use of the land and the Forts Class C reserve and subsequent heritage and tourism values.

In 1959 Mt Clarence Reserve became an A Class Reserve. (Note: the Wildlife Conservation Act 1950) DPI is listed as the responsible agency (now replaced by Department of Lands) and the City of Albany holds a Management Order H603431. Mt Adelaide is also vested with City of Albany (H633629) and both Management Orders date from 2000.

The whole area (Mt Clarence and Mt Adelaide) consists of A Class Reserves of Natural Bush, with the exception of the C Class Reserve of the Forts, your attention is drawn to:-

- ‘Class A has the greatest degree of protection, requiring approval of Parliament to amend the reserve’s purpose or area, or to cancel the reservation.
- The A classification is used solely to protect areas of high conservation or high community value.’ (State Land Services Department of Regional Development and Lands Booklet on Reserves). A Class Reserve 2682 Mt Clarence and Management Order H603431. Purpose = Public Park “Note 3 - Conditions - To be used for the Reserves designated purpose only.”

*"The Minister for Lands (in the name and on behalf of the state of Western Australia) orders that the care, control and management of the above reserve be placed with the above described management body (City of Albany) for the purpose for which the land is reserved under section 41 of the Land Administration Act 1997, and for purposes ancillary or beneficial to that purpose subject to the conditions stated above"*

We note The City of Albany statement in relation to the commissioned **Natural Reserves Strategy and Action Plan** that the *"strategy aims to develop a plan that is financially sustainable, reflects environmental best practice and balances biodiversity conservation with community and user needs"*. In our opinion it would be premature to make a decision about the **Albany Heritage Park Recreational Trails Concept Plan** prior to adoption of the **Natural Reserves Strategy and Action Plan**. We therefore request that the City of Albany Council postpone consideration and adoption of the **Albany Heritage Park Recreational Trails Concept Plan** until after the draft **Natural Reserves Strategy and Action Plan** has been completed and adopted by the CoA Council.

Kind Regards

Gillian Determes

Chairperson

Bushcarers Group Inc.

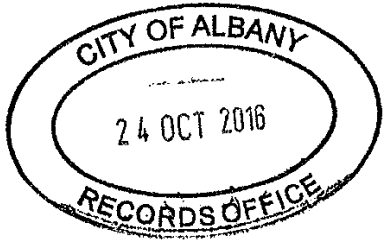
Maureen Cremin

Secretary

Bushcarers Group Inc.

13<sup>th</sup> November 2016

.....



Doc No: City of Albany Records  
File: ICR16240505  
Date: CR.COC.43  
Officer: 24 OCT 2016  
TSO.MCE

Attach:  
Box:  
For:  
Box+Vol:

TONY HARRISON.

My comments on the Albany Heritage Park.

Firstly, has the City of Albany Natural Reserves Strategy and Action Plan been finalized and accepted by the City of Albany Council?"

If you have adopted this Strategy then you need to clarify what Mt Clarence and Mt Adelaide are Natural Reserves or Developed Reserves, & not a Park.

As far as I can read and interpretate Mt Adelaide and Mt Clarence don't fall into the category of a Developed reserve, they are more in the line of Natural reserve. The only development is Water Cost tanks, the forts & Interpretive Centre and Mt Clarence memorials, Parade White etc. At least 90% of that Reserve area is Natural Bush.

When I look at the Proposed layout of all the bike and walk trails that criss cross all over Both Mountains, I begin to wonder, "What chance has the Wildlife got of survival with high tech push bikes flying down a heavily dense areas of the Reserve. At night cyclists will have bright L.E.D spot lights on their helmets blinding wildlife that might be on the tracks, also more wildlife will be killed along Marine Drive as they try to escape from the track construction, and the increase of movement and activity in their habitat areas.

We need to protect the existing vegetation, trees and granite outcrops which are the home for many native animals, large and small, these will come under threat.

The flora will also come under pressure from small trails being formed from the Main Bike trails, also erosion during heavy rains. All of these proposed tracks are facing all points of the compass, you will see erosion on those tracks.

I'm sure D.P.A.W has informed everyone that there is Die Back in certain areas, how is the City going to control the spread of it.

What provisions are proposed to control the use of motor bikes, and how to apprehend the offenders, it will be abused.

I feel there should be a reduction in the number of trails around the Mountains.

My suggestion would be a large figure of eight trail going around both Mountains. Two competitive trails at the Western end of Mt Clarence and two trails at the Eastern end going up and down to Middleton Beach.

All other established trails can connect into the figure of eight trail. - Boardwalk etc.

These are my concerns and my options.

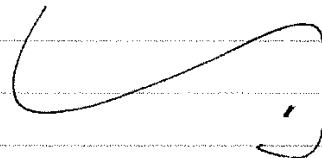
*Bony Tomlin*

23-10-16.

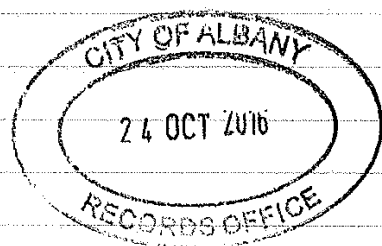
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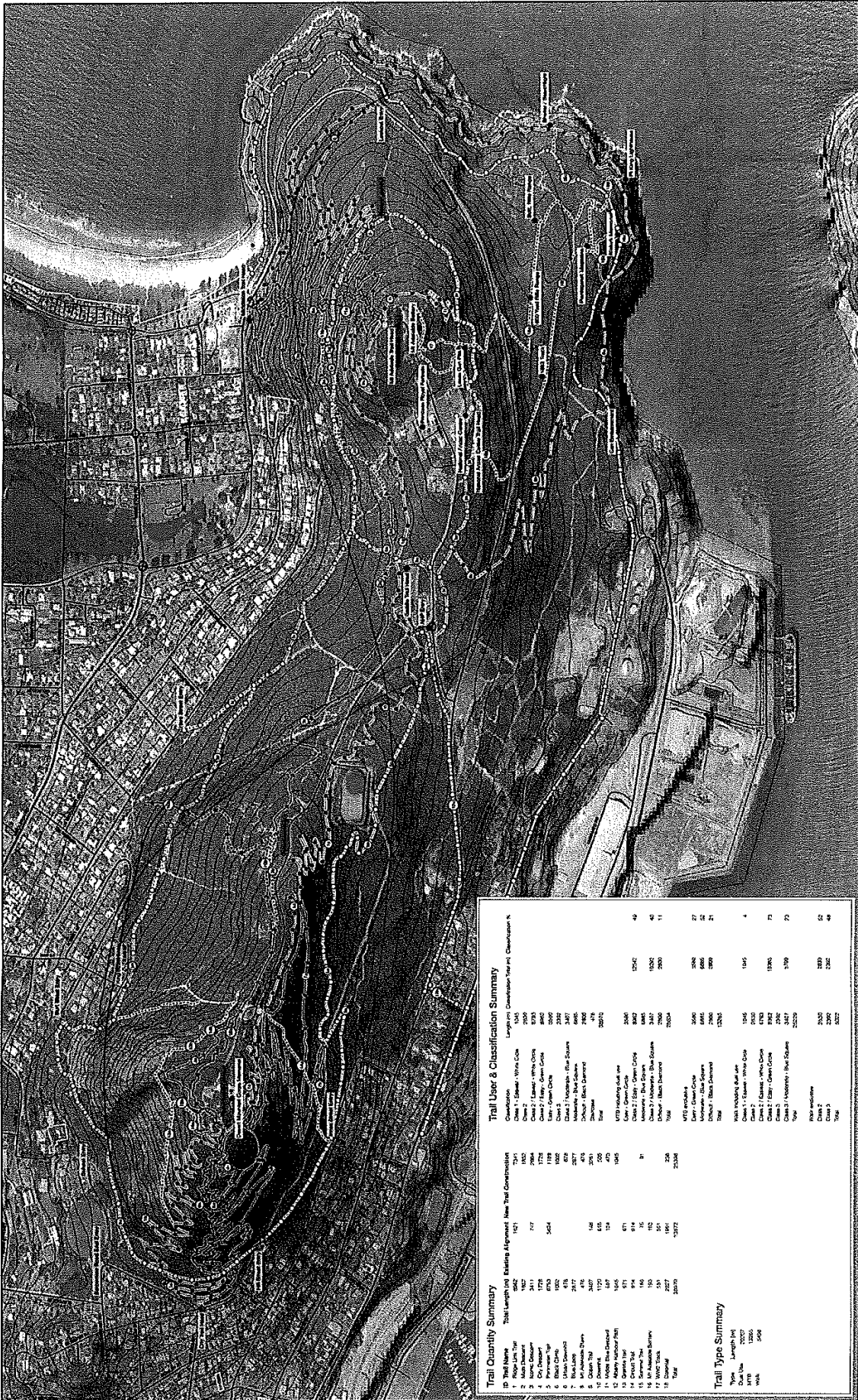
Three large areas of natural bush in close proximity to the centre of town are under threat. Heritage Park, Emu Point and eventually Baynot Head and Lake Seppings.

Let's hope the Reserves Strategy is put to good use. If we lose this bush then "Your" Reserve Strategy is a waste of money and time.



34 GORDON ST  
LITTLE GROVE  
ALBANY  
6330.





Date: 2016-09-28  
 City: ALAMY HERITAGE PARK  
 Project Name: CONCEPT PLAN  
 Project No: 1510  
 Client: CITY OF ALBANY  
 Design: DW  
 Scale: 1:500  
 Drawing No: 1510-CP  
 Title: DRAFT OVERALL CONCEPT  
 Date: 2016-09-28  
 Scale: 1:500  
 Drawing No: 1510-CP  
 Title: DRAFT OVERALL CONCEPT  
 Date: 2016-09-28

### Trail User & Classification Summary

Classification	Length (m)	Classification %	Classification %
Class 1 - Multi-Use	29505	49	49
Class 2 - Lightly Maintained	23024	38	38
Class 3 - Moderately Maintained	6685	11	11
Class 4 - Heavily Maintained	2302	4	4
Class 5 - Other	5072	8	8
<b>Total</b>	<b>70536</b>		

### Trail Type Summary

Type	Length (m)
Trail	70536
Other	5072
<b>Total</b>	<b>75608</b>

### Legend

D=0 - Intersection of 1st Avenue Extension  
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 D=100 - 100th Avenue Extension



Government of Western Australia  
Department of Parks and Wildlife  
Regional and Fire Management Services



Your ref:  
Our ref: 2011/001797  
Enquiries: Deon Uiber  
Phone: (08) 9842 4500  
Email: [deon.uiber@dpaw.wa.gov.au](mailto:deon.uiber@dpaw.wa.gov.au)

Mr Carl Beck  
Travel Smart Officer  
City of Albany  
PO BOX 484  
ALBANY WA 6331

Dear Mr Beck

#### ALBANY HERITAGE PARK CONCEPT PLAN

The Albany Office of the Department of Parks and Wildlife received an invitation to participate in public comment on the Albany Heritage Park (AHP) Concept Plan through the online survey. Upon review of the survey format Parks and Wildlife considered that a formal letter would be a better means to communicate the department's comments on this proposal.

The department recognises that the Albany Heritage Park lies completely within land vested and managed by the City of Albany and therefore our comment reflect matters for which Parks and Wildlife has legislative responsibilities for under the Wildlife Conservation Act. In addition we have provided broader comments relating to biodiversity conservation in general.

There are a number of threatened and conservation dependent flora, fauna and a priority ecological community that occur within the AHP area that may be impacted by the development of recreational walking and mountain bike trails if they are not adequately considered in an Environmental Impact Assessment (EIA) framework.

*Caladenia harringtonae* is the only threatened flora recorded from the AHP area and should be identified through targeted survey of areas proposed for any new trail development. Mitigation of potential impacts on this species should include actions such as avoidance of direct impact and prevention of any indirect impact such as erosion and altered hydrology where applicable. Continued consultation with the Albany District Flora Conservation Officer is requested for matters relating to threatened flora.

Threatened fauna habitat within the AHP area includes Carnaby and Baudin's Black Cockatoo's, Forest Red-tailed Black Cockatoo and the Western Ring-tail Possum (WRP). It is unlikely that the trails will have an impact on cockatoo roosting and foraging habitat and the department is pleased to see that there are large areas that are not within the trails area where these species will be able to move to if disturbed. It is assumed that existing informal walking and mountain bike trails not identified in the concept plan will be rehabilitated and ongoing use discouraged to gain greatest benefit of limiting trails to identified recreational zones.

The WRP Recovery Plan recognises the Albany populations as being significant for conservation of this *Endangered* species. The department's knowledge of WRP density and habitat use within the AHP and Albany area in general is deficient due to the lack of systematic survey and research. There are currently a number of projects underway by organisations such as the Oyster Harbour Catchment Group with support from UWA, Parks and Wildlife, the City of Albany, and the community that will improve knowledge and understanding of ringtail distribution and status in

**South Coast Region**  
120 Albany Highway, Albany, Western Australia 6330  
Phone: (08) 9842 4500 Fax (08) 9841 7105 Email: [albany@dpaw.wa.gov.au](mailto:albany@dpaw.wa.gov.au)  
[www.dpaw.wa.gov.au](http://www.dpaw.wa.gov.au)



this area. These projects include a UWA honours project focused on the AHP area titled 'Habitat use of western ringtail possums (*Pseudocheirus occidentalis*) in bushland remnants', and distance sampling to estimate density of ringtails within the City of Albany mounts reserves. The results of the honours project are currently being finalised and a summary will be provided when available.

Parks and Wildlife recommends that a WRP monitoring program is established for the approved demonstration trail (from Apex Lookout down to the Apex car park) for the purpose of documenting the impact of newly established tracks on the presence and density of WRP within proximity of the trail. It is likely that monitoring data will be informative at the detailed trail design stage as to how potential disturbance impact could be mitigated or minimised. Such monitoring could be supported by the working group that is overseeing the current WRP projects.

In general Parks and Wildlife supports the City of Albany's intent to formalise the management of recreational trail use in the AHP and the principles of constraining recreational activity into identified zones in order reduce pressure on other areas. However there is a level of uncertainty on how this approach will impact on WRP in particular within areas of high recreational activity due to a lack of research and studies into the species in the Albany area and the impact of trail on arboreal fauna species. With new information and knowledge being developed over the near future this should be supported and accommodated into Environmental Impact Assessment processes. These processes should also consider whether the concept plan in its entirety constitutes a significant impact on WRP and its habitat under the Environmental Protection and Biodiversity Conservation Act 1999 'National Matters of Environmental Significance'.

Impacts to native vegetation should also be assessed in the context of the Albany Regional Vegetation Survey (ARVS) (Sandiford, 2010) and the draft ARVS phase 2 biodiversity planning process developed by the Department of Planning in partnership with Western Australian Local Government Authority, City of Albany and Parks and Wildlife. The Environmental Protection Bulletin 13 establishes the ARVS as 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". The concept plan should also be considered in the context of the City of Albany Natural Reserves Strategy to ensure consistency of purpose and objectives for the AHP. The department understands that the reserves strategy and concept plan both will be presented to council in the near future

Mapping of Phytophthora dieback by Great Southern Biologic has shown that the reserve is largely infested with no areas deemed to be protectable from future disease introduction and spread. The department agrees with this position but provides the following additional comment. A recreation plan such as this presents the opportunity to encourage activity within identified recreation zones and reduce activity in other areas as discussed previously in this letter. Taking this approach also provides the potential benefit of decreasing disease vectors and rate of spread by discouraging the use and development of informal trails and should be recognised as such. Hygiene management should be considered in the development of new trails when importing basic raw materials that may carry other diseases or environmental weed seed. The potential for transport of disease from the AHP area to other reserves should be considered in hygiene planning as recommended by Great Southern Biologic.

For further information and advice, please do not hesitate to contact Deon Utber, Regional Leader Nature Conservation, at the Albany Office on 98424500.

Yours sincerely



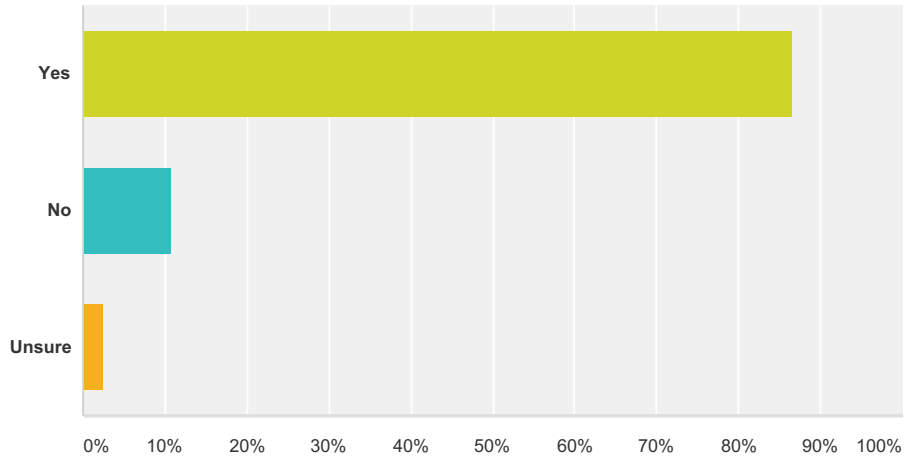
Deon Utber  
For Greg Mair

3 November 2016

Albany Heritage Park Trails Concept Plan Feedback

**Q1 Overall are you supportive of the concept plan**

Answered: 248 Skipped: 2



Answer Choices	Responses
Yes	86.69% 215
No	10.89% 27
Unsure	2.42% 6
<b>Total</b>	<b>248</b>

#	Comment	Date
1	Can't wait for more bicycle trails it will be amazing for tourism and locals	10/25/2016 7:34 AM
2	Could not open it.	10/23/2016 10:32 PM
3	Supportive of new bike trails but concerned that there are too many and disproportionate investment	10/23/2016 7:15 PM
4	I am very concerned about the excessive number of additional trails in what is a relatively small area. Has an assessment been carried out what impact these additional trails may have on the flora and fauna of the area? Will threatened species (Ring-tailed Possum for example) be impacted?	10/23/2016 5:58 PM
5	I have a problem with use of "trails" - this is Australia - we have tracks I also have a problem in that the links on the website didn't work so it was very difficult to get information. I also think there is insufficient detail about managing the other values of the parks and access for mountain bikes appears to have priority	10/23/2016 5:48 PM
6	I have belatedly discovered that a bike trails network is planned for Mts Clarence/ Mt Adelaide. Today I tried to find the 'link' to the concept plan, but found it was not on the City of Albany website! I am against the concept of bikes being encouraged to recreate on Mts Clarence/ Adelaide and surrounds for the following reasons: 1) the fragile soils will quickly erode with increased bicycle use; 2) the mounts are used extensively by walkers and dual-use bike/walk paths are incompatible in such an environment; 3) the area is botanically rich and further development of the mounts and surrounds will diminish their high ecological value; 4) further infrastructure development will decrease the aesthetic value, currently the mounts are relaxing and serene places to visit and walk; 5) increased bike use will increase the potential for introduction of Phytophthora dieback disease which will decimate the flora on the mount; 6) bike trails should be developed further away from the townsite, e.g near the windmills and towards Nannarup Rd; 7) I ride a mountain bike, a road bike and walk - having lived in Wittenoom St and therefore have intimate knowledge of Mts Clarence/ Adelaide and surrounds, this is NOT the place to develop bike trails and encourage further bike use on the mounts. Other sites in the region are more suitable and will not create a conflict between walkers and cyclists.	10/23/2016 4:53 PM
7	The number and location of trails will have a negative impact on the Mounts	10/23/2016 4:32 PM

Albany Heritage Park Trails Concept Plan Feedback

8	destruction of bushland is not in the best interest of the ratepayers	10/23/2016 4:09 PM
9	I think there are too many cycle tracks proposed and these are going to extensively modify the vegetation, particularly on the southern and western sides of the reserves, and in the area above Middleton Beach. I don't think you have really acknowledged the large number of people who WALK on the existing tracks daily and who are now going to have far less options for walking. From experience, I can say without hesitation that dual use paths don't work. I have twice been knocked off my feet by downhill cyclists coming at speed around sharp bends on walking tracks and what you are proposing is going to see a lot more accidents. Is the CoA going to indemnify walkers against injury?	10/23/2016 1:26 PM
10	While it has some reasonable elements, the Plan is overwhelmingly biased towards the 'adrenalin' end of the recreational use spectrum, in a way that is totally incompatible with the conservation, aesthetic and broader tourist values of the Towns main bushland reserves	10/23/2016 12:35 PM
11	It is too intrusive and potentially damaging to the landscape.	10/23/2016 12:27 PM
12	The Mount Clarence/Adelaide reserves are a rare and precious enclave of flora and fauna (particularly birdlife). A great deal of effort throughout our history has been invested in securing these reserves for future generations, on rehabilitation projects, and for controlling invasive species. These reserves and their natural values offer the citizens of Albany respite and pleasure through every season — pleasures that are afforded largely by low impact walks. Trails plans should be non-intensive, preference walks, and minimise biking and 'contests' that concentrate crowds and traffic. The scope and extent of the nineteen possible trails described in plans, outline a metastasising scenario of stresses and impacts that counter the peace and natural attributes these mountains give to the heart of our town — and represent an assault on the sanctuary that the people of Albany and its previous administrations have worked hard to safeguard. The trails plans should be limited to a few low-impact walk trails, and to areas where fresh impacts will not erode natural values, either through the trails themselves or crowds attracted to massive 'events'.	10/23/2016 11:11 AM
13	to extensive	10/23/2016 10:44 AM
14	I feel that there will be too great an impact on the flora and fauna of the mounts with the extent of new trails being planned.	10/23/2016 10:42 AM
15	Plan is needed, but there are way too many trails in the plan, and some seem to be totally unnecessary. I am very worried about the impact this many trails will have on the plants and animals, especially the rare ring tail possums that are there. The maps look a bit like a theme park, where the trails are the main purpose of the area. I do agree something needs to be done to sort the trails out up there, but this does not look to be the way. From someone who really cares about Albany, please drop some trails from the final plan.	10/23/2016 8:43 AM
16	This is a high biodiverse floral reserve in an inner urban area. It is unique and amazing and installing 25 kilometres of bike trails doesn't seem to be quite in balance with all the other recreational users enjoying the different heritage values of the reserve. A large assumption is made that bush walkers like to share trails with bike riders. In general they DON'T. Walkers often feel unsafe with bike riders and the gentle nature engaged experience of walking is often ruined having the higher technology/ faster moving bikes around. I don't think enough thought and respect has been put into catering for the two different kinds of groups who have a different perspective on the experience they are seeking.	10/23/2016 12:29 AM
17	Proposed trails clash with walkers. I have already experienced several near misses on the existing trail network because mountain bike riders utilise all paths on my Clarence/adelaide	10/22/2016 5:19 PM
18	See "other comments".	10/21/2016 5:29 PM
19	An excellent initiative to attract more active tourists.	10/21/2016 1:56 PM
20	The plan is heavily biased to a single user group (mountain bikes) and ignores wider community values with respect to nature and heritage	10/21/2016 8:53 AM
21	This plan does not appear to be balanced	10/17/2016 12:40 PM
22	The plan is difficult to interpret. Maps for each path proposal should be produced. What is apparent is the totality of eith dual use or bike only, there appears to be only a very very small amount of walk only paths. Your "Meet the Trail Users" document is a poor and overly generalised attempt to categorize current users. There are many many users from all around Albany, and particularly the residential permimeter of Mt Clarence that walk Mt Clarence on a dilay basis, many with dogs (under control but not on leashes). These people have been doing this for years/decades. One can only fear that dual useage will see an erosion of the ability to do this.	10/14/2016 10:40 AM
23	I	10/12/2016 4:24 PM
24	Notable exceptions	10/11/2016 7:19 PM
25	Definitely because we need more trails with jumps and obstacles.	10/11/2016 6:30 PM
26	Great to have a mix of walking and dual use trails. Would love to see more people travelling to Albany because of the "the trails".	10/11/2016 8:06 AM

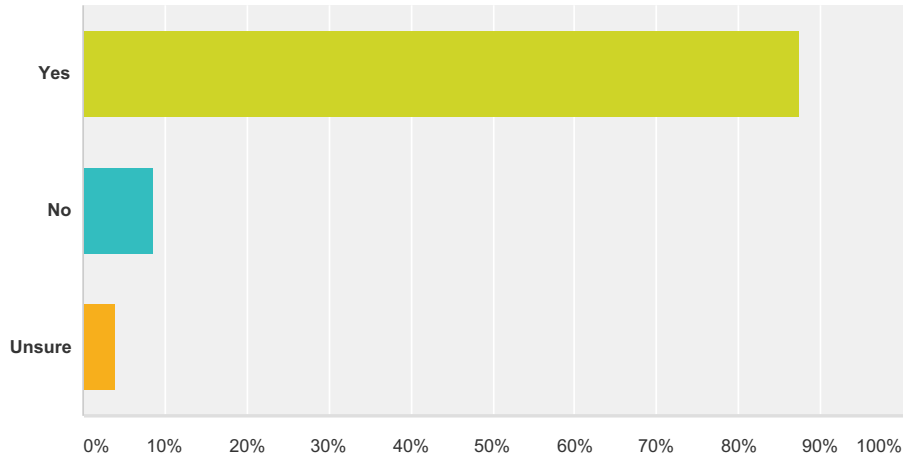
## Albany Heritage Park Trails Concept Plan Feedback

27	Looks like there is a little bit there for everyone - hope there are plans to do something similar on Mt Melville as there are big problems there to.	10/8/2016 6:28 PM
28	Be really good on the focus of a healthier lifestyle amongst all ages	10/4/2016 10:28 PM
29	Great for tourism	10/4/2016 7:21 AM
30	I believe that Albany has the potential to become a fantastic trails destination for locals and visitors.	10/3/2016 10:06 PM
31	Fantastic about time.	10/3/2016 9:43 PM
32	mtb is an olympic sport and the fastest growing sport in Australia	10/3/2016 9:12 PM
33	I think this is a great plan, with aspects appealing to many user groups. I sincerely hope it is not derailed or watered down by the few noisy opponents.	10/3/2016 8:56 PM
34	Yes more mtb trails are needed to make Albany a destination	10/3/2016 5:43 PM
35	I am a casual bike rider however I these the trails are necessary .	10/3/2016 3:49 PM
36	Looking forward to adding Albany to my mountain bike touring destination :-)	10/3/2016 3:14 PM
37	Health and protecting environment from ilegal ise of protectef reserves.	10/3/2016 2:22 PM
38	We do a lot of biking in Perth and would certainly visit Albany more if we there were fun, safe, purpose built trails for biking.	10/3/2016 2:22 PM
39	Much needed for local and especially visiting riders, af whom there are huge numbers	10/3/2016 2:20 PM
40	Please start building soon	10/2/2016 11:26 AM
41	Great idea,	10/1/2016 8:53 AM
42	I am concerned that it is too little too late and concentrates on inner Albany when there is huge potential outside the cbd. Having said that we have to start somewhere.	9/30/2016 3:49 PM
43	Essential for sustainability of trails an environment on the mounts.	9/30/2016 10:12 AM
44	Absolutely essential if Albany is to succeed in becoming a MTB centre	9/30/2016 9:40 AM
45	Any developments in our city that help to promote outdoor activities and provide a greater range of activities for locals and tourists has got to be a positive for our community	9/30/2016 9:08 AM
46	Absolutely yes. This is a much desired, and needed addition to the mountains for dual use activities.	9/30/2016 8:58 AM
47	Well balanced plan with something for everyone	9/29/2016 9:47 PM
48	Like it!	9/29/2016 7:25 PM
49	The community will benefit greatly from improved trails	9/29/2016 11:03 AM

Albany Heritage Park Trails Concept Plan Feedback

**Q2 Are you supportive of the Green Dual Use Ridge Link Trail (Trail ID 1)**

Answered: 246 Skipped: 4



Answer Choices	Responses
Yes	87.40% 215
No	8.54% 21
Unsure	4.07% 10
<b>Total</b>	<b>246</b>

#	Comment	Date
1	too many bike paths, mountain biking abd walking do not go well together	10/23/2016 5:48 PM
2	From the map provided is difficult to assess the exact location. There are existing tracks in this area that I use frequently. In wider, less vegetated areas with a flat gradient it could be possible to have a SAFE dual use track here but I would like to see more informative site plans before supporting this track absolutely. I am definitely not supportive of sections 1j near Middleton Beach, or 1b on the steep western slope above Watkins Road.	10/23/2016 1:26 PM
3	Dual use doesn't work with mountain bikes involved	10/23/2016 12:35 PM
4	Riders are not usually caring of walkers.	10/23/2016 12:27 PM
5	Comment as for "1."	10/23/2016 11:11 AM
6	again very extensive	10/23/2016 10:44 AM
7	I don't believe it is safe to have bikes and pedestrians on the same track.	10/23/2016 10:42 AM
8	Concerned about how wide this will be and how much ground disturbance there will be. Also needs to be planned really well, with lots of input.	10/23/2016 8:43 AM
9	It is a good idea to install a trail here which links the two mounts and is fairly easy grade. I assume this will be sealed as it will be high use and there will be erosion issues up the Mt. Clarence western end. These are highly erosive clay soils. .	10/23/2016 12:29 AM
10	Should be a walk trail only	10/22/2016 5:19 PM
11	So long as adequate line-of-sight issues are sorted.	10/21/2016 1:56 PM
12	See above	10/14/2016 10:40 AM
13	High risk for bike/walker accident.	10/11/2016 7:19 PM

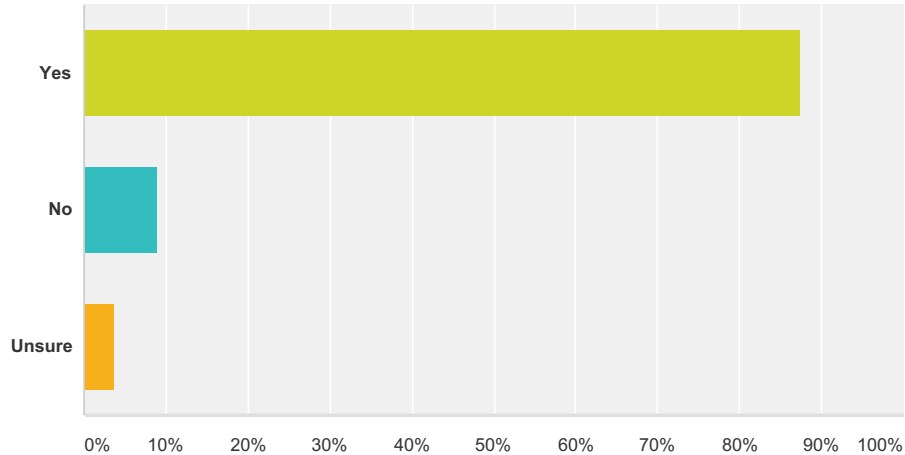
Albany Heritage Park Trails Concept Plan Feedback

14	I think this will be a good trail to take all of my visitors on as even our older family members should be able to do some of that	10/8/2016 6:28 PM
15	Dual use link trails work very well at other places where I have ridden and walked.	10/3/2016 10:06 PM
16	provided controls (trail design features) are in place to control rider speed.	10/3/2016 9:12 PM
17	Some danger to mixing riders with walkers	10/3/2016 5:43 PM
18	This is great to give families an optikn to ride/walk with younger kids.	9/30/2016 8:46 PM
19	Not sure what that is, but support trails for mountain biking definitely. The more the merrier.	9/30/2016 9:40 AM
20	Big potential for multiple use and tourism	9/29/2016 9:47 PM

Albany Heritage Park Trails Concept Plan Feedback

**Q3 Are you supportive of the Middleton Beach Green Mountain Bike Descent Trail (Trail ID 2)**

Answered: 246 Skipped: 4



Answer Choices	Responses
Yes	87.40% 215
No	8.94% 22
Unsure	3.66% 9
<b>Total</b>	<b>246</b>

#	Comment	Date
1	Could not open the map.	10/23/2016 10:32 PM
2	this reserves needto preserve nature and the enjoyment of it	10/23/2016 5:48 PM
3	same comments before as per destruction of bushlands	10/23/2016 4:09 PM
4	I think this is too steep and will result in considerable erosion and loss of vegetation on this slope. I also think there are too many trails proposed for this part of the mountain - 3 exclusive cycle use tracks plus a staircase is too much disturbance for the area. What on earth were you thinking??	10/23/2016 1:26 PM
5	No, this area is not suitable for damaging adventure sports. We should not be attracting mountain bikes to areas with such high sensitivity to dieback and related soil borne diseases.	10/23/2016 12:35 PM
6	Damaging to landscape.	10/23/2016 12:27 PM
7	Comment as for "1."	10/23/2016 11:11 AM
8	extends a current bike trail.	10/23/2016 10:44 AM
9	I don't see a walking trail for 'walkers only' doing a nice descent through the lovely woodland areas on this descent down to Middleton Beach area. There is a dual use path, and a steep stairway path but where is the lovely walkers only path so they can enjoy the nature experience on this side of the hill. This has always been a good possum spotlighting site for both western ringtail and brushtail possums because of the tall old timber. Why have cyclists got more trails on this side of the hill than walkers. A 'walkers only' trail would be good and not a manmade high intrusion staircase that removes people from the nature experience	10/23/2016 12:29 AM
10	This trail should be suitable for children and families to us	10/22/2016 7:56 PM
11	Mountain biking near a town centre? Awesome, and a real drawcard. Good for beginners and families.	10/21/2016 1:56 PM

## Albany Heritage Park Trails Concept Plan Feedback

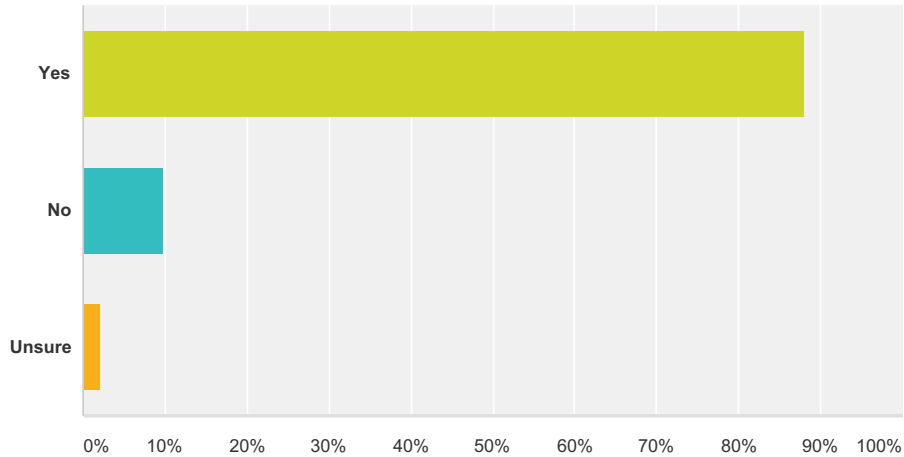
12	See above	10/14/2016 10:40 AM
13	Again high risk zone.	10/11/2016 7:19 PM
14	There is only one trail at the moment so this would be a great addition	10/11/2016 8:31 AM
15	I think this is a good idea to get the bikes that are going downhill away from us when we are walking	10/8/2016 6:28 PM
16	important to make sure new developments are accessible to all riding levels	10/3/2016 9:12 PM
17	Excelent fisical outlet for the town youth.	10/3/2016 2:22 PM
18	Im yet to see a non fire road green trail, my concern is we already have a lot of green trails linking other trails so are green downs necessary?	10/1/2016 8:28 AM
19	A direct route to middleton beach has long been an oversite of the adelaide trail network.	9/30/2016 8:46 PM
20	Yes Im supportive of a descending trail but I feel it should be blue with "b lines"	9/30/2016 10:29 AM
21	Prefer cross-country trails and fire roads more than technical trails	9/30/2016 9:40 AM
22	Good to seperate mountain bikers going down hill from walkers	9/29/2016 9:47 PM



Albany Heritage Park Trails Concept Plan Feedback

**Q4 Are you supportive of the Blue Iconic Mountain Bike Descent Trail (Trail ID 3)**

Answered: 243 Skipped: 7



Answer Choices	Responses
Yes	88.07% 214
No	9.88% 24
Unsure	2.06% 5
<b>Total</b>	<b>243</b>

#	Comment	Date
1	lack of detail about ensuring no erosion or weeds	10/23/2016 5:48 PM
2	as per comments above	10/23/2016 4:09 PM
3	See previous comments. I believe this slope is too steep and will result in considerable erosion and vegetation destruction.	10/23/2016 1:26 PM
4	No, this area is not suitable for damaging adventure sports. We should not be attracting mountain bikes to areas with such high sensitivity to dieback and related soil borne diseases.	10/23/2016 12:35 PM
5	Damaging to landscape.	10/23/2016 12:27 PM
6	Comment as for "1."	10/23/2016 11:11 AM
7	This makes sense.	10/23/2016 8:43 AM
8	Almost exactly where your no. 3 is located along this trail is a Banksia (dryandra) thicket which is habitat for honeypossums. There are not many sites like this on Mt. Clarence. Don't go through the B. sessilis thicket. There are some high erosive sites along this trail. How are you going to manage this longterm.	10/23/2016 12:29 AM
9	A great attraction for more experienced MTBers.	10/21/2016 1:56 PM
10	if all the new tracks are cleared that is a total of 13.5 kilometers. if they are 2 metres wide, that is 2.7 hectares, far too much bush cleared.	10/20/2016 3:47 PM
11	See above	10/14/2016 10:40 AM
12	There is only one trail at the moment so this would be a great addition	10/11/2016 8:31 AM
13	I dont know much about bike riding but the riders seem to think this is a good idea and again I like the idea of the bikes going downhill not being on the same track as walkers	10/8/2016 6:28 PM

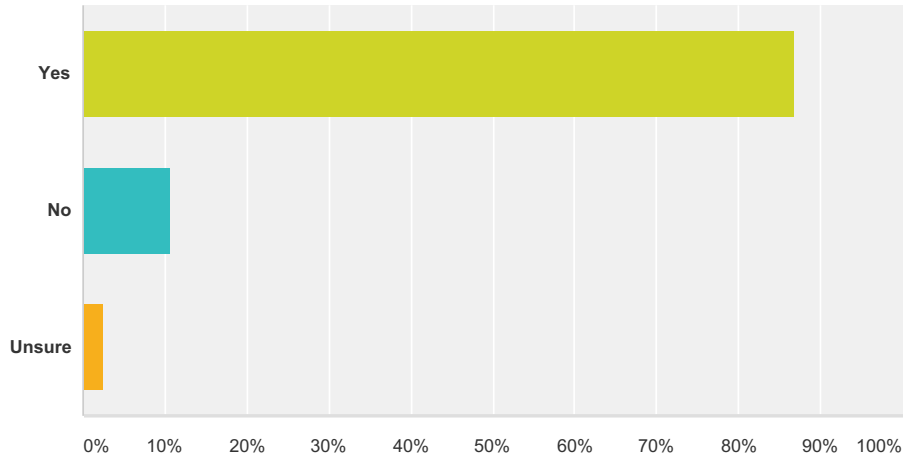
Albany Heritage Park Trails Concept Plan Feedback

14	More blue trails would be appreciated	10/3/2016 7:00 PM
15	That looks awesome	10/2/2016 11:26 AM
16	Would be priority number 1 for Mountain Bikers	9/30/2016 12:35 PM
17	As 3.	9/30/2016 9:40 AM
18	This will be great for a range of Mtb riders and good for events	9/29/2016 9:47 PM

Albany Heritage Park Trails Concept Plan Feedback

**Q5 Are you supportive of the City Green Mountain Bike Descent Trail (Trail ID 4)**

Answered: 245 Skipped: 5



Answer Choices	Responses
Yes	86.94% 213
No	10.61% 26
Unsure	2.45% 6
<b>Total</b>	<b>245</b>

#	Comment	Date
1	not another track to be made until current paths within these reserves are manage to prevent invasion of weeds and destruction of native vegetation which I have witnessed over 20 years	10/23/2016 5:48 PM
2	ditto	10/23/2016 4:09 PM
3	This appears to mean that the existing walk track (often used - dangerously - by cyclists) will no longer be available to walkers. As I use it regularly, I am extremely disappointed in the proposal. I also believe it is too steep, will result in considerable erosion and loss of vegetation and will result in boggy mud patches that will then lead to further incursions into the surrounding vegetation. The vegetation on this part of the mountain is generally in very good condition but this proposal will result in considerable vegetation removal and introduction of weeds and disease (what Phytophthora cinnamomi hygiene precautions have you built into the design of any of these proposed tracks?)	10/23/2016 1:26 PM
4	No, this area is not suitable for damaging adventure sports. We should not be attracting mountain bikes to areas with such high sensitivity to dieback and related soil borne diseases.	10/23/2016 12:35 PM
5	Damaging to landscape.	10/23/2016 12:27 PM
6	Comment as for "1."	10/23/2016 11:11 AM
7	To reduce the number of trails, I think a green trail at Middleton is enough.	10/23/2016 8:43 AM
8	Why is there no 'walkers only' trails on this southwestern side of Mt. Clarence? Why do cyclists have four (five including the dual use perimeter trail) between the two walkers trails of 13a and 14a. This seems like ALOT of inequity. Cyclists and nature walkers are not compatible recreational users.	10/23/2016 12:29 AM
9	As comments for trail 2.	10/22/2016 7:56 PM
10	the combination of these thre trails means that far too much bush will cleared. the whole idea of bush trails will be lost, as there will be too little bush left.	10/20/2016 3:47 PM

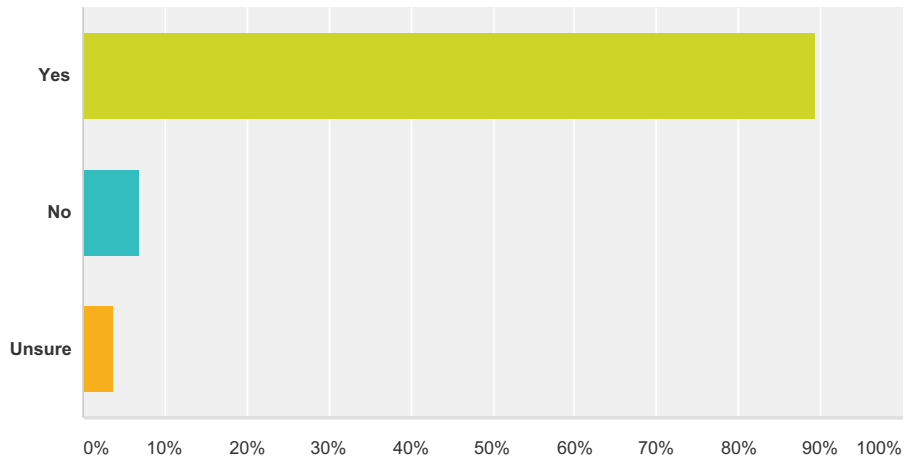
Albany Heritage Park Trails Concept Plan Feedback

11	See above	10/14/2016 10:40 AM
12	Waste of money.How many MTB riders have ability to ride current purpose built track? Few, resources better used where most will use.	10/11/2016 7:19 PM
13	Same as for question 3 - good idea	10/8/2016 6:28 PM
14	Im yet to see a non fire road green trail, my concern is we already have a lot of green trails linking other trails so are green downs necessary?	10/1/2016 8:28 AM
15	Yes Im supportive of a descending trail but I feel it should be blue with "b lines"	9/30/2016 10:29 AM
16	As 3.	9/30/2016 9:40 AM
17	Good to get riders selected from walkers when going downhill	9/29/2016 9:47 PM

Albany Heritage Park Trails Concept Plan Feedback

**Q6 Are you supportive of the Perimeter Dual Use Trail (Trail ID 5)**

Answered: 244 Skipped: 6



Answer Choices	Responses
Yes	89.34% 218
No	6.97% 17
Unsure	3.69% 9
<b>Total</b>	<b>244</b>

#	Comment	Date
1	Unless a substantial path - 2 lane sealed not suitable to share - even with this riders tend to go too fast	10/23/2016 5:48 PM
2	This is already used extensively by walkers and also to a lesser by cyclists. I am reasonably comfortable with some sections of it as a dual use path but there are areas where it is quite narrow and passing is difficult. I would only support its continued use as a dual path if there are clear rules for use - including cyclists going in single file, use of bells or other warnings to walkers, and only to travel at a moderate speed.	10/23/2016 1:26 PM
3	Dula use is already difficult, and sometimes dangerous, on the existing headland trail	10/23/2016 12:35 PM
4	It is potentially dangerous for walkers suddenly coming on descending riders. .	10/23/2016 12:27 PM
5	Comment as for "1."	10/23/2016 11:11 AM
6	I don't believe dual use is safe.	10/23/2016 10:42 AM
7	I am not sure how you are going to get the tracks suited to bikes and to be non erosive between ASHS School, Burt Street and King Street on this perimeter trail. These areas are steep and the bikes have already demonstrated how much damage they can do on these downhill, clay trails	10/23/2016 12:29 AM
8	good that it does not require more clearing	10/20/2016 3:47 PM
9	Could be longer/ take in more of the park	10/20/2016 12:38 PM
10	See above	10/14/2016 10:40 AM
11	As long as it is designed and sign posted so that riders know that they shouldn't be riding fast where there are riders	10/8/2016 6:28 PM
12	love this one.	10/7/2016 12:33 PM
13	Great idea	10/7/2016 10:01 AM

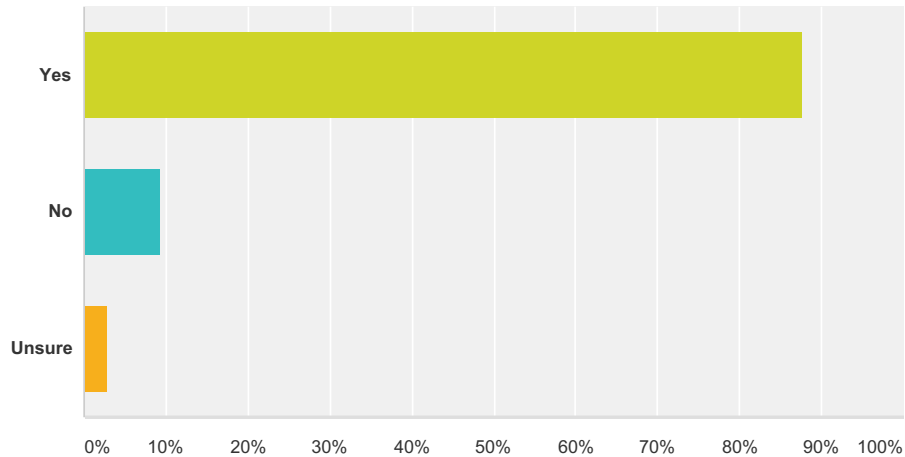
## Albany Heritage Park Trails Concept Plan Feedback

14	This will be a fantastic way to link everything up for all users.	10/3/2016 10:06 PM
15	as with Q2	10/3/2016 9:12 PM
16	Separated trails are better (less chance of conflict), but it's good to see some proper MTB downhill so the faster/braver/crazier riders can do their thing.	10/3/2016 3:14 PM
17	Good for general access to trails.	9/30/2016 10:37 AM
18	This is a good walk and will be good for beginner Mtb riders and families	9/29/2016 9:47 PM

Albany Heritage Park Trails Concept Plan Feedback

**Q7 Are you supportive of the Black Mountain Bike Climb and Urban Downhill Trail (Trail ID 6)**

Answered: 245 Skipped: 5



Answer Choices	Responses
Yes	87.76% 215
No	9.39% 23
Unsure	2.86% 7
<b>Total</b>	<b>245</b>

#	Comment	Date
1	if there is ongoing funding to ensure that no weeds establish, no erosion occurs and that people (often in vehicles) accessing the track also do not destroy the park	10/23/2016 5:48 PM
2	as per other comments above	10/23/2016 4:09 PM
3	No, this area is not suitable for damaging adventure sports. We should not be attracting mountain bikes to areas with such high sensitivity to dieback and related soil borne diseases.	10/23/2016 12:35 PM
4	See above	10/23/2016 12:27 PM
5	Comment as for "1."	10/23/2016 11:11 AM
6	Seems to be needed, but here are too many trails in this area. Why two black paths?	10/23/2016 8:43 AM
7	These blackdiamond tracks are only designed for elite sportspeople who are very focused on the physical challenge and they do not need to have a stunning bit of high biodiverse bush to carry out this kind of activity. Only about 1% of society has the skills to use this kind of track.....do you really think it is appropriate when they already have their downhill track which VERY FEW riders are skilled enough to use!! Maybe a black diamond track constructed in the already disturbed site of the granite quarry on Mt. Melville would be more suitable and spectacular for this group.	10/23/2016 12:29 AM
8	More of this please!	10/22/2016 4:37 PM
9	This is a great addition to Albany's reputation as a downhill mecca in WA. Will mesh in nicely with urban downhill event and give expoert riders some additional options.	10/21/2016 1:56 PM
10	A ridiculous suggestion for a single event a year	10/21/2016 8:53 AM
11	too much new clearing	10/20/2016 3:47 PM

## Albany Heritage Park Trails Concept Plan Feedback

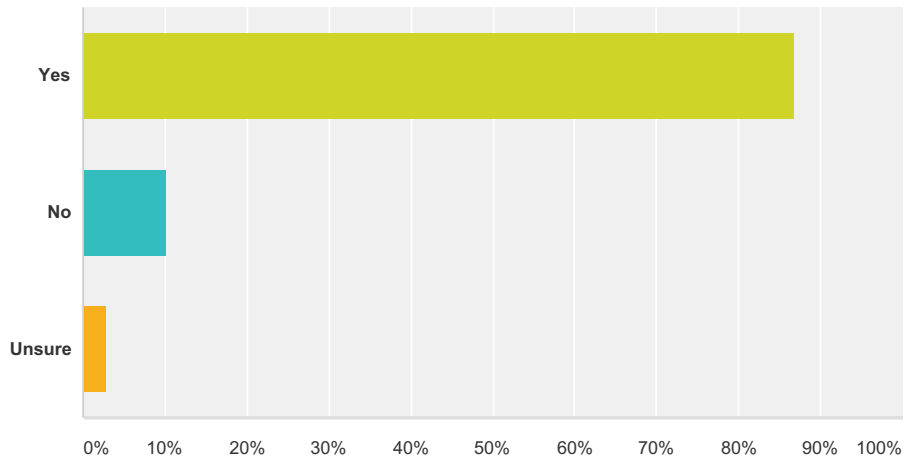
12	Should just be down hill	10/18/2016 6:12 PM
13	See above	10/14/2016 10:40 AM
14	See for 4 .	10/11/2016 7:19 PM
15	Need some technical trails to encourage all skill levels.	10/11/2016 8:06 AM
16	Is there enough demand for this to make it worth while	10/8/2016 6:28 PM
17	the network needs to cover all mtb skill levels. If high performance trails are not present to a suitable standard then illegal trail networks will pop up.	10/3/2016 9:12 PM
18	More DH is desperately needed	10/3/2016 5:43 PM
19	Does black trail need to link with Grey st east to be useful for the Urban	10/2/2016 11:26 AM
20	Urban Downhill is the best event to have ever been held in Albany! We must provide opportunity for this to grow and having good downhill trails (not that I am likely to ride them) is essential	9/30/2016 3:49 PM
21	An amazing event should have a permanent trial feature to maintain its profile.	9/30/2016 10:12 AM
22	Can see the need for this but probably won't use it	9/29/2016 9:47 PM
23	Most definitely supportive of some black trails!	9/29/2016 8:29 PM
24	Essential so attract more experienced riders to town.	9/29/2016 11:03 AM



Albany Heritage Park Trails Concept Plan Feedback

**Q8 Are you supportive of the Blue Mountain Bike Loop Trail (Trail ID 7)**

Answered: 244 Skipped: 6



Answer Choices	Responses
Yes	86.89% 212
No	10.25% 25
Unsure	2.87% 7
<b>Total</b>	<b>244</b>

#	Comment	Date
1	fast moving action based trails should not be in our high value nature parks but in areas already degraded - do ike riders want to enjoy seeing fauna and flora - or more after an exciting ride?	10/23/2016 5:48 PM
2	as per other comments above	10/23/2016 4:09 PM
3	Absolutely not. Again, it's overkill. There are far too many tracks proposed; this one again is too steep, and will take out too much vegetation both in initial construction and in subsequesnt erosion and impacts from cyclists.	10/23/2016 1:26 PM
4	No, this area is not suitable for damaging adventure sports. We should not be attracting mountain bikes to areas with such high sensitivity to dieback and related soil borne diseases.	10/23/2016 12:35 PM
5	Too many proposed bike trails. We will end up with erosion.	10/23/2016 12:27 PM
6	Comment as for "1."	10/23/2016 11:11 AM
7	Overkill.	10/23/2016 8:43 AM
8	What is going to stop the bikes from going quickly downhill on teh walking track when it crosses over it near the bottom of the slope.	10/23/2016 12:29 AM
9	Loops are always a good idea in cycling, rather than there-and-back.	10/21/2016 1:56 PM
10	See above	10/14/2016 10:40 AM
11	I hope this ill keep most of the fast riders off the duel use paths by being more attractive to them	10/8/2016 6:28 PM
12	Absolutely	10/2/2016 11:26 AM
13	Will be fantastic to have some fast flowing trail with well formed berms	9/30/2016 12:35 PM
14	Progressively difficult trails help challenge an keep people coming back to Albany and to physical activity.	9/30/2016 10:12 AM

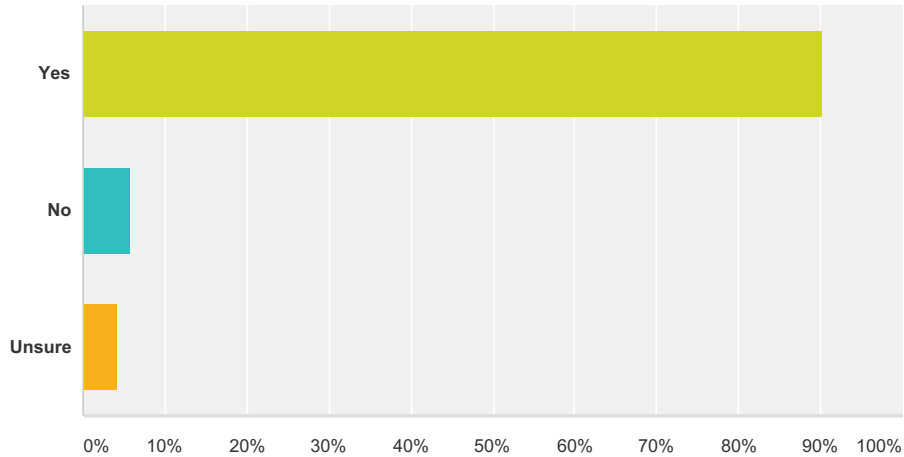
Albany Heritage Park Trails Concept Plan Feedback

15	This will be good for most Mtb riders and good for events	9/29/2016 9:47 PM
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Albany Heritage Park Trails Concept Plan Feedback

**Q9 Are you supportive of the Mount Adelaide Stairs (Trail ID 8)**

Answered: 243 Skipped: 7



Answer Choices	Responses
Yes	90.12% 219
No	5.76% 14
Unsure	4.12% 10
<b>Total</b>	<b>243</b>

#	Comments	Date
1	The expense and visual impact of these needs to be explored more	10/23/2016 4:32 PM
2	as per other comments above	10/23/2016 4:09 PM
3	I don't think they are needed	10/23/2016 1:26 PM
4	Comment as for "1."	10/23/2016 11:11 AM
5	Totally against this one. The proposal is ridiculous. This area is a natural area, with trails. Not a developed area with some bush patches.	10/23/2016 8:43 AM
6	This will suit some walkers but going up a man-made stair trail will not suit the people who want a nature experience and would enjoy a walking trail that is sensitive to the contour and gives them a personal experience with walking through the bush.	10/23/2016 12:29 AM
7	should avoid using concrete. Wooden or limestone would be best	10/20/2016 12:38 PM
8	Already exists.	10/11/2016 7:19 PM
9	Hope it wont be to wide.	10/8/2016 6:28 PM
10	Great idea	10/7/2016 12:33 PM
11	Great idea	10/3/2016 8:56 PM
12	Essential.	10/2/2016 12:26 PM
13	Would prefer these to be 'low-key' in nature rather than a large concrete construction.	9/30/2016 2:05 PM
14	Get tourists into our environment in a simple non threatening way.	9/30/2016 10:12 AM
15	This will be great for tourists wanting to get from Mids to NAC	9/29/2016 9:47 PM

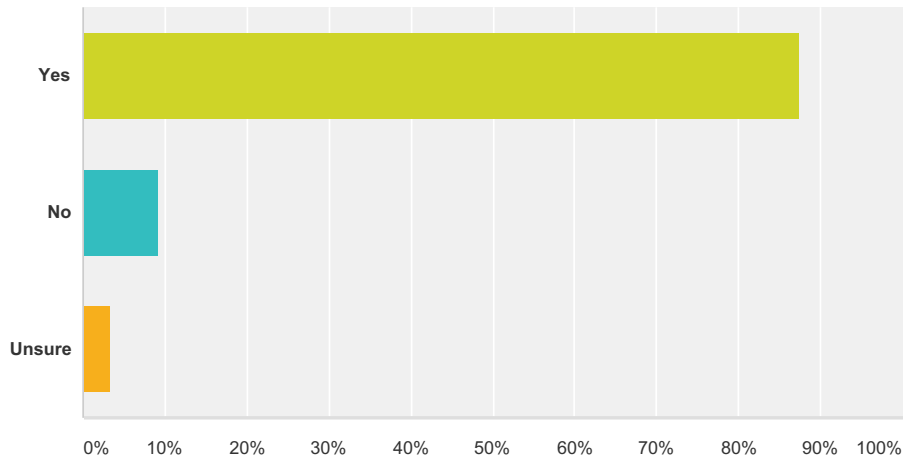
Albany Heritage Park Trails Concept Plan Feedback

16	Yes, but a chair lift with bike racks would be better	9/29/2016 8:29 PM
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Albany Heritage Park Trails Concept Plan Feedback

**Q10 Are you supportive of the Blue Dual Use Ocean Trail (Trail ID 9)**

Answered: 241 Skipped: 9



Answer Choices	Responses
Yes	87.55% 211
No	9.13% 22
Unsure	3.32% 8
<b>Total</b>	<b>241</b>

#	Comment	Date
1	Absolutely not. Why on earth would you propose constructing a second path, closer to the water, when the existing path is perfectly adequate and well-used? This is possibly the most ridiculous of all the trail proposals. It will go through sensitive vegetation (including some die-back prone), disturb areas used by bandicoots and honey possums, further open up the vegetation so that the bushland experience for users of the existing path is reduced, and cost ratepayers a heap for something that is totally unnecessary! I am really upset by this proposal.	10/23/2016 1:26 PM
2	Dual use is not a good idea.	10/23/2016 12:27 PM
3	Comment as for "1."	10/23/2016 11:11 AM
4	Another rediculus idea. Why dulicate the what is already there a bit higher up. You will be encouraging people walk near/on coastal rocks. I would have thought it would be dangerous to walk this close to the water - big waves and slippery rocks. Also a fragile coastal environment.	10/23/2016 8:43 AM
5	The boardwalk is already a successful dual use pathway. I think a pathway closer to the water detracts from the special views from the boardwalk, intrudes on the fishing experience of people down near the water and there are alot of damp sites, small wetland areas and seasonal creeks which run through this area	10/23/2016 12:29 AM
6	As this route is parallel to the existing board walk path, consideration should be given to separating cyclists and pedestrians. Possibly make the existing boardwalk path for peds and the new trail for cyclists, if finished with hot mix.	10/22/2016 7:56 PM
7	Again, so long as safety and line-of-sight issues are addressed.	10/21/2016 1:56 PM
8	This would be an outrageous duplication, and a massive impost on the natural environment	10/21/2016 8:53 AM
9	Pie in the sky	10/17/2016 12:40 PM
10	See above	10/14/2016 10:40 AM
11	Yes but also would be supportive of this being a walk only trail	10/8/2016 6:28 PM

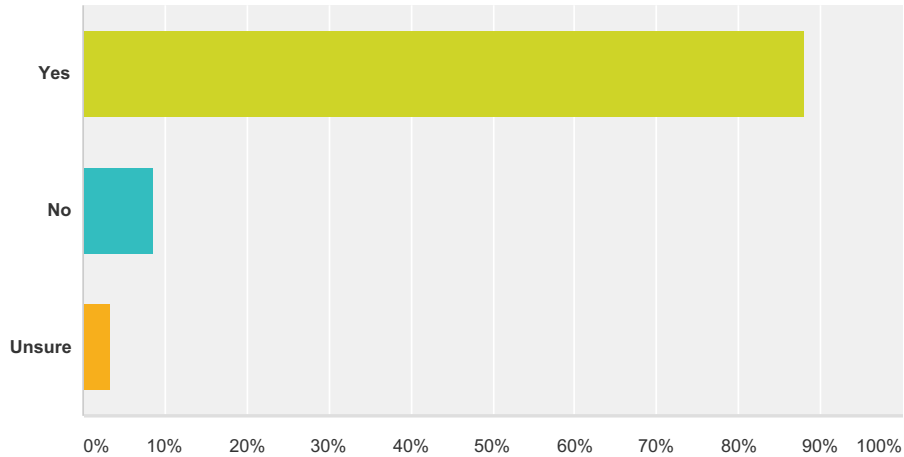
## Albany Heritage Park Trails Concept Plan Feedback

12	Depends how close to the waves for safety issues.	10/5/2016 4:15 PM
13	provided trail design features are in place to control rider speed.	10/3/2016 9:12 PM
14	I would prefer to see 2 separate trails, one for walkers and one for riders, but I think if done right this is still good	10/3/2016 8:56 PM
15	Some danger to mixing riders with walkers	10/3/2016 5:43 PM
16	Sweet	10/2/2016 11:26 AM
17	Yes a nice to have if enough funds available but not a high priority	9/30/2016 12:35 PM
18	A good senic route for vistors	9/30/2016 10:37 AM
19	Much needed improved access to the shoreline.	9/30/2016 10:12 AM
20	Great idea. I'd like to see trails out to Bald Head, Sharp Point, the Windfarm too.	9/30/2016 9:40 AM
21	Not sure about the benefit of this path as we already have the boardwalk. I would be concerned about the greater impact on our coast line and the fauna in the area. I would need to see some extensive environmental impact research done before making up my mind on this trail.	9/30/2016 9:08 AM
22	The current path is getting so busy it will be good to have another option. Would also be happy if it was walk only	9/29/2016 9:47 PM

Albany Heritage Park Trails Concept Plan Feedback

**Q11 Are you supportive of the Downhill Mountain Bike Trail extension (Trail ID 10)**

Answered: 244 Skipped: 6



Answer Choices	Responses
Yes	88.11% 215
No	8.61% 21
Unsure	3.28% 8
<b>Total</b>	<b>244</b>

#	Comment	Date
1	not enough planning about damage to other values of the park	10/23/2016 5:48 PM
2	as per other comments above	10/23/2016 4:09 PM
3	If well designed so that erosion and vegetation disturbance is minimised, this is probably one of the least offensive proposals.	10/23/2016 1:26 PM
4	No, this area is not suitable for damaging adventure sports. We should not be attracting mountain bikes to areas with such high sensitivity to dieback and related soil borne diseases.	10/23/2016 12:35 PM
5	Too many proposed bike trails.	10/23/2016 12:27 PM
6	Comment as for "1."	10/23/2016 11:11 AM
7	Seems they need it.	10/23/2016 8:43 AM
8	The erosion and cutaway this extension has already caused over the short time of 2 years is an example of how the bike tracks will erode and cut down into the soft deeper sand sites on Mt. Clarence. Why has this illegal track not already been closed, This is an example of how bike riders push through new tracks in the bush not caring about its longterm damaging impact.	10/23/2016 12:29 AM
9	It builds on something already there	10/21/2016 8:53 AM
10	this is a must do	10/19/2016 11:02 PM
11	See above	10/14/2016 10:40 AM
12	If it was above 2minutes for elite men to complete it, it would attract national events to the area, multiple lines need to be added to extend more competent riders and allow for juniors also to ride,	10/7/2016 1:29 PM
13	all riding codes must be included. downhill mtb is an olympic sport.	10/3/2016 9:12 PM

## Albany Heritage Park Trails Concept Plan Feedback

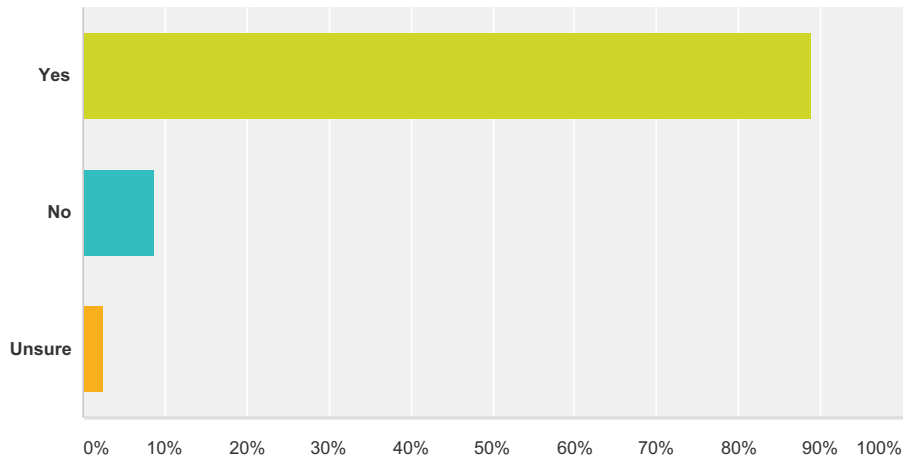
14	A great selling point to the very active DH community in WA	10/3/2016 8:56 PM
15	Very much so, Albany has a long history with DH	10/3/2016 5:43 PM
16	Downhillers don't need encouraging.	10/2/2016 12:26 PM
17	The existing track is already well used, extending it can only improve that.	9/30/2016 8:46 PM
18	Will help attract State and National races	9/30/2016 2:05 PM
19	Yes it will allow for a more challenging Downhill track to attract the Downhill crowd more often and able to stage more events	9/30/2016 12:35 PM
20	Opportunity for national level events.	9/30/2016 10:12 AM
21	But not sure it will achieve much once others are in	9/29/2016 9:47 PM



Albany Heritage Park Trails Concept Plan Feedback

**Q12 Are you supportive of the Mids Blue Mountain Bike Descent Trail (Trail ID 11)**

Answered: 242 Skipped: 8



Answer Choices	Responses
Yes	88.84% 215
No	8.68% 21
Unsure	2.48% 6
<b>Total</b>	<b>242</b>

#	Comment	Date
1	?	10/23/2016 10:32 PM
2	as per other comments above	10/23/2016 4:09 PM
3	No, this area is not suitable for damaging adventure sports. We should not be attracting mountain bikes to areas with such high sensitivity to dieback and related soil borne diseases.	10/23/2016 12:35 PM
4	Damaging to the environment.	10/23/2016 12:27 PM
5	Comment as for "1."	10/23/2016 11:11 AM
6	Have the green and blue on this side of the area, and have the black on the other. That would be a good way to reduce the number of trails.	10/23/2016 8:43 AM
7	This track will be highly visual from down in the urban area of Middleton Beach as people look up Mt. Clarence. The 'wilderness look' of Mt. Clarence and its vegetation is unique and amazing and this track will be unsightly and an example of humans just feeling they need to be 'everywhere'.	10/23/2016 12:29 AM
8	If there is to be a mountain bike descent to Mids there only needs to be one trail - either 11 or 2, not both	10/21/2016 8:53 AM
9	See above	10/14/2016 10:40 AM
10	Good to keep the riders going fast way from walkers	10/8/2016 6:28 PM
11	Totally	10/2/2016 11:26 AM
12	Once again a fast flowing trail from Mt Adelaide down to the new Middleton Beach Activity Centre will be an excellent addition to the network.	9/30/2016 12:35 PM
13	Joined up with the trail from mt Clarence this will be an epic long down hill.	9/30/2016 10:37 AM

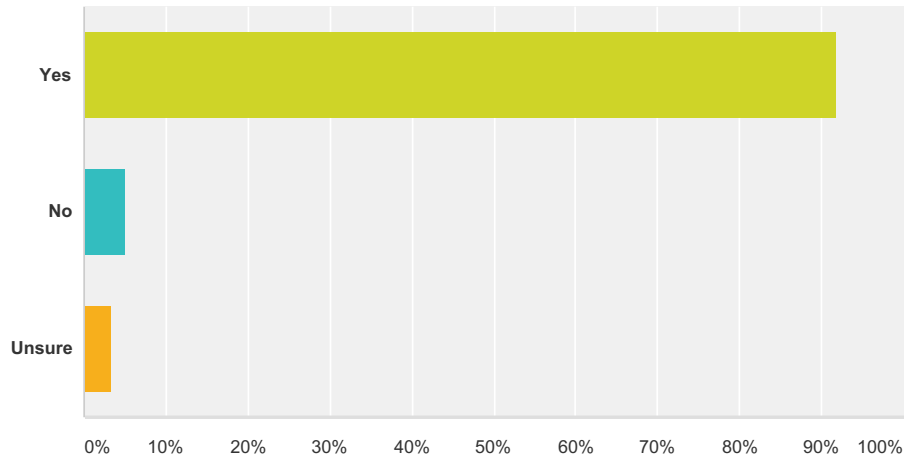
Albany Heritage Park Trails Concept Plan Feedback

14	Important if we don't want Mtb riders going fast down hill where there are walkers	9/29/2016 9:47 PM
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Albany Heritage Park Trails Concept Plan Feedback

**Q13 Are you supportive of the Albany Harbour Dual Use Path extension (Trail ID 12)**

Answered: 244 Skipped: 6



Answer Choices	Responses	
Yes	91.80%	224
No	4.92%	12
Unsure	3.28%	8
<b>Total</b>		<b>244</b>

#	Comment	Date
1	"Dual Use" (Hopefully no duelling on there :D )	10/23/2016 10:50 PM
2	not sure how much use this will get	10/23/2016 4:32 PM
3	This one seems to make sense - again, subject to design and maintenance ensuring minimal vegetation disturbance and/or removal, and control of erosion.	10/23/2016 1:26 PM
4	Danger of different uses.	10/23/2016 12:27 PM
5	Comment as for "1."	10/23/2016 11:11 AM
6	This path should provide a good connection to Princess Royal Drive for both cyclists and peds.	10/22/2016 7:56 PM
7	Did you really mean 'duel'? Suggest a spelling check.	10/22/2016 6:17 AM
8	Might be able to incorporate into Munda Bididi network.	10/21/2016 1:56 PM
9	Should have been done decades ago	10/21/2016 8:53 AM
10	much more supportive of the Dual (Duel) use path though	10/20/2016 11:59 AM
11	See above	10/14/2016 10:40 AM
12	I think this will be good for everyone	10/8/2016 6:28 PM
13	duel = dual	10/7/2016 1:29 PM
14	Interesting that this one has been deemed of low strategic value. i would have thought it was more important than that, especially during peak tourist season.	10/7/2016 12:37 PM

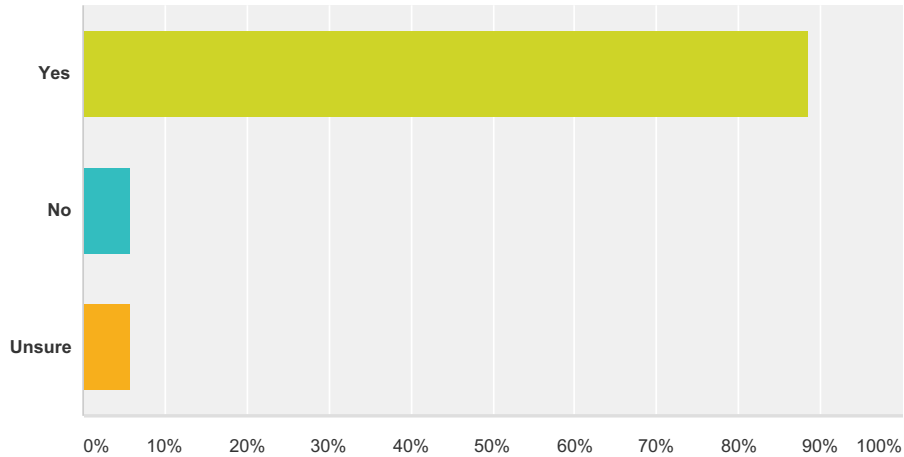
Albany Heritage Park Trails Concept Plan Feedback

15	Some danger to mixing riders with walkers	10/3/2016 5:43 PM
16	Very good.	10/2/2016 12:26 PM
17	Yes as it will allow more recreational riders easier,safer access from town to the Heritage PARK	9/30/2016 12:35 PM
18	Good to get walkers and riders off the road	9/29/2016 9:47 PM

Albany Heritage Park Trails Concept Plan Feedback

**Q14 Are you supportive of the Granite (Walk only) Trail (Trail ID 13)**

Answered: 242 Skipped: 8



Answer Choices	Responses
Yes	88.43% 214
No	5.79% 14
Unsure	5.79% 14
<b>Total</b>	<b>242</b>

#	Comment	Date
1	Should be dual use	10/25/2016 7:34 AM
2	?	10/23/2016 10:32 PM
3	needs planning to ensure that regular maintenance work does not spread weeds	10/23/2016 5:48 PM
4	As I haven't been able to view the concept plan, as the City of Albany website 'link' is non-existent it is hard to know where this walk is proposed. In principle, I agree with walks on the mounts close to Albany, provided they do not traverse some of the fragile vegetation that can be found on them.	10/23/2016 4:53 PM
5	I use this regularly and want to continue to use it. I am concerned though at the lower end of it being a steep dual use path which is already badly eroding and a bog for most of the wet season since bikes have begun to use it more frequently.	10/23/2016 1:26 PM
6	Suits the vesting and main purpose of the area	10/23/2016 12:35 PM
7	Comment as for "1."	10/23/2016 11:11 AM
8	I really love this intimate walk across the granite rocks and the quiet viewing seats. A great track to profile the amazing flora around teh granite areas on Mt. Clarence	10/23/2016 12:29 AM
9	Great scenery.	10/21/2016 1:56 PM
10	If it does not require a lot of new clearing	10/21/2016 8:53 AM
11	Trail 1a&b should also be walk only.High walk traffic zone .CoA would be liable for any injury to walkers hit by bikes and seek compensation from cyclists .	10/11/2016 7:19 PM
12	We need to ensure there is plentyof walk only trail. Make sure it is well signposted to stop riders still using it	10/8/2016 6:28 PM
13	dual purpose?	10/7/2016 1:29 PM

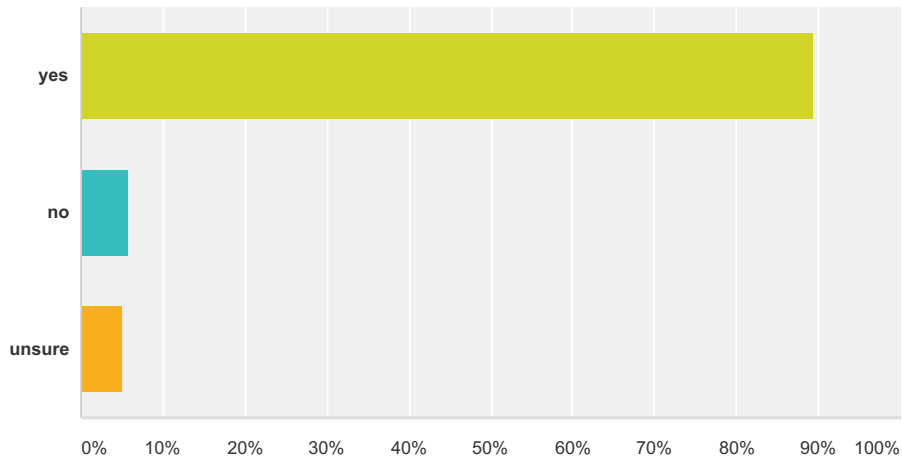
Albany Heritage Park Trails Concept Plan Feedback

14	Separating walkers and riders at strategic points are very important for safety of both user groups	10/3/2016 10:06 PM
15	Therev should be a miox of walk only ,mtb only and dual use	10/3/2016 7:00 PM
16	Always good to see separated trails so they can be purpose built, and avoid conflict between different users.	10/3/2016 3:14 PM
17	Good views and keeps walkers and MTB seperate on the fast sections.	9/30/2016 10:37 AM
18	As long as this doesn't become a "walkers only" trail prior to the other trails being completed as it is the only point down to town from this side of the hill.	9/30/2016 10:07 AM
19	Why not widen to accommodate bikes and walkers?	9/30/2016 9:40 AM
20	This is a great walk and will be better when you don't have Mtb riders on it	9/29/2016 9:47 PM

Albany Heritage Park Trails Concept Plan Feedback

**Q15 Are you supportive of the Circuit \*Walk only) Trail (Trail ID 14)**

Answered: 242 Skipped: 8



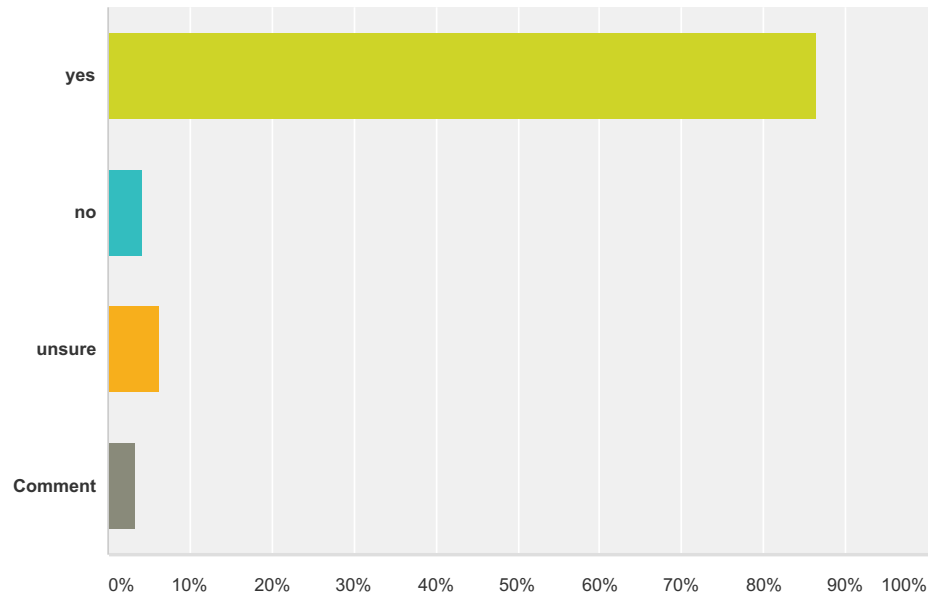
Answer Choices	Responses	
yes	89.26%	216
no	5.79%	14
unsure	4.96%	12
<b>Total</b>		<b>242</b>

#	Comment	Date
1	?	10/23/2016 10:32 PM
2	with adequate management of erosion and weeds	10/23/2016 5:48 PM
3	This is also a track I use regularly. It is very narrow and could not support dual use so should be retained as a walk track only.	10/23/2016 1:26 PM
4	Suits the vesting and main purpose of the area	10/23/2016 12:35 PM
5	Comment as for "1."	10/23/2016 11:11 AM
6	These are tracks that have been installed for many years and I enjoy walking on them	10/23/2016 12:29 AM
7	If it does not require a lot of new clearing	10/21/2016 8:53 AM
8	High walking traffic zone.Who is going to police ?What is the penalty?	10/11/2016 7:19 PM
9	Make sure it is clear to riders that they aren't allowed to ride on this.	10/8/2016 6:28 PM
10	Yes	10/3/2016 11:19 PM
11	Separation of walkers and riders can only help omprove relationships and reduce conflicts	9/30/2016 8:46 PM
12	Why not widen to accommodate bikes and walkers?	9/30/2016 9:40 AM
13	This trail seems to be only parts not a full circuit. And as a walker it can be a pain if you have to scramble around trying to make a full circuit walk.	9/30/2016 9:08 AM
14	As for 14	9/29/2016 9:47 PM

Albany Heritage Park Trails Concept Plan Feedback

**Q16 Are you supportive of the Summit (Walk only) Trail (Trail ID 15)**

Answered: 243 Skipped: 7



Answer Choices	Responses
yes	86.42% 210
no	4.12% 10
unsure	6.17% 15
Comment	3.29% 8
<b>Total</b>	<b>243</b>

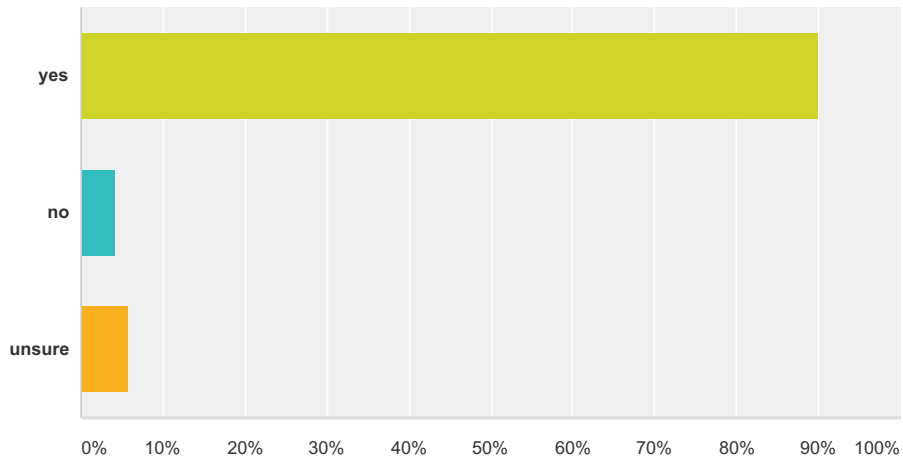
#	Comment	Date
1	with adequate management of erosion and weeds	10/23/2016 5:48 PM
2	I am not sure why part of this is shown as a new track. It is another track I walk regularly and it should be retained for walkers only. I am concerned at safety issues where it is crossed by proposed cycle track 1b abd at having dual use sections.	10/23/2016 1:26 PM
3	Comment as for "1."	10/23/2016 11:11 AM
4	This is a trail that I have used many times and have taken students on this trail to reach the summit	10/23/2016 12:29 AM
5	Make sure it is clear to riders that they aren't allowed on this	10/8/2016 6:28 PM
6	unable to find this on the map?	10/1/2016 8:28 AM
7	Why not widen to accommodate bikes and walkers?	9/30/2016 9:40 AM
8	As for 14	9/29/2016 9:47 PM



Albany Heritage Park Trails Concept Plan Feedback

**Q17 Are you supportive of the Mt Adelaide Battery (Walk only) Trail (Trail ID 16)**

Answered: 240 Skipped: 10



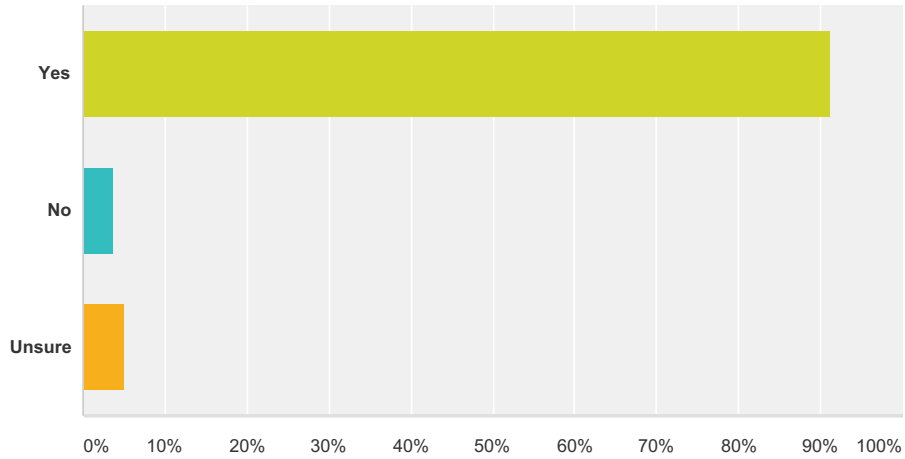
Answer Choices	Responses
yes	90.00% 216
no	4.17% 10
unsure	5.83% 14
<b>Total</b>	<b>240</b>

#	Comment	Date
1	I can't see 16 on the trail map but assume it is one of the current tracks. In this case, I support it being retained for walkers only.	10/23/2016 1:26 PM
2	Suits the vesting and main purpose of the area	10/23/2016 12:35 PM
3	Comment as for "1."	10/23/2016 11:11 AM
4	I have walked parts of these trails over many years	10/23/2016 12:29 AM
5	If it does not require a lot of new clearing	10/21/2016 8:53 AM
6	I like the idea of more promotion of the history of the site	10/8/2016 6:28 PM
7	A great idea.	9/30/2016 10:12 AM
8	Why not widen to accommodate bikes and walkers?	9/30/2016 9:40 AM
9	Great to see more interpretive walks	9/29/2016 9:47 PM

Albany Heritage Park Trails Concept Plan Feedback

**Q18 Are you supportive of the WW2 (Walk only) Trail (Trail ID 17)**

Answered: 240 Skipped: 10



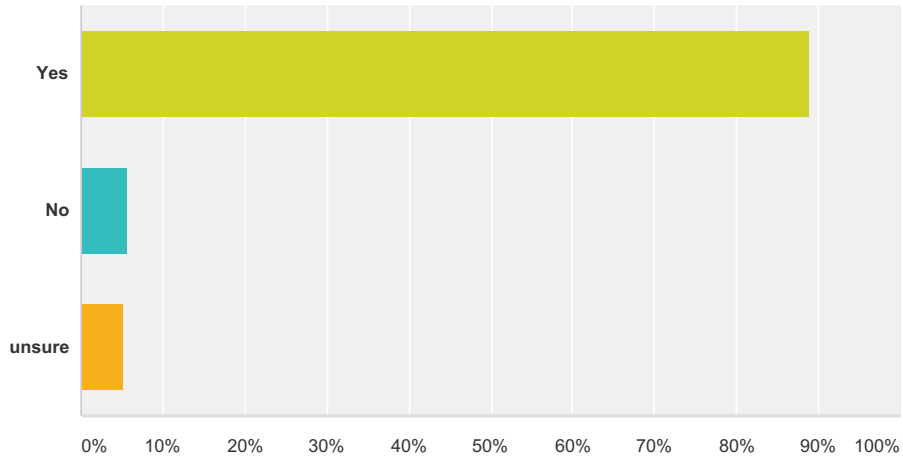
Answer Choices	Responses
Yes	91.25% 219
No	3.75% 9
Unsure	5.00% 12
<b>Total</b>	<b>240</b>

#	Comment	Date
1	this is within an area already used for recreation	10/23/2016 5:48 PM
2	Another one I often use. It should be retained for walkers only.	10/23/2016 1:26 PM
3	Suits the vesting and main purpose of the area	10/23/2016 12:35 PM
4	Comment as for "1."	10/23/2016 11:11 AM
5	Good for tourism	10/8/2016 6:28 PM
6	Why not widen to accommodate bikes and walkers?	9/30/2016 9:40 AM
7	Great to see more interp walks	9/29/2016 9:47 PM

Albany Heritage Park Trails Concept Plan Feedback

**Q19 Are you supportive of the Colonial (Walk only) Trail (Trail ID 18)**

Answered: 245 Skipped: 5



Answer Choices	Responses
Yes	88.98% 218
No	5.71% 14
unsure	5.31% 13
<b>Total</b>	<b>245</b>

#	Comment	Date
1	with adequate management of erosion and weeds	10/23/2016 5:48 PM
2	I support the current tracks but bot the additional new tracks proposed as I don't think they are necessary.	10/23/2016 1:26 PM
3	Suits the vesting and main purpose of the area	10/23/2016 12:35 PM
4	Comment as for "1."	10/23/2016 11:11 AM
5	If it does not require a lot of new clearing	10/21/2016 8:53 AM
6	Make sure there is plenty of interpretive signs to make it interesting	10/8/2016 6:28 PM
7	Why not widen to accommodate bikes and walkers?	9/30/2016 9:40 AM
8	Really like this concept. Would love to see some information stops along the way.	9/30/2016 9:08 AM
9	Great to see more interp walks	9/29/2016 9:47 PM

## Albany Heritage Park Trails Concept Plan Feedback

## Q20 Do you have any other comments you would like to make

Answered: 124 Skipped: 126

#	Responses	Date
1	This is a high biodiverse floral reserve in an inner urban area. It is exceptional and amazing and installing 25 kilometres of bike trails doesn't seem to be quite in balance with all the other recreational users enjoying the different heritage values of the reserve. A large assumption is made that bush walkers like to share trails with bike riders. In general they DON'T. Walkers often feel unsafe with bike riders and the gentle nature engaged experience of walking is often ruined having the higher technology/ faster moving bikes around. I don't think enough thought and respect has been put into catering for the two different kinds of groups who have a different perspective on the experience they are seeking. The erosion and cutaway this extension has already caused over the short time of 2 years is an example of how the bike tracks will erode and cut down into the soft deeper sand sites on Mt. Clarence. Why has this illegal track not already been closed, This is an example of how bike riders push through new tracks in the bush not caring about its longterm damaging impact.	10/24/2016 3:10 PM
2	There seems to be an excessive number of cycling tracks proposed to be installed into the Mt. Clarence/Mt. Adelaide Reserves. This mount reserve is reknowned for its amazing flora. It greatly concerns me that it is assumed that nature appreciating hikers would like to share a path with mountain bike riders. Both are engaging in a very different recreational activity which is not very compatible when it comes to sharing pathways. I have grown up on the slopes of Mt. Clarence and the erosion caused by bicycle tyres cannot be ignored. It is much more high impact than walking tracks. Come on City of Albany – don't just cater for one strong lobby group for recreation on one of Albany's iconic biodiversity treasures. This concept plan seems only to really cater for cyclists. All the walking trails on the plan are already installed and even for these tracks the City of Albany knows how hard it is to stop erosion, I don't think this concept plan takes into consideration the longterm degradation that can be caused by opening up so many areas to human access on the Mounts and the longterm impact of weed intrusion and human degradation of the vegetation. I am of indigenous descent and I hope an Indigenous Heritage/Cultural Heritage survey has been done over the whole of Mt. Clarence/Mt. Adelaide to ensure that none of these proposed bike tracks are going through or near sites that are significant. Noongar People sometimes don't talk out about sites that are so strong with culture that there are almost no words to describe the importance. Mt. Clarence is one of these sites. It is ridiculous for you to think that any local Noongar person has the time to try and focus on reading the maps and concept plan to fill out this very long surveymonkey.	10/24/2016 12:31 AM
3	Fantastic concept plan, can't wait to see this work commence and completed. It will be so beneficial to have purpose built cycle trails which will help reduce degradation on the mounts, and will increase physical activities for locals, and attract tourists to town. Likewise, I think it's great to have walk only trails where walkers can enjoy the surrounds.	10/23/2016 10:50 PM
4	I was unable to open the proposed map, although I tried several times. I have used the trails many times over several years. The natural flora and fauna of Mt Clarence is biodiverse, need protecting and are a tourism draw card. Bike riders have a very different reason for using the mountain and this is not consistent with conservation of such an important asset. Bike riders would be better served using Mt Melville where the environment has already been compromised. Long term degradation would occur with expanded bike use. Dual use would have safety connotations. Conservation of this biodiverse environment would be severely compromised. The hiking experience would be extremely compromised. This is not a well thought out proposal.	10/23/2016 10:32 PM
5	Good to see this great initiative happening in Albany to encourage activities and recreation	10/23/2016 10:00 PM
6	THis is a fantastic plan for Albany. OBviously a lot of work has gone into this.	10/23/2016 9:55 PM
7	I really like what has been planned and appreciated being part of the planning process. I attended all planning meetings and encouraged others to to do the same. Matthew really seemed to care about all aspects of the trails including looking after the environment and keeping those special pockets. As a regular walker in this area I look forward to the improvements.	10/23/2016 9:21 PM
8	I'm "unsure" of these trail preferences because I think the cycling community needs to select a few from the over-generous menu. My view is that there is simply too many and that that this total plan should be understood as an ambit claim. I am entirely supportive of the cycling community and cycling as a great thing for people of all ages. I support the idea of separate walking and cycling trails. Fewer of the cycle trails should be accepted and the residual of the budget be reallocated to improvement and maintenance of existing trails and the Heritage stone drains.	10/23/2016 7:15 PM
9	If I read the maps correctly mountain bike trails will cross trails used by walkers which creates a potential for accidents to occur.	10/23/2016 5:58 PM

Albany Heritage Park Trails Concept Plan Feedback

10	priority is to preserve the diversity and less disturbed nature of these green treasures. Existing paths show evidence of erosion and extensive weeds - and consequent loss of plants including orchids. I'm all for bike tracks but think they are more suited to areas where the vegetation is already affected- or needed as dual use for commuting - eg to Frenchman's Bay I walk and ride but do not enjoy walking with riders whipping by - clearly unable to stop if a person was in their path - new paths will not change this behavior. More traffic in parks will increase weeds and erosion - as far as I can see the current paths show the results and instead of wonderful parks we will have an extensive network of tracks through weed infested degraded bush	10/23/2016 5:48 PM
11	Walking trails, with appropriate erosion control, on the mounts should be the only activity to be encouraged. There should be no infrastructure developed for bicycles - an incompatible use for the mounts. Areas outside the main town precinct (windmills, Nannarup area) should be further developed for bicycle recreation.	10/23/2016 4:53 PM
12	an impact statement on all of these plans is essential before any commencement,	10/23/2016 4:09 PM
13	The erosion being caused by the existing bike trails is a disgrace and nothing is being done to remedy it. Adding more trails will exacerbate the problem, with very glib response from proponents that the trails will be built sensitively....evidence so far shows this is not true. Bikes and walkers are not compatible and I have experienced aggressive bike riders who do not respect walkers many times on my rambles on Mt Clarence.	10/23/2016 1:36 PM
14	I have responded as though all the tracks shown on the map are proposed under this plan but realise that perhaps these are proposed as alternatives - which I certainly hope is the case as otherwise what has been proposed is the complete degradation of a bushland reserve that is uncommonly found within the city centre of a city the size of Albany. I think the proposals are too weighted towards cyclists and ignore the many people who walk the existing tracks daily. Many of them - including myself - are not young and not wealthy so this is our way of staying fit, enjoying the outdoors and observing nature throughout the year. If any of the cycle track proposals are to go ahead - and I would hope that no more than one lowest impact track would go in first, then time be given to monitor the social and ecological impacts before making any further changes - they need to be very carefully designed, implemented and managed and monitored. This winter's return to "average" rainfall demonstrates what conditions need to be factored into the erosive potential of tracks constructed on such steep slopes. Viewing any of the tracks, particularly those being used for the downhill events recently, shows just how much impact one weekend's heavy use has on the tracks, and the weed infestations alongside all tracks is increasing. We don't have another Mt Clarence or Mt Adelaide to play with so PLEASE do not proceed without further consultation and examination of all of the implications, including what it will cost ratepayers to develop and manage the trails.	10/23/2016 1:26 PM
15	Unlike some people who are campaigning against the proposals I attended the planning meetings and was very impressed at how thoroughly well planned it is.	10/23/2016 12:52 PM
16	This is a high biodiverse floral reserve in an inner urban area. It is unique and amazing and installing 25 kilometres of bike trails isn't in balance with all the other recreational users enjoying the different heritage values of the reserve. Walkers often feel unsafe with bike riders and the gentle nature engaged experience of walking is often ruined having the higher technology/ faster moving bikes and adrenaline seekers around. I don't think enough thought and respect has been put into catering for the two different kinds of groups who have a different perspective on the experience they are seeking. The continual tyre erosion cuts down through the soil and leaves ugly 'cut up' scars on the hill. There will be longterm and continual need for maintenance on these trails. Who/what is going to pay for this in the future. This is a bush reserve that has more species of plant than Bold Park or Kings Park.. It has many special weed free areas and is a natural heritage area in good environmental health which future generations should also be able to enjoy in the future (not a diseased, weedy, degraded site). COA should be more respectful of this extraordinary floral reserve with amazing vegetation community diversity and rare fauna species breeding in the reserve. Installing 25 kilometres of bike track is an unacceptable impact on this beautiful southcoast floral gem. The reserve could be a site used to profile the magnificent southcoast ecology and be an amazing floral education resource attracting far more than the mountain biker fraternity. I think it is very important that the COA are respectful that walkers and bikers are usually seeking a different experience when using bush trails. Walkers are after a nature experience (usually a gentle experience) and bikers tend to be focused on a physical challenge experience. Bike trails are usually designed specifically for bikers not hikers and hikers are able to walk on rougher, uneven tracks and terrain and narrower single file tracks. Mt. Clarence has many areas where the clays and laterites are highly erosive and bike tyres just wear down erosive ruts. When we get the winter and summer heavy rainfalls these flow and wash the soil down the slope. Walk trails are less erosive and can be designed with steps, rocks, water baths etc. A walking trail can go on a more direct route with a steeper incline and there is no issues with erosion. The erosive nature of the bike tyre on many of the soil types on Mt. Clarence will make the erosion inevitable (unless you are planning to seal every single bike track???) These tracks are only designed for elite sportspeople who are very focused on the physical challenge and they do not need to have a stunning bit of high biodiverse bush to carry out this kind of activity. In closing, my son and I ride mountain bikes, and congratulate the Shire of Denmark for how they have catered for both walkers and riders, which we are. Sportspeople need sports facilities, not the broader public's special places.	10/23/2016 12:35 PM
17	I am concerned that the mountains are going to be covered with a network of trails which will ultimately seriously compromise the structure of the landscape will potential erosion. I am concerned for the wildlife. Walkers allow the quendas and lizards time to escape. Downhill riders increase the risk of animals not able to escape in time.	10/23/2016 12:27 PM

Albany Heritage Park Trails Concept Plan Feedback

18	<p>The Mount Clarence/Adelaide reserves are a rare and precious enclave of flora and fauna (particularly birdlife). A great deal of effort throughout our history has been invested in securing these reserves for future generations, on rehabilitation projects, and for controlling invasive species. These reserves and their natural values offer the citizens of Albany respite and pleasure through every season — pleasures that are afforded largely by low impact walks. Trails plans should be non-intensive, preference walks, and minimise biking and 'contests' that concentrate crowds and traffic. The scope and extent of the nineteen possible trails described in plans, outline a metastasising scenario of stresses and impacts that counter the peace and natural attributes these mountains give to the heart of our town — and represent an assault on the sanctuary that the people of Albany and its previous administrations have worked hard to safeguard. The trails plans should be limited to a few low-impact walk trails, and to areas where fresh impacts will not erode natural values, either through the trails themselves or crowds attracted to massive 'events'.</p>	10/23/2016 11:11 AM
19	<p>Extensive incursion onto the south side of Mt Clarence which receives the full brunt of the weather systems is unwise from the point of view of erosion and loss of habitat. Loss of habitat to native plants,birds and animals close to the city is undesirable. The money could be divided and used in other ways to maintain current access.</p>	10/23/2016 10:44 AM
20	<p>I understand the need for more Mountain Bike trails and do support this being carried out in the City of Albany. However I am against dual use paths, as I feel they are unsafe for both pedestrians and cyclists. I am also against extensive new trails for either bikes or pedestrians being created on Mt Adelaide and Mt Clarence as the bush in these areas is already under pressure from weeds, climate change and Phytophthora dieback. New trails would only increase the risk that this important area of bush is under (there are several threatened plant species on the mounts as well as rare and endangered Marsupials). I believe a full Environmental impact study needs to be undertaken before any works go ahead. I would suggest that the City looks for some alternative sites (in reserves) where tracks already exist to see if they could be converted to use by mountain bikes. I would also suggest working with the shires of Plantagenet and Denmark, to investigate co-funding of potential trails in these areas for use by local and visiting Mountain-bikers.</p>	10/23/2016 10:42 AM
21	<p>1 My support is conditional on really good signage to make it clear who can use which trail 2 Please ensure the Mid Beach descent and the City descent are suitable for all levels of cycling, e.g. kids, less experienced, as they are the only way down. 3 congratulations on great work. I look forward to building commencing. It should make a great addition to Albany's cycling attractiveness.</p>	10/23/2016 10:00 AM
22	<p>Given the following points I recommend that the trails project more thoroughly investigate the potential impacts of the proposed actions on the Commonwealth and State listed Western Ringtail Possum (<i>Pseudocheirus occidentalis</i>) (WRP). 1. The currently running Oyster Harbour Catchment Council WRP Project (Western Ringtail Possums in Albany: Core Habitat, Abundance, and Distribution.Partners: City of Albany, Department of Parks and Wildlife, UWA Albany Campus) strongly indicates that the Mt. Clarence and Adelaide Reserves are important for WRT and its likely that a large percentage of the reserves provide important habitat, not just isolated pockets (more conclusive data will be available end of 2016). Given the decline of the species in Busselton area and the Upper Warren (WRP Recovery Plan 2014) the Albany Region population is highly likely to be a stronghold for the species as a whole. 2. While the Trail Proposal has give consideration to the impacts on WRP (and honey possums), namely avoidance of trails within certain areas, keeping some large intact areas free of trails, keeping the canopy intact and only removing stem less than 60mm, these are only speculative mitigating factors. There may be many other yet unkown factors that should be considered (for example, a percentage of WRP use day refuges on the ground within thick ground cover, the scale of the new trails may have a cumulative effect). 3. There is lack of evidence of what the impacts or potential impacts of mountain biking will have on WRP, as there is for fauna generally. Burgin and Hardiman 2012 - While there is a dearth of information on the impact of mountain biking, we conclude that park management needs to be strategic in their consideration of the issues associated with mountain biking or the outcome will be further degradation of natural areas and, at the least, loss of many animals if not major threats to populations One of the major factors on the decline of the Busselton population of WRP is the loss and fragmentation of native vegetation cover. This is due to their high dependence on midstorey and overstorey vegetation for food, shelter and protection from predators (WRP Recovery Plan 2014). 4. The new WA Biodiversity Conservation Act 2016 and EPBC Act 1999, both adopt the Precautionary Principle. The Precautionary Principle is explained in the EPBC Act as follows: "Lack of full scientific certainty should not be used as a reason for postponing a measure to prevent degradation of the environment where there are threats of serious or irreversible environmental damage". WA Biodiversity Conservation Act (2016): "if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation". Considering the above points, I recommend that the demonstration trail be subject to a comprehensive monitoring program in an attempt to identify impacts on WRP with the view to providing an evidence based approach to an evaluation of impacts of the rest of the proposal. NB: Potential conflict of interest. I have been approached by the City of Albany to carry out some monitoring of the impacts of the demonstration trail on WTP. This will provide me with financial gain, however I declare that this has not influenced my decision to write this submission. Burgin, S. And Hardiman,N. (2012). Is the evolving sport of mountain biking compatible with fauna conservation in national parks? Australian Zoologist: 2012, Vol. 36, No. 2, pp. 201-208. DOI: <a href="http://dx.doi.org/10.7882/AZ.2012.016">http://dx.doi.org/10.7882/AZ.2012.016</a> Department of Parks and Wildlife (DPaW) (2014). Ringtail Possum (<i>Pseudocheirus occidentalis</i>) Recovery Plan. Wildlife Management Program No. 58. Department of Parks and Wildlife, Perth, WA. Available from: <a href="http://www.dpaw.wa.gov.au/plants-and-animals/threatened-species-and-communities/197-approved-recovery-plans">http://www.dpaw.wa.gov.au/plants-and-animals/threatened-species-and-communities/197-approved-recovery-plans</a>. Sandra Gifillan (Fauna Consultant)</p>	10/23/2016 9:44 AM

## Albany Heritage Park Trails Concept Plan Feedback

23	<p>My Feedback to the Survey Monkey on the Mt. Clarence Walk Trails This is a high biodiverse floral reserve in an inner urban area. It is unique and amazing and installing 25 kilometres of bike trails doesn't seem to be quite in balance with all the other recreational users enjoying the different heritage values of the reserve. A large assumption is made that bush walkers like to share trails with bike riders. In general they DON'T. Walkers often feel unsafe with bike riders and the gentle nature engaged experience of walking is often ruined having the higher technology/ faster moving bikes around. I don't think enough thought and respect has been put into catering for the two different kinds of groups who have a different perspective on the experience they are seeking. I have watched the bikes open up new trails and watched the continual tyre erosion cut down through the soil and leave ugly 'cut up' scars on the hill. There will be longterm and continual need for maintenance on these trails and I am curious to know who/what is going to pay for this in the future. This is a bush reserve that has more species of plant than Bold Park or Kings Park.. It has many special weed free areas and is a natural heritage area in good environmental health which future generations should also be able to enjoy in the future (not a diseased, weedy, degraded site). COA should be more respectful of this extraordinary floral reserve with amazing vegetation community diversity and rare fauna species breeding in the reserve. I don't think installing 25 kilometres of bike track is complimentary to looking after this beautiful southcoast floral gem. The reserve could be a site used to profile the magnificent southcoast plants and be an amazing floral education resource. I am an older person and have less and less interest in riding a bike up and down slopes.....I like walking and feeling safe when I am walking without having to look out for bikes coming too fast and running me off the track. I think it is very important that the COA are respectful that walkers and bikers are usually seeking a different experience when using bush trails. Walkers are after a nature experience (usually a gentle experience) and bikers tend to be focused on a physical challenge experience. Bike trails are usually designed specifically for bikers not hikers and hikers are able to walk on rougher, uneven tracks and terrain and narrower single file tracks. Mt. Clarence has many areas where the clays and laterites are highly erosive and bike tyres just wear down erosive ruts. When we get the winter and summer heavy rainfalls these WILL flow and wash the soil down the slope. Walk trails are less erosive and can be designed with steps, rocks, water baths etc. A walking trail can go on a more direct route with a steeper incline and there is no issues with erosion. I don't appreciate that the pro-bike group keep on saying; our tracks will be so well built they won't erode. The erosive nature of the bike tyre on many of the soil types on Mt. Clarence will make the erosion inevitable (unless you are planning to seal every single bike track???) This track will be highly visual from down in the urban area of Middleton Beach as people look up Mt. Clarence. The 'wilderness look' of Mt. Clarence and its vegetation is unique and amazing and this track will be unsightly and an example of humans just feeling they need to be 'everywhere'. The boardwalk is already a successful dual use pathway. I think a pathway closer to the water detracts from the special views from the boardwalk, intrudes on the fishing experience of people down near the water and there are a lot of damp sites, small wetland areas and seasonal creeks which run through this area This will suit some walkers but going up a man-made stair trail will not suit the people who want a nature experience and would enjoy a walking trail that is sensitive to the contour and give them a personal experience with walking through the bush. The staircase will be a highly visual instalment from the beach and Middleton Beach residential district What is going to stop the bikes from going quickly downhill on the walking track when it crosses over it near the bottom of the slope. These tracks are only designed for elite sportspeople who are very focused on the physical challenge and they do not need to have a stunning bit of high biodiverse bush to carry out this kind of activity I am not sure how you are going to get the tracks suited to bikes and to be non erosive between ASHS School, Burt Street and King Street on this perimeter trail. These areas are steep and the bikes have already demonstrated how much they ha Why is there no 'walkers only' trails on this southwestern side of Mt. Clarence? Why do cyclists have four (five including the dual use perimeter trail) between the two walkers trails of 13a and 14a. This seems like ALOT of inequity. Cyclists and nature walkers are not compatible recreational users. Almost exactly where your no. 3 is located along this trail is a Banksia (dryandra) thicket which is habitat for honeypossums. There are not many sites like this on Mt. Clarence. Don't go through the B. sessilis thicket. There are some high erosive sites along this trail. How are you going to manage this longterm? I don't see a walking trail for 'walkers only' doing a nice descent through the lovely woodland areas on this descent down to Middleton Beach area. There is a dual use path, and a steep stairway path but where is the lovely walkers only path enjoying the nature experience on this side to the hill. For possum spotlighting this has always been a good site to spot both western ringtail and brushtail possums because of the tall old timber. Why have cyclists got more trails on this side of the hill than walkers. A 'walkers only' trail would be good and not a manmade high intrusion staircase that removes people from the nature experience I don't think black diamond mountain bike riding tracks need to be included in the plan. This is a high biodiversity area and i can't see a black diamond rider having any interest in the beautiful and fragile surrounding vegetation when they are so focused on trying to tackle the high difficult challenge of the track. These kind of high physical sport challenge facilities could be set up in a less sensitive, biodiverse area. The quarry on Mt. Melville is a good site already disturbed and highly physically challenging. I do not think biker riders and walkers are particularly compatible. Most walkers are enjoying the plants and birds etc. and most bike riders are up there mainly for a physical challenge - very different perspectives and usually quite different kinds of people. One group is more quiet and enjoying being part of a unique ecological environment the other group often has a more self focused perspective chasing a physical challenge and not particularly interested in the stunning nature around them. I really love this intimate walk across the granite rocks and the quiet viewing seats. A great track to profile the amazing flora around the granite areas on Mt. Clarence The erosion and cutaway this extension has already caused over the short time of 2 years is an example of how the bike tracks will erode and cut down into the soft deeper sand sites on Mt. Clarence. Why has this illegal track not already been closed, This is an example of how bike riders push through new tracks in the bush not caring about its longterm damaging impact.</p>	10/23/2016 9:11 AM
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Albany Heritage Park Trails Concept Plan Feedback

24	I hope all comments received will be taken seriously and not just brushed under the carpet. Will the comments be made public? I like the idea of the concept plan, but there are way too many trails proposed. Need to make sure that the impact of the trails on the possums is looked at before any of these trails are put in. I would hate to see you destroy our beautiful mountains.	10/23/2016 8:43 AM
25	I think it is very important that the COA are respectful that walkers and bikers are usually seeking a different experience when using bush trails. Walkers are after a nature experience (usually a gentle experience) and bikers tend to be focused on a physical challenge experience. Bike trails are usually designed specifically for bikers not hikers and hikers are able to walk on rougher, uneven tracks and terrain and narrower single file tracks.Mt. Clarence has many areas where the clays and laterites are highly erosive and bike tyres just wear down erosive ruts. When we get the winter and summer heavy rainfalls these WILL flow and wash the soil down the slope. Walk trails are less erosive and can be designed with steps, rocks, water baths etc. A walking trail can go on a more direct route with a steeper incline and there is no issues with erosion. I don't appreciate that the pro=bike group keep on saying; our tracks will be so well built they won't erode. The erosive nature of the bike tyre on many of the soil types on Mt. Clarence will make the erosion inevitable (unless you are planning to seal every single bike track???) I have watched the bikes open up new trails and watched the continual tyre erosion cut down through the soil and leave ugly 'cut up' scars on the hill. There will be longterm and continual need for maintenance on these trails and I am curious to know who/what is going to pay for this in the future. I don't think I have seen any of the bike users attend a weed removal days on Mt. Clarence.....they tend only to come to busybees to build more tracks for themselves. Do they care about the longterm biodiverse health of the vegetation on Mt. Clarence? This is a bush reserve that has more species of plant than Bold Park or Kings Park.. It has many special weed free areas and is a natural heritage area in good environmental health which future generations should also be able to enjoy in the future (not a diseased, weedy, degraded site). COA should be more respectful of this extraordinary floral reserve with amazing vegetation community diversity and rare fauna species breeding in the reserve. I don't think installing 25 kilometres of bike track is complimentary to looking after this beautiful southcoast floral gem. The reserve could be a site used to profile the magnificent southcoast plants and be an amazing floral education resource. I am an older person and have less and less interest in riding a bike up and down slopes.....I like walking and feeling safe when I am walking without having to look out for bikes coming too fast and running me off the track.	10/23/2016 12:29 AM
26	This is a great initiative for both residents and visitors to Albany and continues to support the overall strategy of making WA a mountain bike Mecca. It also recognises the need for both walkers and cyclists to share trails as well as have exclusive trails to themselves. Excellent	10/22/2016 10:20 PM
27	I look forward to construction starting as soon as possible. Congratulations on the good work done to date.	10/22/2016 7:56 PM
28	The proposed trails concentrate to much MTB pressure on Mt Clarence/Adelaide. This area has a greater number of adjoining residents (who use the walk trails) than mt Melville. Having walked both zones over the last 20 years the priority focus for the trails could have been mt Melville. This level of trail intensity should be dispersed across a greater number of sites and not just limited to the mounts. Overall a very disappointing and unimaginative effort.	10/22/2016 5:19 PM
29	The more gazette mtb tracks in and around albany the better...	10/22/2016 6:01 AM



Albany Heritage Park Trails Concept Plan Feedback

30	<p>I frequently cycle for fitness and enjoyment reasons and I strongly support Albany Council's initiative to enhance the City's cycling experience and to attract other cyclists. Nevertheless I am seriously concerned about the lack of evidence provided in the on-line information and particularly some form of impact assessment report. Consequently there is no basis for me to formulate an informed view on the pros and cons of the proposal inclusive of cost:benefit analyses, etc. The Trails map is about the only "evidence" I've found. My quick perusal revealed the following: - a total of nearly 25 Km of new/extended trails to be established. - overall this would provide nearly 39 Km of trails when combined with existing trails, or 3 times the total current extent of trails. - 13 Km is exclusive for mountain trail bikes. Not wanting to denigrate this activity, but this is the most environmentally damaging form of cycling and therefore a high degree of impact is likely and mitigation needed (eg soil erosion prevention). - 20 Km of the new trails are dual use. As an active user of the existing boardwalk/Marine Drive dual use trail, there are significant personal safety issues frequently encountered on this trail. Also I often encounter wildlife while cycling on this trail, mainly King Skinks. Infrequently I have unavoidably run over a skink as they scurry to cover. Construction of and more use of tracks will inevitably result in more impact on the skink population and other fauna and flora species, including some endangered/threatened species such as the ring-tailed possum. - many trails cross other trails and there is no evidence provided as to how the Plan is to mitigate for potential crashes between cyclists or with pedestrians. - the Legend for the map includes "Constraints" categories such as the CoA Heritage Sites, DEC Threatened Priority Ecological Communities. I can see no location of these constraints on the map, and equally no explanation of what these constraints are and how the Trails Plan deals with these- which should be in an impact assessment. Other questions: • What planning, approval decision-making process and timelines are being followed? • Why are all these trails concentrated on the Mount Adelaide and Mount Clarence areas? • Are there other suitable places in and around Albany where some of the trails can be established? • What is the impact of each new/extended trail and what is the cumulative impact of the totality of new/extended trails? Overall given the number and extent of the proposed trails, I am seriously concerned about unintended consequences if they are completed: • The Community amenity and natural attributes of these mountains will be seriously compromised, including for residents who live nearby the mountains (note: I do not). • The general cycling community may find that over and misuse of the trails becomes a hindrance and a disincentive to use the trails.</p>	10/21/2016 5:29 PM
31	<p>I think the building of more technical and difficult downhill and cross country mountain biking trails would attract more people to the area for tourist and competition reasons although the whole plan for more trails is great for the region and gives everyone more options in outdoor activities</p>	10/21/2016 3:53 PM
32	<p>This is a wonderful initiative by the City of Albany. It's important to point out that most mountain biking is done at a relatively relaxed pace, by mature people. It's a terrific activity to keep fit (like me in my 60s!). Albany has the opportunity to become an important part of the MTB trail facilities in southern WA, together with Margaret River, Pemberton, Bridgetown, Nannup and Northcliffe, plus of course the iconic Munda Biddi trail.</p>	10/21/2016 1:56 PM
33	<p>This is a woefully narrow survey which appears to be designed to elicit lots of "Yes" responses from the chosen user group. For most people the spaghetti junction of the map and the inadequate trail descriptions will not be sufficient to enable a considered response on all these different trails. I have major concerns about many aspects of the Plan and will be submitting them by letter to the Council.</p>	10/21/2016 8:53 AM
34	<p>the total of 25 k of new trails is far to much for the size of the bush. at 2 metres width , that is a total of 5 hectares, which is too much for that area of bush. I think that no new clearing should be done for cycle trails the area and the length of the trails is not sufficient for any amount of mountain bikers. the area is quite, simply, too small for the quantity of development planned. generally supportive of the walk tracks as they are existing trails. generally not supportive of the bike trails, as too much clearing is involved. i also feel that the mount Adelaide down hill cycle trails are too short and too steep to be viable cycle trails. because they zig zag so much, they will have a lot of corners that would be too easy to cut by over ethusastic cyclists.</p>	10/20/2016 3:47 PM
35	<p>More walk only trails, including more distance</p>	10/20/2016 12:38 PM
36	<p>Anything that opens up the potential of this are to more walkers, runners and riders of all levels can only be a good thing for the area and Albany in general.</p>	10/20/2016 11:59 AM
37	<p>I think a fantastic mix of trails has been proposed. It is critical to have both MTB only and Walk only trails in order to provide separation, as well as dual purpose trails to link everything together.</p>	10/20/2016 9:08 AM
38	<p>The proposed MTB and walking trails will be a huge benefit to the community providing a place to meet for social outdoor recreation, as well as providing an additional tourism activity for those visiting the region increasingly benefiting the local economy</p>	10/20/2016 8:14 AM
39	<p>Progressing both MTB and walk trails at an equal speed will ensure that all parties see forward progression in there desired interests. As an mtber all the mtb track's look promising.</p>	10/19/2016 11:07 PM
40	<p>More races that are cross country on a mountain bike</p>	10/18/2016 6:12 PM
41	<p>Great initiative organising the trails.</p>	10/18/2016 1:10 PM
42	<p>Too many new trails that the city cannot afford to maintain</p>	10/17/2016 2:29 PM

Albany Heritage Park Trails Concept Plan Feedback

43	Mt Melville would be a much more suitable location for the MTB trails but nobody has the intestinal fortitude to make that happen therefore the heritage park is sacrificed to environmental vandalism!	10/17/2016 12:40 PM
44	I ride a recumbent road trike, I would like to buy an off road trike to use always on the easier trails. Would need entry points to all of the easier trails of a minimum of 1 metre wide. For example the "Full fat ICE off-road trike" is 985mm wide: <a href="http://www.icetrikes.co/full-fat.html">http://www.icetrikes.co/full-fat.html</a> Would this be the case?	10/15/2016 7:28 PM
45	I am absolutely supportive of bike trails on Mt Clarence. It is a great activity and Mt Clarence is a wonderful environment for it. I am concerned that the totality of dual use will quite quickly lead to 'complaints' by bike riders ( and let's be honest, they are a well organised lobby group) of the dangers of colliding with walkers and dogs, leading to further restrictions to the rights of the MANY MANY of us that have for years/decades enjoyed the Mt Clarence environment. I would suggest you undertake some more rigorous community 'engagement', with various groups working together to formulate a more balanced plan for walkers and bikers alike. There is also much more information that needs to be provided with respect to the regulations that will underpin the designation of these paths, as part of the additional community 'engagement' that is required to be done.	10/14/2016 10:40 AM
46	It would be good to see a formalization of the many trails on the mounts catering for the growing mountain bike community is great opportunity for the city.	10/11/2016 10:43 PM
47	Proposals that include "trails" that would be used by only a minimal number of MTB cyclists that include dual use is 1. Waste financial resources 2. Benefit few cyclists 3. Make the CoA liable for injury to walkers 4. Includes walkers (tourists ) not familiar with english - again signage would have to be multi-lingual . More expense. 5.Who would police? 6.What are penalties for not obeying rules ? 7.Build a few quality bike trails rather than a "spaghetti" network. 8.Finally Keep It Simple - paths that change from single to dual , uphill only etc is confusing to interpret a "busy" map let alone use.	10/11/2016 7:19 PM
48	I think these are all good ideas but maybe should have more jump and features.	10/11/2016 6:30 PM
49	I hope that this gets built soon	10/8/2016 6:28 PM
50	This is just what albany needs!!! My kids will get a heap of use out of both the walk trails and the mountain bike trails!!	10/7/2016 3:41 PM
51	Can we also develop the BMX site into a multi purpose area for juniors to elite riders, using pump tracks, jumps, XC elements for skills purposes, berms, drops, log rides, etc etc. It is really popular at present, and a great location next to the skate park.	10/7/2016 1:29 PM
52	On Trail 9, the provision of taps or drinking fountains would be good for those who may use the trail for running and walking exercise. Every 500m would be good. Many other states provide these facilities and it is welcomed by users. This would also be useful on other trails and shared paths around Albany, like the boardwalk at Marine Drive or the coastal shared path between Middleton and Emu Beaches.	10/7/2016 12:33 PM
53	This is a fantastic initiative overall. Would be awesome for the entire community if this went ahead	10/7/2016 10:01 AM
54	I am fully supportive of the whole plan. I will be much more likely to use both the walk and ride trails when I know where to go, that I won't get lost, and both walkers and riders are catered for.	10/6/2016 6:48 PM
55	Our family of four currently ride on existing trails, we don't walk however we often meet people walking who are friendly and seem happy with shared paths which is great. I have commented unsure on the walking trails I don't walk them therefore don't have a good undersigning of the improvements etc and feel people walking are in a better position to comment.	10/5/2016 7:45 PM
56	It would be fantastic to have more urban bike paths throughout the city centre as well as places to safely lock a bike up while we go and shop or have a coffee. Friends have also remarked that they would love a system similar to "Boris Bikes" in London where they can quickly rent a bike to go around Albany when they come to visit.	10/5/2016 5:53 PM
57	Albany needs more things for young people to do mountain biking is gaining in popularity and should be promoted both for residents and tourists	10/5/2016 4:35 PM
58	This needs to integrate into a free app/guide.	10/5/2016 4:15 PM
59	I think that the dual use concept of this project is awesome. We plan on visiting Albany on the next 12 months, the whole family are mountain bikers and this would be a great excuse to come on down and spend a couple of days. It is also important that projects like this are for everyone though, we need to share and all parties can benefit from an expansion of leisure infrastructure like this.	10/5/2016 2:53 PM
60	If Albany can develop a good Mtb trail network i will be visiting to ride. From a riders perspective its all about the trail and not the view so don't worry about putting the trails in places where the view is great but the ride quality gets compromised.	10/4/2016 7:44 PM

Albany Heritage Park Trails Concept Plan Feedback

61	Over the last 10 years or so, much money and volunteer sweat has been spent to rehabilitate previous poor planning decisions that resulted in erosion and destabilizing what native flora and fauna remains on the mounts, with ongoing weed reductions also helping to improve the soil, plant and animal health of the area. The thought that wheeled machinery would be building and then using basically what was remediated and removed is showing how City is being influenced by one small lobby group, and the lessons of the past are being ignored, please do not allow the mountain bike trails to be built, low impact walking trails, properly designed and implemented are exactly that, low impact. Please stop putting humans before the environment, without an environment, we won't exist.	10/4/2016 12:46 PM
62	The spread of dioback and the scaring of the the bikes will make.mt Clarence and Adelaide are aboriginal neritadge sites .Plus the pigmy possums habitat.Also how does minority's take over a majority of land and bikes don't pay licence so how do you manage the trails .	10/4/2016 11:01 AM
63	More trails please, we live in the most beautiful part of WA. What better way to explore than by trails. Health benefits and tourism are a win win situation. I've circumnavigated the world three times and all great destinations promote TRAILS.	10/4/2016 8:29 AM
64	What a great plan to bring more health conscious people to beautiful Albany. I for one can't wait.	10/4/2016 7:21 AM
65	My young family and I currently use the Albany Heritage Park regularly for both MTBing and trail running/walking. The current situation desperately needs to be improved. Walkers and riders need to be separated at strategic points. Existing trails are being eroded by water due to their poor alignment, while individuals are creating trails and causing greater damage. My family and I regularly travel to trail destinations such as Pemberton, Margret River and Kalamunda to name a few and these have well designed trails that separate user groups where necessary creating a harmonious environment that promotes active lifestyles. The Trails Concept plan would provide Albany with a wonderful opportunity to become a top trails destination and my family and I will be able to holiday at home!	10/3/2016 10:06 PM
66	Great to see a plan for mountain bike development, would definitely increase my desire to visit. Blue flow would be my top trail-type preference, with ability to ride 20km ideal, but >10km sufficient for day out. Scenic hike trail alternative great too for other occasions.	10/3/2016 9:48 PM
67	This would be amazing for albanya!!	10/3/2016 9:37 PM
68	Great to have these wonderful healthy opportunities	10/3/2016 9:15 PM
69	The walk trails must be designed to be unappealing to mtb riders in order to keep riders off.	10/3/2016 9:12 PM
70	I look forward to all the hard work done over the last few years finally coming to fruition. I hope that the ill-informed opinions of a few nay-sayers doesn't bring this work down. As a regular rider I look forward to better, sustainable, trails to ride. As a parent I look forward to safer, better graded trails to take my kids on. As an advocate for tourism in Albany I look forward to the City taking advantage of this growing tourist market.	10/3/2016 8:56 PM
71	I support any initiative that gets people out enjoying life. After taking up mountain biking almost 6 years ago at the age of 29 my life is now so much more active. And further more this involves many trip away purely for thenpurpose of riding my bike with friends and family. We have done many recent trips to ride trails in the Nannup area and many previous trips to Pemberton amd one in the mear future. I have seen first hand the benefits the mountain biking community has had on towns like Margaret River and those previously mention. The mountain bike community is excellent and the passion riding and getting out on our bikes is shared throughout. Can't wait to get down to your beautiful part of our state to ride your amazing trail network once complete	10/3/2016 7:51 PM
72	Build them and people will come!	10/3/2016 6:32 PM
73	Keep in mind walkers will often forget riders are also allowed on dual use trails & can create issues.	10/3/2016 5:43 PM
74	Tourism dollars will be increased by more trails to lure holiday makers with \$\$\$. Also great for ' act belong commit' healthy body health mind.	10/3/2016 5:42 PM
75	My husband and 2 boys are downhill Mountain Bikers so we have been to Albany to ride quite a few times over the last few years. I have helped to organise and run a number of downhill races and the comment we get most often is that while the track is heaps of fun it isn't long enough. The extensions (and linking) of the tracks would be a terrific addition to our races and would help to increase rider numbers, as would the option to provide shuttles. We average about 140 riders at each race currently, at least half our riders are juniors and seniors and usually travel as families so this would also benefit Albany Tourism in general. We have also been to Albany to ride just for fun on a number of family holidays and the other decent trails would make it even more likely that we would do this again because even though they won't be as steep/technical - more variety means more fun! At the moment places like Nannup and Wellington Mills get a lot of riders going for weekends etc because they provide a number of tracks which makes them a little more attractive, so the extended trails and bew ones would help Albany compete with them as an MTB tourism destination.	10/3/2016 4:53 PM
76	Albany has a fantastic natural environment which is currently under utilised. worldwide there is a recognition of the economic benefits that mountain biking can bring. Kalamunda, Margaret River and Pemberton are great local examples.	10/3/2016 4:37 PM

Albany Heritage Park Trails Concept Plan Feedback

77	This is a fantastic initiative which is guaranteed to draw mountain bike tourists from WA and beyond, while also doing a great job of considering other trail users. The concept plan has my wholehearted support and I will be encouraging my fellow Perth northern suburbs mountain bikers to support it too.	10/3/2016 4:33 PM
78	Mountain biking is sedate and about as ecofriendly as you can get. 99% of mountain bikers are cross country / all mountain riders. There is little to no whooping 360 backflippunf downhillers. It is family friendly and gets kids (and their parents) exercising and out in the fresh air. Having a well maintained set of mtb trails in Albany would be a huge attraction for my family and I to return on holiday on a more frequent basis.	10/3/2016 4:12 PM
79	To utilise existing and to establish those tracks as included should be a made a priority to further visitors to the region .	10/3/2016 3:49 PM
80	Separate mountain bike and walking trails are desperately needed in Albany. Riders including my family and I travel to Margaret River for mountain biking. Thus spending money in retail and hospitality businesses in MR rather than in Albany. In a time where Australia is the second most obese nation on the planet, active lifestyles must be encouraged.	10/3/2016 3:20 PM
81	As a regular visitor over the years to Albany & an avid MTB'er it is great to know that I can now bring my bike down & ride a variety of trails but what is even better I can now do it with my family. Great initiative, well done Albany	10/3/2016 3:15 PM
82	Be great to see well managed and ethical trails to allow mountain bike riding to grow in Australia. I have Ridden in Perth WA, North and South. Dwellinguo, Margaret River, Adelaide, Victoria and Tasmania. All great venues, and through the euphoria of the sport made many friendships, and find it to be a rewarding community.	10/3/2016 3:10 PM
83	The mount is a great resource that in my opinion is currently underutilized for mountain biking- the community benefits and tourist benefits are great from having a leading practice in terms of mtb	10/3/2016 3:10 PM
84	More trails for both Walkers and bikes would be great. I personally prefer dedicated trails over shared trails as a trail runner and a rider.	10/3/2016 2:44 PM
85	It would be great to add a small 'skills loop' or similar to provide kids with easy starting option (boost confidence before longer ride. In general I'd be really excited to see these trails built and (as someone who only visits Albany occasionally) it would encourage my husband and I plus our friends to make more regular visits (we regularly travel within and interstate to visit trail hubs - ie Margaret River, Mt Buller, Atherton etc) to the town. I'm not a particular advanced rider so great to see a mix of trails available.	10/3/2016 2:41 PM
86	Don't sit on your hands. Be pro-activ. Support activ recreation.	10/3/2016 2:22 PM
87	Great plans and great for Albany's future.	10/3/2016 9:30 AM
88	Albany is short of good mountain bike and walk trails which will boost tourism and get people out and about. Events like the southern mtb weekend will bring more people into the city.	10/2/2016 2:56 PM
89	Increasing the MTB network should effectively discourage the regular riders from using foot trails.	10/2/2016 12:26 PM
90	More Mointain Bike trails needed ASAP	10/2/2016 11:56 AM
91	Start building in time for the 2017 southern peaks mtb festival??????	10/2/2016 11:26 AM
92	Very well thought out plan, making use of area provided and considerate of both mtb and walkers. Huge impact on tourism.	10/1/2016 9:05 PM
93	one of the reasons I bought in Albany is the amazing walk trails you have- I really love taking the dog along a lot of these. Keeping the bikes separated is probably a very good idea- has erosion been considered? Just squelched my way round some dual use trails in Norway and the vegetation does get quite damaged when there's mud on the track and especially if the bikes have gone round wide.	10/1/2016 5:37 PM
94	My main concern is there maybe too much green trail. People travel for the intermediate blue/black trails more than green. It's important to encourage new people into the sport but you need to look after the people who have been riding for years. I would love to be able to recommend Albany as a travel destination for MTB riding, the current concept plan only has 5 dedicated MTB trails which i personally wouldn't travel the min 4hrs to ride, especially with two being green.	10/1/2016 8:28 AM
95	MTB riding is a popular leisure pursuit in Albany . The Albany MTB club is inclusive & supportive of all levels of riding . Having well maintained designated walki g & riding trails will create safe & inclusive leisure opportunities for the local people & will be another lure for tourist seeking outdoor pursuits . Investment in these trials will also create opportunities to engage yourh & those struggling with health & social issues to walk & ride in a natural environment .	9/30/2016 11:51 PM
96	As a mountain biker I'm supportive of not only the bike trails but all of them. It will increase participation in cycling and walking in an area that we are blessed to have so close to the centre of Albany. It WILL increase tourism in the area - no doubts at all. Bring it on!	9/30/2016 10:10 PM
97	It's great to see that mountain bikers will eventually have some designated trails. Look forward to longer X country trails in some of the areas surrounding Albany	9/30/2016 3:49 PM

## Albany Heritage Park Trails Concept Plan Feedback

98	I would like to see some more purpose built moderate blue square one way mountain bike single tracks in natural bushland within 10 Km of the city of Albany that for safety exclude walkers. A facility such as the Creek mountain bike tracks in Margaret river is a good example of a built for purpose recreational park.	9/30/2016 3:07 PM
99	In my opinion, the plan takes into account all users and gives both user groups, being MTB-ers and walkers, trails to ride and walk/run while minimising trail conflict. The CoA and respective groups should be commended on their forward thinking and world class plan to ensure Albany is the future go-to place to live and holiday in!	9/30/2016 2:30 PM
100	Great to see pro active projects that will increase tourism opportunities for small business	9/30/2016 2:05 PM
101	The proposed Trail network within the Albany Heritage Park will be a fantastic addition to the available activities in and around Albany and will have a positive impact on families to encourage children to be more active. The trails will add another string to Albany's bow and attract more visitors and residents alike. Win Win Win	9/30/2016 12:35 PM
102	It will be great to have the choice. Feel safer than dual use.	9/30/2016 11:32 AM
103	Looks great, can't wait to see it start. Will be great for tourism and provide a good place for teenagers, adults to have healthy fun.	9/30/2016 10:37 AM
104	I think overall the plan is good but I would like to see the MTB only descents all blue with "b lines" for the less confident riders. I think the transition from a beginner rider to intermediate is fast and we should provide more trails for this type of rider.	9/30/2016 10:29 AM
105	This is an enormous attraction for Albany and will encourage families to be active.	9/30/2016 10:21 AM
106	Without a plan like this the mounts will continue to evolve into an random set of erosion gullys that are used as paths. This plan will ensure the future of the environment, access to all users, well maintained paths and trails, tourism and a healthy community. An excellent and overdue plan.	9/30/2016 10:12 AM
107	Great work on all on this, Great concept plan, now lets move forward and get this started :)	9/30/2016 10:07 AM
108	I don't think trails should be made exclusively for the use of walkers - the issue is about expanding trails for MTB use, not walkers.	9/30/2016 9:40 AM
109	I think Albany has a fantastic opportunity here to incorporate trails in to the heart of the city that will benefit walkers and cyclists	9/30/2016 9:20 AM
110	Albany is an iconic West Australian destination. Tourism is a major draw card to our beautiful location and the ability to utilise our magnificent outdoor spaces (for locals and tourists alike) would only serve as a further draw card to our area. I would like to highlight a parallel to both the Pemberton and Margaret River trails which undoubtedly bolster local businesses through tourism and add greater interest and diversity to the towns. Also, activities which encourage outdoor use and provide health benefits to our community should be strongly supported. Finally, mountain biking is a fast growing activity that is only going to get bigger and bigger - if we were to lose this opportunity to develop these dual use trails we will be surpassed by other regional centres that have the willingness to take on these opportunities and thus the tourist dollar.	9/30/2016 8:58 AM
111	Albany has the ability to establish its self as the centre of outdoor activities, particularly mountain biking and trail walking and then capital inflows on the recreational and general tourism - event tourism this can - will create.	9/30/2016 1:16 AM
112	I think a trail network of this magnitude will not only serve existing users, but encourage new users and draw people from far and wide.	9/29/2016 10:08 PM
113	The mountain bike trails will bring a constant stream of tourists into our town, who were not visiting before. plus the ones who have will visit more often. The trails will also provide locals with a world class riding experience, and a place to meet friends after the ride down at a cafe or bar on the beach front.. perfect. I am very happy with the work the organisers and designers have done!	9/29/2016 9:58 PM
114	All these proposals are great for the people and the local area, especially the kids.	9/29/2016 9:51 PM
115	Be great once the trails are built	9/29/2016 9:47 PM
116	Great plan. Multi use. This is a massive plus for Albany	9/29/2016 9:46 PM
117	No	9/29/2016 8:35 PM
118	We need to get some mtb trails happening to make this town attractive to the mtb tourist(they spend money), but they need to be built right so that ongoing maintenance is not too much of an issue.	9/29/2016 8:29 PM
119	Great use of space! Providing dedicated usage trails and areas will only help keep the rest of the hills conserved and unharmed!	9/29/2016 7:25 PM
120	More downhill trails and promotion to community.	9/29/2016 7:14 PM

Albany Heritage Park Trails Concept Plan Feedback

121	I think the mtb trails are a very important feature in the trails hub. I am an albany local and spend at least 10 weekends a year in other south west wa towns, purely due to the lack of current trails. I also think more mtb trails will bring an immense amount of tourism to town.	9/29/2016 4:39 PM
122	There are plenty of options for exercise in Albany. Our bush is precious !	9/29/2016 1:47 PM
123	The introduction / Improvement of Albany's Walk and ride Tracks / Trails can only further enhance the area as a prime tourist destination and an area that is committed to the fitness and recreational needs of its population. Well done Albany - a lot of other WA towns and cities could take a leaf from your book!!	9/29/2016 11:37 AM
124	It is important as a city that we can provide a variety of recreation trails for both locals and visitors that link our heritage and natural features with the city centre. A network of paths and trails to suit all abilities would get people moving and provide many recreation opportunities, not to mention some iconic scenery. The MTB community is fast growing and they are looking for new places to ride. Many will travel and spend time and money in the town. We need this!	9/29/2016 11:03 AM

## Albany Heritage Park Trails Concept Plan Feedback

**Q21 If you would like to receive further information about the AHP Trails Concept Planning Project please provide your details.**

Answered: 89 Skipped: 161

Answer Choices	Responses	
Name	98.88%	88
Company	16.85%	15
Address	87.64%	78
Address 2	4.49%	4
City/Town	92.13%	82
State/Province	89.89%	80
ZIP/Postal Code	88.76%	79
Country	71.91%	64
Email Address	95.51%	85
Phone Number	70.79%	63

#	Name	Date
1	Ja Klinac	10/23/2016 10:32 PM
2	Peter Vaughan	10/23/2016 10:00 PM
3	Cathy Glen	10/23/2016 9:21 PM
4	Prof Geoff Riley	10/23/2016 7:15 PM
5	Anne Bondin	10/23/2016 5:58 PM
6	Ivan Edwards	10/23/2016 4:09 PM
7	Peter	10/23/2016 1:36 PM
8	Paula Deegan	10/23/2016 1:26 PM
9	Peter Glen	10/23/2016 12:52 PM
10	Keith Bradby	10/23/2016 12:35 PM
11	Noelene Harrison	10/23/2016 12:27 PM
12	Elizabeth Riley	10/23/2016 10:44 AM
13	Kath Gray	10/23/2016 10:42 AM
14	Catlyne Hos	10/23/2016 10:00 AM
15	John Purdom	10/23/2016 9:11 AM
16	Claire Paddison	10/22/2016 10:20 PM
17	Trevor Terry	10/22/2016 7:56 PM
18	Paul Wettin	10/21/2016 5:29 PM
19	Graham	10/21/2016 3:07 PM
20	Ian Pavey	10/21/2016 1:56 PM

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## Albany Heritage Park Trails Concept Plan Feedback

21	David Brown	10/20/2016 3:47 PM
22	Mark	10/20/2016 12:53 PM
23	Steven Williams	10/20/2016 12:38 PM
24	Will Guelen	10/20/2016 8:14 AM
25	Katie Thill	10/19/2016 12:30 PM
26	Tiffany	10/18/2016 1:10 PM
27	Maureen Cremin	10/17/2016 12:40 PM
28	martin creighan	10/17/2016 10:08 AM
29	Rupert Ward	10/15/2016 7:28 PM
30	John Marmion	10/14/2016 10:40 AM
31	Jonathan	10/11/2016 8:31 AM
32	Haydn	10/7/2016 9:25 PM
33	Nathan Symonds	10/7/2016 1:29 PM
34	Rick Eikelboom	10/7/2016 12:33 PM
35	Jack Markovs	10/5/2016 8:20 PM
36	Campbell Baird	10/5/2016 2:53 PM
37	Samele Haell	10/4/2016 12:46 PM
38	Ron Grey	10/4/2016 11:01 AM
39	Shane Williams.	10/4/2016 7:21 AM
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41	Matthew Bascombe	10/3/2016 10:06 PM
42	Janelle Braidwood	10/3/2016 9:37 PM
43	Daniel Lloyd	10/3/2016 9:15 PM
44	Aaryn Johansen	10/3/2016 9:12 PM
45	Nathan	10/3/2016 8:35 PM
46	Kim Wah Seow	10/3/2016 8:34 PM
47	Kris Ford	10/3/2016 7:51 PM
48	matt wagner	10/3/2016 4:37 PM
49	Tim James	10/3/2016 4:33 PM
50	Rory Atkinson	10/3/2016 4:12 PM
51	Geoff Cass	10/3/2016 3:49 PM
52	Tim Villa	10/3/2016 3:14 PM
53	Richard King	10/3/2016 3:10 PM
54	John Jordan	10/3/2016 2:22 PM
55	Ivan Svenson	10/3/2016 2:20 PM
56	Mark Ireland	10/3/2016 9:30 AM
57	Ted	10/2/2016 2:56 PM
58	Harper O'Donnell	10/2/2016 11:26 AM
59	Ben	10/1/2016 9:05 PM
60	Natalie Pearson	10/1/2016 8:28 AM
61	Corinne stoner	9/30/2016 11:51 PM



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62	Dinah Roecker	9/30/2016 10:25 PM
63	Brad Smithson	9/30/2016 10:10 PM
64	Daryl de Vos	9/30/2016 10:02 PM
65	Phil Stan-Bishop	9/30/2016 8:46 PM
66	Jerome Ryan	9/30/2016 8:43 PM
67	Di Fry	9/30/2016 3:49 PM
68	steve Sweeney	9/30/2016 3:07 PM
69	Tammy Stone	9/30/2016 2:30 PM
70	Paul O'Donnell	9/30/2016 2:05 PM
71	Matt	9/30/2016 11:32 AM
72	Drew Ryder	9/30/2016 10:37 AM
73	Deb Edwards	9/30/2016 10:21 AM
74	Brett Edwards	9/30/2016 10:16 AM
75	Nick Walls	9/30/2016 10:07 AM
76	Andrew Bell	9/30/2016 9:40 AM
77	Ben Headlam	9/30/2016 9:37 AM
78	Sandra Hart	9/30/2016 9:08 AM
79	Lee Griffith	9/30/2016 8:58 AM
80	Ben Levett	9/29/2016 10:31 PM
81	Craig Marshall	9/29/2016 10:27 PM
82	nigel holden	9/29/2016 10:08 PM
83	Keiron Benson	9/29/2016 9:58 PM
84	Corey Weadley	9/29/2016 8:35 PM
85	Jamie Kiddle	9/29/2016 8:33 PM
86	Michael	9/29/2016 8:29 PM
87	jayde	9/29/2016 4:39 PM
88	Sherron White	9/29/2016 11:03 AM
<b>#</b>	<b>Company</b>	<b>Date</b>
1	Mr	10/23/2016 9:11 AM
2	Chair of ABUG	10/22/2016 7:56 PM
3	The Life of Py	10/20/2016 12:53 PM
4	Sleepwell Motel	10/20/2016 12:38 PM
5	Great Southern Grammar	10/7/2016 1:29 PM
6	SRTafe	10/4/2016 11:01 AM
7	OFS Mechanical	10/3/2016 7:51 PM
8	Advanced Family & Sports Podiatry	10/3/2016 9:30 AM
9	Lord	10/2/2016 2:56 PM
10	Impulse Cycles	9/30/2016 8:46 PM
11	Dog Rock Motel	9/30/2016 11:32 AM
12	Opteon (Albany and Great Southern WA)	9/30/2016 10:07 AM
13	Lee Griffith Photography	9/30/2016 8:58 AM

## Albany Heritage Park Trails Concept Plan Feedback

14	Svitzer	9/29/2016 10:27 PM
15	sleep steel	9/29/2016 4:39 PM
#	Address	Date
1	25 Boronia Ave Collingwood Heights	10/23/2016 10:32 PM
2	14 Rossiter Road	10/23/2016 10:00 PM
3	3 Cliff Way	10/23/2016 9:21 PM
4	5 Grey Street East	10/23/2016 7:15 PM
5	106 ANfove Road	10/23/2016 4:09 PM
6	177 Hare st	10/23/2016 1:36 PM
7	21 Suffolk Street	10/23/2016 1:26 PM
8	Cliff Way	10/23/2016 12:52 PM
9	10 Beresford St	10/23/2016 12:35 PM
10	12 Suffolk Street	10/23/2016 12:27 PM
11	5 Grey St E	10/23/2016 10:44 AM
12	4 Coyanarup Place, Warrenup	10/23/2016 10:42 AM
13	34 Serpentine Road	10/23/2016 10:00 AM
14	46 Wakefield Court	10/23/2016 9:11 AM
15	13 Hotham Street	10/22/2016 10:20 PM
16	34 Serpentine Road	10/22/2016 7:56 PM
17	10 Oyster Heights	10/21/2016 5:29 PM
18	17 Shakespeare St	10/21/2016 3:07 PM
19	30 Laverstock Street	10/21/2016 1:56 PM
20	Wylie Cr	10/21/2016 8:53 AM
21	13 Morley Place	10/20/2016 3:47 PM
22	3/182 Holland	10/20/2016 12:53 PM
23	270 Albany Highway	10/20/2016 12:38 PM
24	27 Warlock Rd	10/19/2016 12:30 PM
25	PO Box 997	10/17/2016 12:40 PM
26	po box 5532	10/17/2016 10:08 AM
27	125 Burt Street	10/15/2016 7:28 PM
28	93 Middleton Road	10/14/2016 10:40 AM
29	199 kelvin Rd	10/11/2016 8:31 AM
30	PO Box 1151	10/7/2016 1:29 PM
31	33 Gladville Raod	10/7/2016 12:33 PM
32	76 Eton St	10/5/2016 2:53 PM
33	Po Box 62	10/4/2016 12:46 PM
34	5 Hanson road 6330	10/4/2016 11:01 AM
35	1bradwell cry	10/4/2016 7:21 AM
36	11 Melrose st Mt Melville	10/3/2016 11:19 PM
37	13 Ashwell st	10/3/2016 10:06 PM
38	12 Kumarine Street	10/3/2016 9:37 PM

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39	31 Vigilant Terrace	10/3/2016 9:15 PM
40	2 McNeil grove	10/3/2016 8:35 PM
41	11 Gransmoor Way	10/3/2016 8:34 PM
42	111 Caledonia ave, currumbine	10/3/2016 7:51 PM
43	8a Ward place	10/3/2016 4:37 PM
44	11 Savona Grove	10/3/2016 4:33 PM
45	13 Hotchin Ave	10/3/2016 3:49 PM
46	513/26 Hood St	10/3/2016 3:14 PM
47	11 McGrath Place, Seville Grove	10/3/2016 3:10 PM
48	Farrant st	10/3/2016 2:22 PM
49	PO BOX 316	10/3/2016 2:20 PM
50	37-39 Pioneer Road	10/3/2016 9:30 AM
51	299 Emu Point Dve	10/2/2016 2:56 PM
52	64 drew st	10/2/2016 11:26 AM
53	71 Woollahra Street	10/1/2016 8:28 AM
54	21 Nelson st	9/30/2016 11:51 PM
55	34 Nelson st	9/30/2016 10:25 PM
56	6 Durman Pl	9/30/2016 10:10 PM
57	9 Goddard way mckail	9/30/2016 10:02 PM
58	PO BOX 343	9/30/2016 8:46 PM
59	PO Box 1968	9/30/2016 8:43 PM
60	PO Box 7062	9/30/2016 3:49 PM
61	10 rowley st	9/30/2016 3:07 PM
62	64 Drew St	9/30/2016 2:05 PM
63	303 Middleton Rd	9/30/2016 11:32 AM
64	12 Satellite close	9/30/2016 10:37 AM
65	Po box 1250	9/30/2016 10:21 AM
66	3 Suffolk Street	9/30/2016 10:07 AM
67	29 Eclipse Drive, Collingwood Heights	9/30/2016 9:40 AM
68	109 La Perouse Road	9/30/2016 9:37 AM
69	36 Pinaster rd	9/30/2016 9:08 AM
70	10 Serene Bend	9/29/2016 10:31 PM
71	14 Cliff Street	9/29/2016 10:27 PM
72	41 Prescottvale Rd	9/29/2016 10:08 PM
73	P.O. Box 5815	9/29/2016 9:58 PM
74	17 Taylor street Miramar	9/29/2016 8:35 PM
75	45 Festing St	9/29/2016 8:33 PM
76	80 Bayview drive	9/29/2016 8:29 PM
77	20 alfred street	9/29/2016 4:39 PM
78	Po Box 5106	9/29/2016 11:03 AM
#	Address 2	Date

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1	Leederville	10/21/2016 3:07 PM
2	821 Yungup Rd Narricup	10/4/2016 11:01 AM
3	Mira bar	9/30/2016 11:51 PM
4	Little Grove	9/29/2016 8:29 PM
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2	Goode Beach	10/23/2016 10:00 PM
3	Albany	10/23/2016 9:21 PM
4	ALBANY	10/23/2016 7:15 PM
5	Spencer Park	10/23/2016 4:09 PM
6	Albany	10/23/2016 1:36 PM
7	Mt Clarence	10/23/2016 1:26 PM
8	Albany	10/23/2016 12:52 PM
9	Albany	10/23/2016 12:35 PM
10	Albany	10/23/2016 12:27 PM
11	Albany	10/23/2016 10:44 AM
12	Albany	10/23/2016 10:42 AM
13	Albany	10/23/2016 10:00 AM
14	Albany	10/23/2016 9:11 AM
15	Bayswater	10/22/2016 10:20 PM
16	Albany	10/22/2016 7:56 PM
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18	Perth	10/21/2016 3:07 PM
19	South Guildford	10/21/2016 1:56 PM
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21	Albany	10/20/2016 3:47 PM
22	Fremantle	10/20/2016 12:53 PM
23	Albany	10/20/2016 12:38 PM
24	Bayonet Head	10/19/2016 12:30 PM
25	Albany	10/17/2016 12:40 PM
26	albany	10/17/2016 10:08 AM
27	Albany	10/15/2016 7:28 PM
28	Albany	10/14/2016 10:40 AM
29	Maddington	10/11/2016 8:31 AM
30	albany	10/7/2016 9:25 PM
31	Albany	10/7/2016 1:29 PM
32	McKail	10/7/2016 12:33 PM
33	North Perth	10/5/2016 2:53 PM
34	Mount Barker	10/4/2016 12:46 PM
35	Albany	10/4/2016 11:01 AM
36	Carine	10/4/2016 7:21 AM

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37	Albany	10/3/2016 11:19 PM
38	Albany	10/3/2016 10:06 PM
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40	Ocean Reef	10/3/2016 9:15 PM
41	Jarrahdale	10/3/2016 8:35 PM
42	Willetton	10/3/2016 8:34 PM
43	Perth	10/3/2016 7:51 PM
44	Embleton	10/3/2016 4:37 PM
45	Mindarie	10/3/2016 4:33 PM
46	Albany	10/3/2016 3:49 PM
47	Subiaco	10/3/2016 3:14 PM
48	Perth	10/3/2016 3:10 PM
49	Perth	10/3/2016 2:22 PM
50	Byford	10/3/2016 2:20 PM
51	Albany	10/3/2016 9:30 AM
52	Albany	10/2/2016 2:56 PM
53	Albany	10/2/2016 11:26 AM
54	Albany	10/1/2016 9:05 PM
55	Albany	10/1/2016 8:28 AM
56	Albany	9/30/2016 11:51 PM
57	Albany	9/30/2016 10:25 PM
58	Albany	9/30/2016 10:10 PM
59	Albany	9/30/2016 10:02 PM
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62	Lower King	9/30/2016 3:49 PM
63	ALBANY	9/30/2016 3:07 PM
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65	Albany	9/30/2016 11:32 AM
66	Albany	9/30/2016 10:37 AM
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69	Albany	9/30/2016 10:07 AM
70	Albany	9/30/2016 9:40 AM
71	Goode Beach	9/30/2016 9:37 AM
72	Willyung	9/30/2016 9:08 AM
73	Albany	9/30/2016 8:58 AM
74	Atwell	9/29/2016 10:31 PM
75	Albany	9/29/2016 10:27 PM
76	Cuthbert	9/29/2016 10:08 PM
77	Albany	9/29/2016 9:58 PM

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## Albany Heritage Park Trails Concept Plan Feedback

78	Albany	9/29/2016 8:35 PM
79	Albany	9/29/2016 8:33 PM
80	Albany	9/29/2016 8:29 PM
81	albany	9/29/2016 4:39 PM
82	Albany	9/29/2016 11:03 AM
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4	WA	10/23/2016 7:15 PM
5	WA	10/23/2016 4:09 PM
6	WA	10/23/2016 1:36 PM
7	WA	10/23/2016 1:26 PM
8	WESTERN AUSTRALIA	10/23/2016 12:35 PM
9	WA	10/23/2016 12:27 PM
10	WA	10/23/2016 10:44 AM
11	WA	10/23/2016 10:42 AM
12	WA	10/23/2016 10:00 AM
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14	WA	10/22/2016 10:20 PM
15	WA	10/22/2016 7:56 PM
16	WA	10/21/2016 5:29 PM
17	WA	10/21/2016 3:07 PM
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# REPORT ITEM ED 043 REFERS

## Albany Heritage Park Trails Concept Plan Feedback

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## Albany Heritage Park Trails Concept Plan Feedback

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# REPORT ITEM ED 043 REFERS

## Albany Heritage Park Trails Concept Plan Feedback

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## Albany Heritage Park Trails Concept Plan Feedback

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Albany Heritage Park Trails Concept Plan Feedback

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2	peterv101@bigpond.com	10/23/2016 10:00 PM
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4	geoff.riley@uwa.edu.au	10/23/2016 7:15 PM
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6	ivan.edwards2@bigpond.com	10/23/2016 4:09 PM
7	pb.mac1@bigpond.com	10/23/2016 1:36 PM
8	pauladeegan@westnet.com.au	10/23/2016 1:26 PM
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10	kbradby@westnet.com.au	10/23/2016 12:35 PM
11	nienna@inet.net.au	10/23/2016 12:27 PM
12	eeriley@hotmail.com	10/23/2016 10:44 AM
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## Albany Heritage Park Trails Concept Plan Feedback

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19	graham_1206@yahoo.com	10/21/2016 3:07 PM
20	vectis@iinet.net.au	10/21/2016 1:56 PM
21	de.brown1@bigpond.com	10/20/2016 3:47 PM
22	thelifeofpy@gmail.com	10/20/2016 12:53 PM
23	stevenwilliams1988@hotmail.com	10/20/2016 12:38 PM
24	william.guelen@gmail.com	10/20/2016 8:14 AM
25	katie.dimps@bigpond.com	10/19/2016 12:30 PM
26	tiffanyd@albany.wa.gov.au	10/18/2016 1:10 PM
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32	Nathan.Symonds@gsg.wa.edu.au	10/7/2016 1:29 PM
33	reikel@jcsa.wa.edu.au	10/7/2016 12:33 PM
34	j.markovs@gmail.com	10/5/2016 8:20 PM
35	sam.haell@goneferal.net.au	10/4/2016 12:46 PM
36	ron.grey@srtafe.wa.edu.au	10/4/2016 11:01 AM
37	shanewilliams3@me.com	10/4/2016 7:21 AM
38	dancamharnia@gmail.com	10/3/2016 11:19 PM
39	Lambretta_1@yahoo.com.au	10/3/2016 10:06 PM
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# REPORT ITEM ED 043 REFERS

## Albany Heritage Park Trails Concept Plan Feedback

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71	edwards.001@bigpond.com	9/30/2016 10:21 AM
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74	andytrans@westnet.com.au	9/30/2016 9:40 AM
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76	davidsandra6@bigpond.com	9/30/2016 9:08 AM
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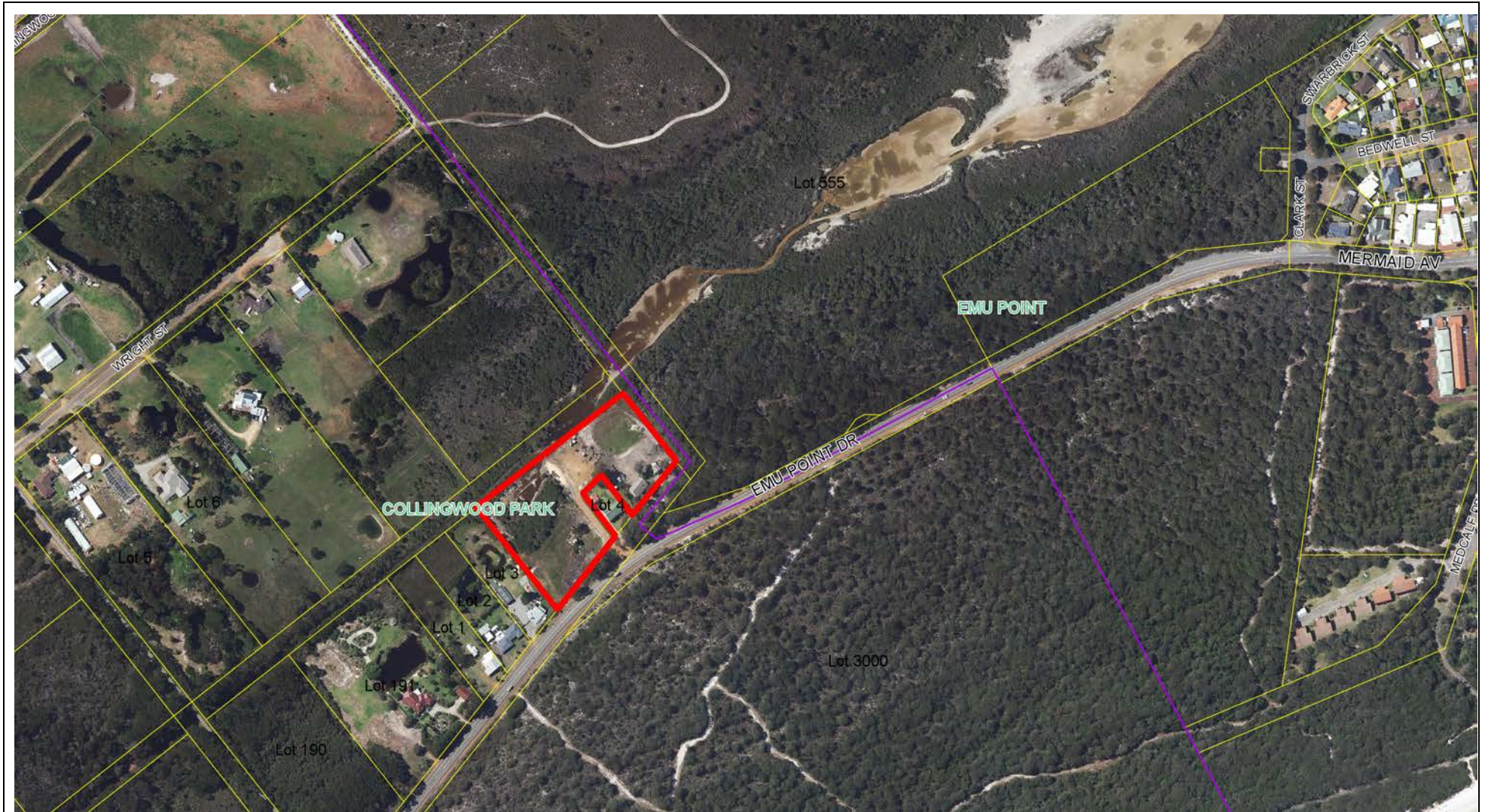
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Area Plan

1:5000

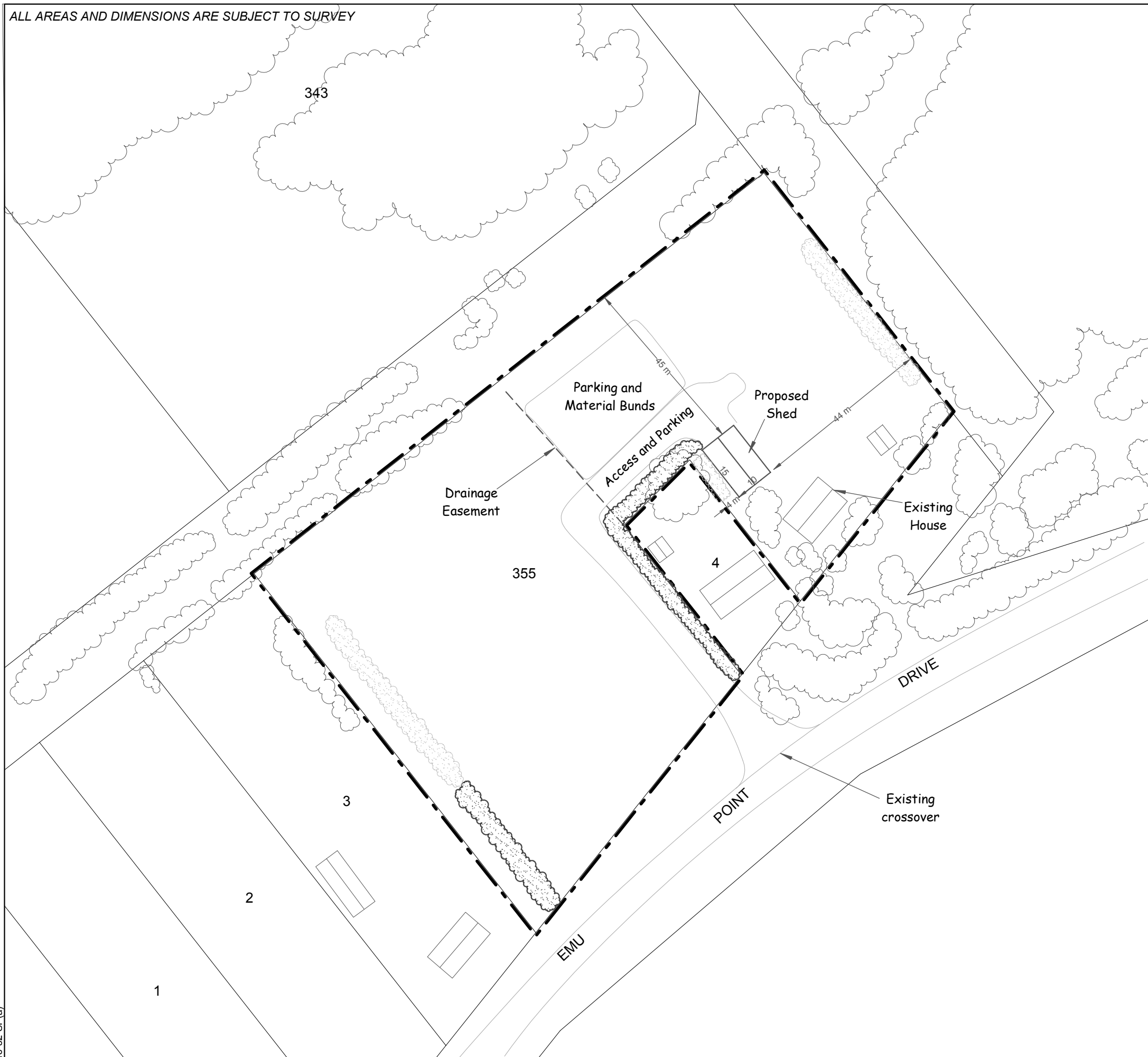




# SITE PLAN

Lot 355 Emu Point Drive  
Collingwood Park, City of Albany

ALL AREAS AND DIMENSIONS ARE SUBJECT TO SURVEY

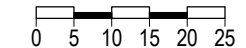


### LEGEND

- Subject Land
- Existing Buildings
- Proposed Shed
- Existing Vegetation
- Landscaping
- Stabilised Batters

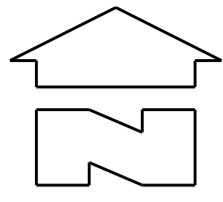


ORIG A3  
SCALE 1:1000

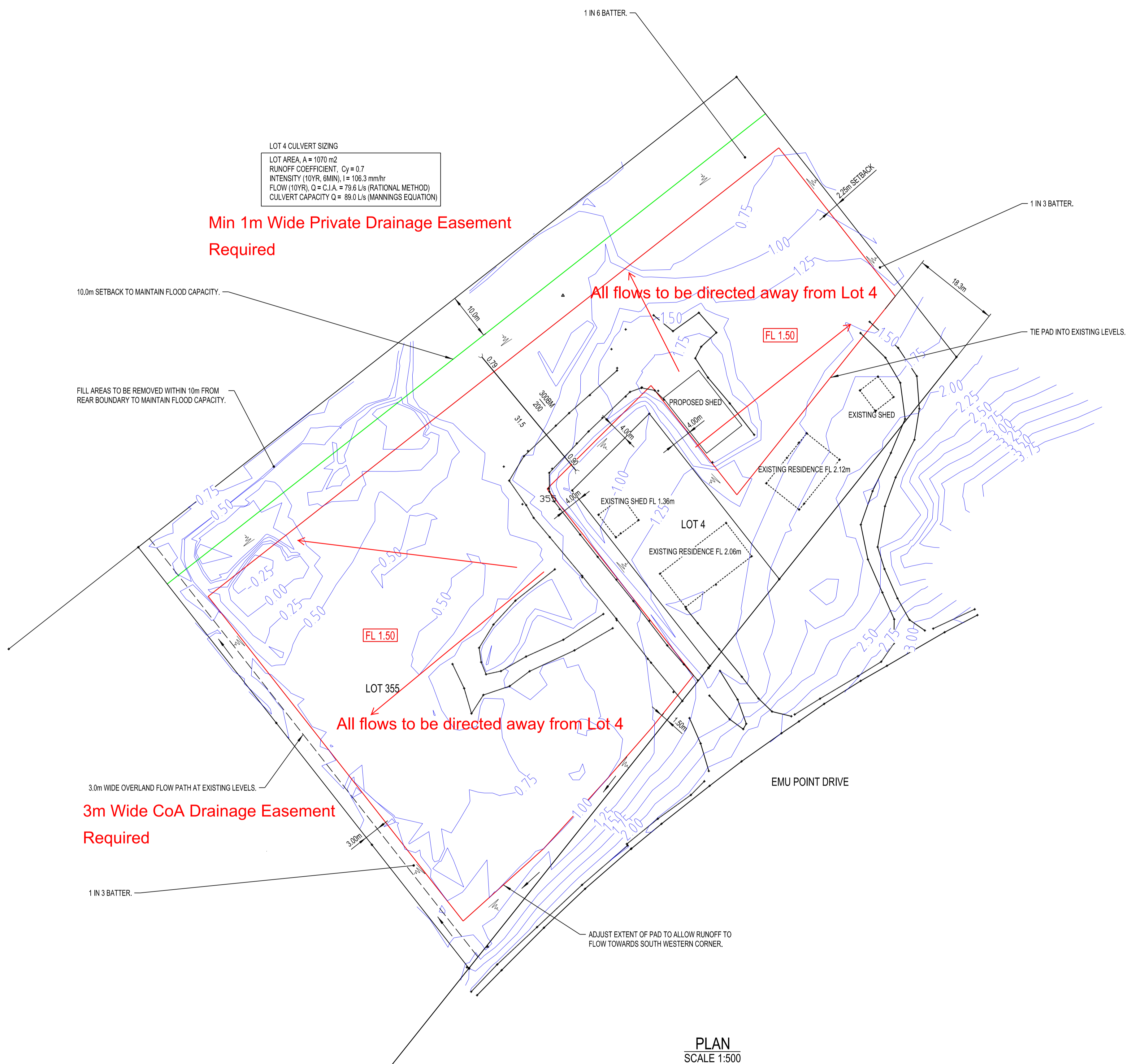


### Note

For earthworks, batters and levels refer to Earthworks Plan



- NOTES
1. GENERAL
    - 1.1. LEVELS ARE REDUCED FROM A.H.D. FROM JOHN KINNEAR & ASSOCIATES.
    - 1.2. DESIGN LEVELS SHOWN SHALL BE ON THE FINISHED SURFACE INCLUDING TOPSOIL.
  2. EARTHWORKS
    - 2.1. PAD EXTENTS SHOWN ARE INDICATIVE AND MAY VARY DURING CONSTRUCTION.
  3. DUST CONTROL
    - 3.1. DUST CONTROL MEASURES TO BE IN ACCORDANCE WITH THE EPA 'DUST CONTROL GUIDELINES', UNLESS NOTED OTHERWISE.
  4. STABILISATION
    - 4.1. THE COMPLETED SURFACE INCLUDING BATTERS TO BE STABILISED BY 50-100mm OF TOPSOIL.
  5. TOPSOIL
    - 5.1. TOPSOIL TO BE REMOVED FROM WORKS AREA TO BE DISTURBED AND STOCKPILED FOR RE-USE.
    - 5.2. FOLLOWING THE COMPLETION OF EARTHWORKS, THE CONTRACTOR SHALL RESPREAD TOPSOIL OVER THE WORKS AREA (MIN 50mm, MAX 100mm).
  6. FILL
    - 6.1. IMPORTED FILL TO BE CLEAN SAND AND COMPACTED AT 95% MMDD AT LAYERS NOT EXCEEDING 0.5m.
  7. DRAINAGE
    - 7.1. PIPEWORK TO BE BLACKMAX (OR RC) AND INSTALLED TO THE MANUFACTURER'S GUIDELINES.
    - 7.2. DRAINAGE PIPES HAVE BEEN SIZED TO ACCOMMODATE THE 10 YEAR STORM EVENT.



PLAN  
SCALE 1:500

REV.	DESCRIPTION	DRAWN	VER	APPROVED
A	ORIGINAL ISSUE			

**WOOD & GRIEVE ENGINEERS**  
 Wood & Grieve Engineers Ltd  
 A.C.N. 137 999 609  
 L1, The Terrace Centre  
 96-102 Stirling Terrace, Albany  
 Western Australia 6000  
 Phone: +61 8 9842 3700  
 Fax: +61 8 9842 1340  
 Email: albany@wge.com.au  
 Web: www.wge.com.au

**ALBANY**  
 PERTH  
 MELBOURNE  
 SYDNEY  
 BRISBANE  
 BUSSELTON

CLIENT:  
FG & KJ LIVA

PROJECT:  
LOT 355 EMU POINT DRIVE

TITLE:  
EARTHWORKS PLAN

**PRELIMINARY**

SECTION: CIVIL SERVICES	VERIFIED: AJM	19/10/2016	SCALE: A1 @ 1:500
DESIGNED: AJM	APPROVED FOR TENDER: FW	19/10/2016	DATUM: A.H.D.
DRAWN: AJM	APPROVED FOR CONSTRUCTION:		WAPC: -

PROJECT No.	DRAWING No.	REVISION
<b>26838-ALB-C-34</b>	<b>E1</b>	<b>A</b>

P:\26838-34\Project Documentation\Civil\Design-Drawings\c. Plan Earthworks.dgn

**Local Planning Scheme No. 1**  
**Application: Dam and Home Business - P2150548**  
**Schedule of Submissions for Lot 355 Collingwood Park 6330 WA**

Issue	Officer Comment
<p>The potential for oil, diesel and other contaminants reaching the nearby waterway through spills, leakages and washing down.</p> <p>Is EPA approval required?</p> <p>Servicing of the machinery on the site will increase the risk and likelihood of spillage occurring.</p>	<p>The proposal does not involve the storage or mixing of bitumen on the site.</p> <p>The applicant has stated and confirmed through the management statement that all vehicles are washed down off site at commercial vehicle washing facilities which have the appropriate separator systems. This would be recommended as an ongoing condition of use.</p> <p>Department of Water provided comment on the application an advised that standard surface water management procedures will be suitable.</p> <p>In order to mitigate potential leaks and spillages it would be recommended as a condition of consent that a bunded area be established which is sealed to contain any spills.</p> <p>It has been recommended that an ongoing condition be applied requiring compliance with the setbacks for the storage of any materials.</p> <p>EPA approval is not required on the basis that there is no mixing or storage of bitumen on site. This will be applied as an ongoing condition to be complied with. Approval has only been sought for</p>

Issue	Officer Comment
	<p>truck storage. A specific approval would be required for the industry to mix and prepare bitumen on site.</p> <p>The applicant has stated that mechanical works are undertaken off site by an appropriate business which has suitable facilities. This can be reinforced by a condition prohibiting the servicing of heavy vehicles on the site.</p>
<p>Truck movements will pose an amenity and safety issue.</p>	<p>The City of Albany does not have the statutory authority to impose a restriction on the use of an 'as of right' vehicle on a road. If the applicant proposes to use vehicles in excess of 'as of right' specifications they will be obligated to apply for permission with Main Roads Western Australia.</p>
<p>The proposed land use is not compatible with the current zoning of the land.</p> <p>How has the City proposed to change the zoning of the land to industrial</p> <p>An alternative zoning for the land should be pursued</p>	<p>The subject lot is zoned 'General Agriculture' under Local Planning Scheme No.1 both land uses are classified as "D" within this zone.</p> <p>For clarification – the applications before Council are not to change the zoning of the land. Approval has only been sought for truck storage and earthworks. A specific approval would be required for the industry to mix and prepare bitumen on site. It is unlikely the city would be able to consider such a proposal under the current "General Agricultural" zoning.</p>

Issue	Officer Comment
	<p>If a rezoning was to be considered, it would be required to address the larger area. Broad scale zoning changes which are not landowner driven would require careful preparation and consultation in order to determine the most appropriate zoning.</p>
<p>Issues with the granting of clearing permit and compliance with the clearing permit.</p>	<p>Clearing of native vegetation is controlled at a State level through the Department of Environmental Regulation. The landowner applied for, and was granted a clearing permit for a section of vegetation on the western quadrant of the property. Given that the clearing permit has already been granted the City of Albany does not have the statutory authority to revoke the approval. The current approval expires on 28 June, 2016.</p> <p>The applicant has submitted a landscaping plan which details screen planting and also planting around the proposed dam area.</p>
<p>Potential detrimental impacts on amenity (Noise/Dust/ Visual).</p>	<p>Any operations would be subject to ongoing compliance with the Environmental Protection (Noise) Regulations 1997.</p> <p>The City of Albany can apply conditions on any approval limiting the hours of operation on the site.</p> <p>In terms of visual impact, the applicant has submitted a landscaping plan which would be required to be implemented and maintained as a condition of approval .The proposed conditions and management plans mitigate the concerns raised. Furthermore, the propose</p>

Issue	Officer Comment
	<p>machinery storage area is at the rear of the property which also has existing screening vegetation on the verge.</p> <p>The applicant has also proposed to screen the driveway with vegetation.</p>
<p>Potential flooding issues</p> <p>Alteration of Ground levels</p>	<p>City of Albany engineers have attended the site and reviewed the work undertaken on the property in the scope of the district drainage function of the area.</p>

# OPTUS

**DALY**  
INTERNATIONAL

Our Ref: P0681 Gledhow

23/09/2016

Planning Manager  
City of Albany Council  
PO Box 484, ALBANY, WA 6331

Dear Sir/Madam,

**Lodgement of Development Application for new Telecommunications Facility at 43 Bottlebrush Road GLEDHOW WA 6330 (Lot 14 on Plan 222500).**

I am writing on behalf of Optus Pty Ltd, who are seeking to install a new telecommunications facility supporting Optus communications infrastructure at the above address.

The works will involve installation of one (1) 35m monopole, three (3) panel antennas, one (1) 1200mm parabolic (dish) antenna, one (1) new prefabricated equipment shelter and ancillary equipment associated with operation of the facility.

The proposal does not constitute 'Low Impact Development' under the *Telecommunications (Low Impact Facilities) Determination 1997* and therefore requires Development Approval.

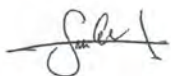
Please find attached the following documents:

- Development Application Report and Appendices; and
- Application Form with landowner's signature

A cheque of \$800 will be issued to the City of Albany in the coming days.

Thank you for your assistance with this application. Should you have any enquiries regarding this application, or require more information to assist in your assessment, please feel free to contact me on the details listed below.

Yours sincerely,



**Stuart Coles** | Town Planner  
**DALY INTERNATIONAL**  
| M +61 401 789 219  
scoles@dalyinternational.com.au

DALY INTERNATIONAL PTY LTD  
ABN 17 054 002 461

Level 5, 97 Pirie St,  
Adelaide, SA  
www.dalyinternational.com



**OPTUS**

**Planning Application  
Proposed New Telecommunications  
Facility**

**43 Bottlebrush Road, Gledhow,  
WA, 6330.**

**(Lot 14 On Deposited Plan  
222500)**

Prepared on behalf of Optus  
by Daly International Pty Ltd  
September 2016







DA for New Telecommunications Facility at  
43 Bottlebrush Road, Gledhow, WA, 6330 (Lot 14 On Deposited Plan 222500)

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43 Bottlebrush Road, Gledhow, WA, 6330 (Lot 14 On Deposited Plan 222500)

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DA for New Telecommunications Facility at  
43 Bottlebrush Road, Gledhow, WA, 6330 (Lot 14 On Deposited Plan 222500)

## EXECUTIVE SUMMARY

<b>Proposal</b>	<p>Optus Mobiles Pty Ltd (Optus) proposes installation of a new telecommunications facility at 43 Bottlebrush Road, Gledhow, WA, 6330. The proposal is part of a nationwide rollout to improve mobile coverage and access to enhanced services via the Optus mobile network in metropolitan, regional and rural areas across Australia. The proposed works involve installation of:</p> <ul style="list-style-type: none"> <li>• one (1 no.) new 35m tall monopole;</li> <li>• three (3 no.) new 12 port panel antennas, to be mounted at the top of the tower on a triangular headframe (36m Centre Line);</li> <li>• one (1 no.) new 1200mm parabolic transmission antenna;</li> <li>• one (1) new equipment shelter coloured 'Paper Bark', with a floor area of 7.5m<sup>2</sup>, located adjacent to the new monopole; and;</li> <li>• ancillary equipment associated with the operation of the facility.</li> </ul> <p>The new facility will be wholly contained within a compound enclosed by a 2.4m tall chain link fence.</p> <p><i>**1 x 12 port antenna may have the outward appearance of two separate antennas. For this reason works involve the installation 3 x 12 Port antennas which equal a total of 6 x panel antennas**</i></p>	
<b>Purpose</b>	To provide coverage and capacity to the Gledhow, McKail, Lockyer and Mt Elphinstone areas, including Cunderdin-Wyalkatchem Rd, Great Eastern Hwy, and Cunderdin-Quairading Rd.	
<b>Property Details</b>	Property Description: Lot 14 on DP 222500 Street Address: 43 Bottlebrush Road, Gledhow, WA 6330	
<b>Town Planning Scheme</b>	Council: City of Albany Scheme: City of Albany Local Planning Scheme No.1 Zone: General Agriculture Definition: Telecommunications Infrastructure	
<b>Metropolitan Region Scheme</b>	N/A	
<b>Planning Considerations</b>	Referrals	N/A
<b>Planning Considerations</b>	State Planning	SPP 5.2 (Telecommunications Infrastructure) SPP 2.5 (Land Use Planning in Rural Areas)
<b>Planning Considerations</b>	Local Policies/Strategy	City of Albany Local Planning Strategy (6.4.4 Telecommunications)
<b>Application</b>	Development and use of the land for the purpose of a new mobile telecommunications base station. Daly International Level 5, 97 Pirie St ADELAIDE, SA 5000 Contact: Stuart Coles 0401789219 SColes@dalyinternational.com.au Ref: Gledhow RFNSA Ref: 6330022	



DA for New Telecommunications Facility at  
43 Bottlebrush Road, Gledhow, WA, 6330 (Lot 14 On Deposited Plan 222500)

<b>Applicant</b>	Report prepared by: Stuart Coles
<b>Quality and Assurance Check</b>	

## 1 INTRODUCTION

This Development Application has been prepared by Daly International Pty Ltd, acting on behalf of Optus Mobile Pty Ltd ('Optus') for the deployment of mobile telecommunications facilities. This application seeks approval for the construction of a new mobile phone base station at 43 Bottlebrush Road, Gledhow, WA, 6330 (Lot 14 On Deposited Plan 222500).

Optus regularly tests the efficiency of its existing network and has identified shortcomings in coverage around the Gledhow area. In particular, improvements in coverage are sought to address network capacity issues and coverage to the Gledhow, McKail, Lockyer and Mt Elphinstone areas, including Cunderdin-Wyalkatchem Rd, Great Eastern Hwy, and Cunderdin-Quairading Rd.

The proposed facility comprises installation of:

- one (1 no.) new 35m tall monopole;
- three (3 no.) new 12 port panel antennas, to be mounted at the top of the tower on a triangular headframe (36m C/L);
- one (1 no.) new 1200mm parabolic transmission antenna;
- one (1) new equipment shelter coloured 'Paper Bark', with a floor area of 7.5m<sup>2</sup>, located adjacent to the new monopole; and;
- ancillary equipment associated with the operation of the facility.

The facility is to be located within a 77.52m<sup>2</sup> leased compound, enclosed by a new 2.4m high chainlink security fence. Access to the site is to be via an existing gate from Bottlebrush Road.

All mobile carriers are bound by the operational provisions of the Telecommunications Act 1997 and the Telecommunications Code of Practice 1997. While some works can be carried out under the Telecommunications (Low Impact Facilities) Determination 1997 without development approval, this proposal is not defined as 'Low Impact' and therefore requires Council approval to proceed.

This report supports an application for development and use of the leased area within the subject site for a new telecommunications facility servicing the wider Gledhow area including McKail, Lockyer and Mt Elphinstone areas. Optus considers the proposed facility and its impacts would be appropriate and acceptable in the proposed location and respectfully requests favourable consideration by the City of Albany.

## 2 BACKGROUND.

### 2.1 *Benefits of Mobile Technologies*

Mobile telecommunications play a central role in society and are becoming more deeply integrated into our day to day lives. Mobile communications networks shape how and when people communicate and how we access information on a daily basis. Today, improved connectivity means that mobile devices are used for everything from

DA for New Telecommunications Facility at  
43 Bottlebrush Road, Gledhow, WA, 6330 (Lot 14 On Deposited Plan 222500)

commerce and research to location-based services and social media. Individuals, families, businesses and society are all benefiting from the improved connectivity facilitated by mobile technologies.

In addition to its personal and social value, the evolution of mobile technologies has delivered significant benefits to the Australian economy by improving productivity, business management and customer engagement. Since its introduction, mobile technology has played a key role in stimulating labour productivity growth by allowing employees to be more efficient, with more productive use of time. According to Deloitte (2016), the Australian economy is approximately \$34 billion larger in 2015 than it would have been otherwise due to the long-term productivity of mobile technologies.

Mobile technology's economic contribution is not limited to improving productivity. It improves connectivity and participation in the workforce. Mobile technology also provides employees with the flexibility to work from home, promoting sustainable commuting and reducing traffic congestion. According to the Australian Mobile Telecommunications Association (AMTA), two decades ago only 4% of Australians owned a mobile device. According to the Australian Bureau of Statistics (ABS), there are now over 21 million subscribers with internet access connections via a mobile handset in Australia (ABS, 2015). Mobile technology's continual development has allowed it to become the preferred channel to access the internet for most people in Australia and the rest of the world.

## **2.2 Purpose of the Proposal**

To cater for the growing demand for mobile services, Optus has embarked on a nationwide rollout to deliver an improved, reliable telecommunications network to the Australian public. The rollout will provide improved mobile coverage and enhanced services in metropolitan, regional and rural areas throughout Australia. The rollout consists of the upgrade of existing telecommunications facilities and, where required, the installation of new mobile base stations to expand the coverage footprint and offer seamless mobile services.

Additional base stations are required where surrounding facilities cannot provide sufficient coverage to a target area. New facilities are also required where existing base stations are fully utilised and cannot service additional uses in the area. Optus has undertaken analysis of their mobile network in the Gledhow area and has identified that coverage and network quality need to be improved. If this investment is not made, the following main issues will arise:

- Users may have difficulty connecting to the mobile network or the call may drop out. This impacts businesses, residents, visitors to the area and the ability of the user to contact emergency services.
- Users may experience reduced data transfer speeds, longer download times and poor network performance at busy times of the day with data intensive and time sensitive applications (e.g. newscasts, social media, mobile banking, weather forecasts, sports highlights etc.).

Optus has undertaken investigations into the use of other Carrier and broadcast facilities within the area. In this case there are no existing facilities that meet the criteria for Optus' improvements, as discussed in more detail below. As such, it is concluded that the deployment of a new Optus mobile phone base station in the Gledhow area is the only viable solution.

### **2.3 Network Coverage Objectives**

Optus regularly undertakes detailed assessments of the performance and coverage of their digital mobile telephone network to ensure the system is reliable and achieving the required objectives. Reference to customer demand also provides an indication of poor performance or where coverage does not exist.

Recently, the network has experienced significant and growing demand for mobile broadband. As usage of smart phones, tablets and other wireless devices continues to rapidly expand, further demand is placed on the network. Optus is aware that their customers are sensitive to network dropouts and poor speed and wants to provide services that meet the expectations of the Australian community.

In this case, Optus has identified significant demand for coverage by users in and around the target area of Gledhow.

**Figure 1** demonstrates the approximate area Optus intends to service through the installation of the new facility. *'Note that actual coverage may vary as the coverage footprint can be affected by many factors including terrain and the number of users at any one time.'*

DA for New Telecommunications Facility at  
43 Bottlebrush Road, Gledhow, WA, 6330 (Lot 14 On Deposited Plan 222500)

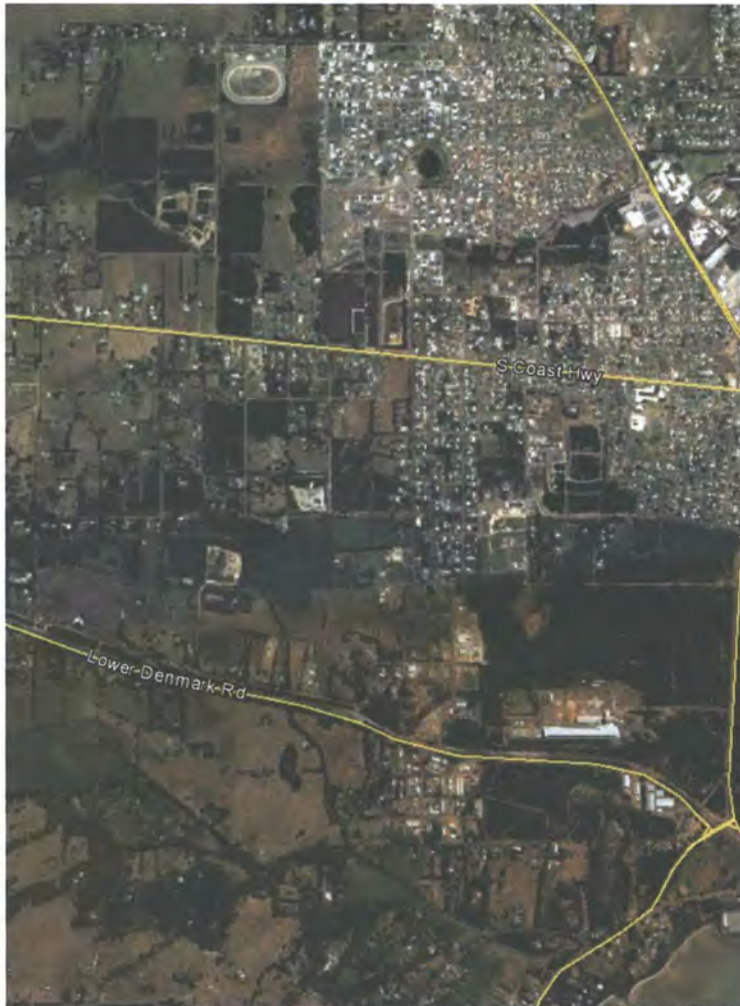


Figure 1: Optus' intended target coverage area (Google Earth)

### 3 SITE SELECTION

#### 3.1 Site Selection Process

Optus carefully examined a range of possible deployment options in the area before concluding that a new telecommunications facility located at 43 Bottlebrush Road would be the most appropriate solution.

Optus commenced the site selection process with a search of potential sites that meet the network's technical requirements, with a view to also having the least possible impact on the surrounding area. Optus applies and evaluates a range of criteria as part of this site selection process.

Optus assesses the technical viability of potential sites through the use of computer modelling tools that produce predictions of the coverage that may be expected from these sites, as well as from the experience and knowledge of radio engineers.



DA for New Telecommunications Facility at  
43 Bottlebrush Road, Gledhow, WA, 6330 (Lot 14 On Deposited Plan 222500)

There are also a number of other important criteria that Optus uses to assess and select potential site options. These take into account factors other than the technical performance of the site, and include:

- The potential to upgrade existing Optus facilities within the region;
- The potential to co-locate on an existing telecommunications facility;
- The potential to locate on an existing building or structure;
- The ability to minimise environmental, visual and heritage impacts;
- Proximity of the site to community sensitive locations;
- Regulatory compliance and the potential to obtain relevant planning approvals;
- Proximity to community sensitive locations and areas of environmental heritage;
- Impacts on the existing use of the site;
- The ability to secure tenure with landowner; and
- The cost of developing the site and the provision of utilities (power, access to the facility and transmission links).

During the site selection process for the new facility, Optus carefully considered all of the above criteria. This analysis is detailed in the following sections.

### **3.2 Co-location Opportunities**

The Communications Alliance Industry Code – Mobile Phone Base Station Deployment promotes the use of existing sites in order to mitigate the effects of facilities on the landscape. A number of existing facilities were identified within proximity to the Gledhow area.

Further investigation into these sites, identified only one possible option for co-location due to Optus occupying the other surrounding structures.

The closest mobile facilities in the area are as follow, also shown in **figure 2**:

**A) RFNSA #6330014. 40m Telstra concrete pole, Lot 203 (9) Locke Street  
ORANA WA 6330**

This tower is already used by Optus to provide service to Orana and Lockyer areas. It would not provide sufficient coverage for the target area due to distance and existing levels of use of the infrastructure.

**B) RFNSA #6330004. 30.5m Telstra Steel Guyed Mast, Mt Melville Lookout,  
Melville Drive MOUNT MELVILLE WA 6330**

Similar to above, this tower is used by Optus already and provides coverage for the Mount Melville and Yakamia areas. It would not provide sufficient coverage for the target area due to distance and existing levels of use of the infrastructure.

DA for New Telecommunications Facility at  
43 Bottlebrush Road, Gledhow, WA, 6330 (Lot 14 On Deposited Plan 222500)

**C) RFNSA #6330018. 40m NBN.Co Monopole, 241 Robinson Road ROBINSON WA 6330**

This facility has yet to be constructed. From a planning perspective co-location is the most favourable option for new mobile base stations. In this case the distance from the Optus target area restricts the coverage required as part of this Optus proposal. As a result this location is not suitable.



Figure 2: Locations of nearest existing telecommunications facilities (RFNSA website)

**3.3 New Facility Locations**

In addition to there being no suitable telecommunications structures for co-location, there were no tall buildings or structures that could be used as a support structure for the antennas. As no co-location options are suitable, Optus considers that a new telecommunications facility will be required to service the Gledhow area.

**3.3.1 General Approach**

Optus' site investigations focussed on candidates well separated from built up residential areas, however still close enough to supply the envisaged coverage requirements. Candidates east of Balston Road were considered favourably due to their distance from the built up residential area, lot size, nature of existing development and presence of mature vegetation that can be used for screening and visual mitigation purposes.

**3.3.2 Site Identification and Assessment**

A large number of potential sites were initially identified through a desk based assessment. A shortlist of the five (5) most suitable candidates was drawn up and a detailed assessment was undertaken. The locations of these are shown in figure 3. Table 1 provides the summary of the assessment of each site.

DA for New Telecommunications Facility at  
43 Bottlebrush Road, Gledhow, WA, 6330 (Lot 14 On Deposited Plan 222500)



Figure 3: Candidates Sites Investigated (Google Earth)

Candidate	Site Details	Facility Type	Description & Comments
A	42 Moortown Road, Gledhow	35m Monopole	<p>Site is zoned 'General Agriculture' with no removal of vegetation required for development.</p> <p>Site is located within large block. Nearest dwelling is located approximately 160m north-west.</p> <p>No heritage or environmental constraints.</p>
B	76 Moortown Road, Gledhow	35m Monopole	<p>Land owner withdrew interest in site</p> <p>Site is zoned 'General Agriculture' with no removal of vegetation required for development.</p> <p>Site is located within large block with owners dwelling in close proximity. Nearest neighbouring residential dwelling 100m east.</p> <p>No heritage or environmental constraints.</p> <p>Land owner withdrew interest in site</p>



DA for New Telecommunications Facility at  
43 Bottlebrush Road, Gledhow, WA, 6330 (Lot 14 On Deposited Plan 222500)

C	191 Cuming Road, Gledhow	35m Monopole	<p>Site is zoned 'Future Urban' with no removal of vegetation required for development.</p> <p>Site is located adjacent to a number of residential dwellings on the side of an incline resulting in this location being highly visible.</p> <p>No heritage or environmental constraints, however land is zoned for future urban.</p> <p>Land owner withdrew interest in site</p>
D	40 Kitson Road, Gledhow	35m Monopole	<p>Site is zoned 'Light Industry' with no removal of vegetation required for development.</p> <p>Site is located adjacent to a number of residential dwellings on a plateau at the bottom of an incline resulting in this location being highly visible.</p> <p>No heritage or environmental constraints.</p> <p>Land owner withdrew interest in site</p>
E	43 Bottlebrush Rd, Gledhow, WA 6330	35m Monopole	<p>Site is zoned 'General Agriculture' with no removal of vegetation required for development.</p> <p>Site is located within large block. Nearest dwelling is located approximately 120m south, well separated by large/dense mature vegetation. Owner dwelling located within the property 220m north-west</p> <p>No heritage or environmental constraints.</p>

Table 1: Summary of candidates investigated.

**3.4 Site Selection Conclusion**

A thorough assessment of potential telecommunications base-station sites in the surrounding area has been undertaken, however, the majority of these sites have been ruled out for one or more reasons, including:

- Lack of required coverage and network performance;
- Candidate is too far from one of the target transport corridors to meet the coverage objectives for the target area;
- After initial discussions, the landowner was not willing to proceed;
- Candidate is considered to have an unacceptable visual impact on the surrounding area; and
- Candidate is considered to have an unacceptable environmental impact.

As detailed within **table 1**, the candidates identified were located in either a General Agriculture, Light Industry or Future Urban zones. Telecommunications Infrastructure is subject to and must comply with Clause 5.3.3 in future urban areas of the local planning scheme whilst development within General Agriculture or Light Industry is permitted if the Council exercises their discretion in granting approval.

Due to the nature of the area with scattered residential properties, many of the candidates were within 200m of at least one property. There are no schools, child care, sporting or other gathering areas near any of the candidates.

All sites had good access to power and to a sealed road, facilitating construction of the site.

Candidates A, B and E had good levels of existing mature vegetation on site that would provide screening and mitigate some visual impacts of the proposed development. All five candidates scored well on the radiofrequency assessment, meeting Optus' criteria. After further consultation with land owners, all candidates except Candidate E withdrew property interest, leaving Candidate E as the only feasible option. This location was however identified as the most suitable location from a planning viewpoint given the separation from built up residential areas and existing vegetation suitable for mitigating visual impacts. Therefore, on behalf of Optus, we submit this Development Application for a new telecommunications facility to the City of Albany.

## 4 SITE CONTEXT

### 4.1 Subject Site and Surrounds

The site is within a predominantly semi-rural agricultural area, with surrounding land divided into large rural allotments used for grazing and some light industrial uses.

Directly south of the site and scattered in the north, east and west are large areas of mature/dense vegetation. There are parcels of land located to the south and south-east zoned as '*Parks and Recreation*' and land located to the north identified as land zoned for '*Public Use Conservation of Flora and Fauna*'.

From the proposed site, the land slopes towards the west, whilst the exact location of the proposed structure is relatively level. The site is closely surrounded by vegetation in the east, whilst the land directly west is open, grazing land. Vegetation borders the southern boundary of the property.

The bordering property to the east is currently used for light industrial uses, whilst the nearest residential dwellings can be found approximately, 110m south, 160m east, 250m west, 260m north-west and 300m north.

Access to the site is to be via Bottlebrush Road through an existing access gate.

DA for New Telecommunications Facility at  
43 Bottlebrush Road, Gledhow, WA, 6330 (Lot 14 On Deposited Plan 222500)

Figures 4-11 illustrate the context and appearance of the proposed site.



Figure 4: Context of proposed Optus Site (Google Earth)



Figure 5: Aerial View of Proposed Optus Site (Google Earth)

DA for New Telecommunications Facility at  
43 Bottlebrush Road, Gledhow, WA, 6330 (Lot 14 On Deposited Plan 222500)



**Figure 6: View looking north-west from proposed site.**



**Figure 7: Relatively flat location of proposed site**

DA for New Telecommunications Facility at  
43 Bottlebrush Road, Gledhow, WA, 6330 (Lot 14 On Deposited Plan 222500)



Figure 8: View looking east towards proposed site location



Figure 9: View from existing access gate on Bottlebrush Road

The following **figures 10-13** have been taken from various vantage points within the surrounding area looking towards the proposed facility.



DA for New Telecommunications Facility at  
43 Bottlebrush Road, Gledhow, WA, 6330 (Lot 14 On Deposited Plan 222500)



Figure 10: View from in front of property at 44 Bottlebrush Road.



Figure 11: View looking south from in front of the dwelling at 34 Moortown Road

DA for New Telecommunications Facility at  
43 Bottlebrush Road, Gledhow, WA, 6330 (Lot 14 On Deposited Plan 222500)



**Figure 12: View looking south west from outside property at 42 Moortown Road.**



**Figure 13: View looking west from front of property at 76 Moortown Road.**

DA for New Telecommunications Facility at  
43 Bottlebrush Road, Gledhow, WA, 6330 (Lot 14 On Deposited Plan 222500)

## 5 THE PROPOSAL

### 5.1 Installation details

Optus proposes to construct a new telecommunications facility comprising installation of the following elements:

- one (1 no.) new 35m tall monopole;
- three (3 no.) new 12 port panel antennas, to be mounted at the top of the tower on a triangular headframe (36m C/L);
- one (1 no.) new 1200mm parabolic transmission antenna;
- one (1) new equipment shelter coloured 'Paper Bark', with a floor area of 7.5m<sup>2</sup>, located adjacent to the new monopole; and;
- ancillary equipment associated with the operation of the facility.

The new facility will be wholly contained within a compound enclosed by a 2.4m tall chain link fence.

### 5.2 Access details

Mobile base stations operate on a continuously unmanned basis and require infrequent maintenance. Accordingly, the proposed facility will not be a significant generator of vehicular or pedestrian traffic and will not adversely impact local traffic flow.

Access to the site is proposed off Bottlebrush Road as can be seen in **figure 14**.



Figure 14: View east into site at access from Bottlebrush Road.

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Vehicles and plant involved in the construction will be parked inside the site, away from Bottlebrush Road on the grassed area adjacent to the proposed compound. The exact details of plant location will be finalised once the construction contractor has been selected. No dedicated parking spaces are proposed; the ongoing maintenance will be completed by a single light vehicle visiting the site 1-5 times per year who can park on the access track at the rear of the property.

### **5.3 Power details**

The power will be run underground to the facility from the nearest transformer, located on Bottlebrush Road. The approval process with Western Power has commenced.

### **5.4 Construction of the Proposed Facility**

The construction of a telecommunications facility fundamentally consists of four stages:

1. Site preparation;
2. Facility construction;
3. Equipment installation and commission; and
4. Facility optimisation.

Any traffic impacts associated with construction will be of a short term nature and are not anticipated to adversely impact the surrounding road network. In the unlikely event that a road closure will be required, Optus will request permission from the relevant authorities.

Impacts on the environment and local amenity as a result of the construction by means of noise, dust and vibration will be short term in nature. The distance between the proposal site and any residential or sensitive development will mitigate any detrimental impacts.

Potential impacts of construction and operation are discussed in more detail in section 9 of this report.

## **6 COMMONWEALTH PLANNING CONTROLS**

Licensed telecommunications carriers must operate under the provisions of the *Telecommunications Act 1997* and the following legislation:

- *The Telecommunications (Low Impact Facilities) Determination 1997* (as amended);
- *The Telecommunications Code of Practice 1997*; and
- *The Environment Protection and Biodiversity Conservation (EBPC) Act 1999*.

### **6.1 Telecommunications Act 1997 & Telecommunications (Low Impact Facilities) Determination 1997**



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*The Telecommunications Act 1997* has been operative since 1 July 1997. This legislation establishes the criteria for 'Low Impact' telecommunications facilities. If a proposed facility satisfies the requirements of a 'Low Impact' facility, the development is exempt from the planning approval process.

Further clarification of the term 'Low Impact' is provided in *The Telecommunications (Low Impact Facilities) Determination 1997*, which identifies the type of facilities that can be 'Low Impact' and the areas in which these facilities can be installed.

The facility proposed here is not 'Low Impact' under the definitions contained in the Commonwealth Legislation and is therefore subject to State and local planning laws and guidelines. In this case, the provisions of *The Planning & Development Act 2005*, and the City of Albany Local Planning Scheme, together with relevant policies made under these documents, will be applicable to the proposal. The City of Albany will be the determining authority in relation to the proposal.

**6.2 Telecommunications Code of Practice**

Under *The Telecommunications Act 1997* the Government established *The Telecommunications Code of Practice 1997*, which sets out the conditions under which a carrier must operate.

Section 2.11 of *The Telecommunications Code of Practice 1997* sets out the design, planning and installation requirements for the carriers to ensure the installation of facilities in accordance with industry 'best practice'.

**6.3 The Mobile Phone Base Station Deployment Industry Code C564:2011**

The Mobile Phone Base Station Deployment Industry Code C564:2011 (the 'Deployment Code') is designed to allow communities and Councils to have greater participation in decisions made by telecommunications carriers when deploying mobile phone base stations, and to provide greater transparency to local communities and councils when a carrier is planning, selecting a site for, installing and operating mobile phone radio communications infrastructure.

**Table 2**, below, demonstrates how the objectives of the Deployment Code have been met in this case. The terms Electromagnetic Emissions (EME) and Electromagnetic Radiation (EMR) are used interchangeably in the Deployment Code to mean the radiofrequency portion of the electromagnetic spectrum.

Deployment Code Objective	Response
Apply a precautionary approach to the deployment of mobile phone radio communications infrastructure	The site selection process utilised here follows guidance set out at section 4 of the Deployment Code considering environmental and community sensitivities.
Provide best practice processes for demonstrating compliance with	An Environmental EME Report has been produced for the site in accordance with requirements of the



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relevant exposure limits and protection of the public	Deployment Code and following the template shown at Appendix C of the Deployment Code. The site specific report is provided at Appendix B to this report, showing that the maximum EME level calculated as a result of the proposed systems is 0.27% of the public exposure limit.
Ensure that the exposure of the community to EMR is minimised	<p>The environmental EME level is minimised through radio network design. Adaptive power control is the network feature that automatically adjusts the power and hence minimises EME from both the base station and the handset. Another feature, called discontinuous transmission, reduces EME emissions by automatically switching the transmitter off when no speech or data is sent.</p> <p>The site has been designed to restrict public access to any areas that exceed the general public exposure limits.</p> <p>EME exposure to the public will be minimised by:</p> <ul style="list-style-type: none"> <li>• Inherent height of antenna and separation from publically accessible areas;</li> <li>• Site access restrictions – secure fence, locked gates and &amp; signage;</li> <li>• Site access restrictions – restricted ladder access.</li> </ul>
To ensure relevant stakeholders are informed, consulted and engaged with before mobile phone radio communications infrastructure is constructed	<p>As per guidance in the Deployment Code, it is expected that public consultation will occur through the Development Application process where one is required.</p> <p>Given the significant distance to any sensitive locations or uses, it has not been considered necessary to undertake any advance consultation in relation to the proposed development.</p>
Specify standards for consultation, information availability and presentation	
Consider the impact on the wellbeing of the community, physical or otherwise, of mobile phone radio communications infrastructure site selection	The preferred site recommended for development maximises separation to any residential and sensitive development. As a result, detrimental impacts on the local community are minimised, while providing a high quality mobile telecommunications service for the benefit of the community.
To ensure Council and community views are incorporated into the mobile phone radio communications infrastructure site selection.	This opportunity will be provided during the Development Application process.

Table 2: Summary of how Optus has addressed the objectives of the Deployment Code.

#### 6.4 The Environment Protection and Biodiversity Conservation (EPBC) Act 1999

The EPBC Act 1999 obliges telecommunications carriers to consider 'matters of national environmental significance'. Under this legislation, an action will require approval from the Minister of Environment if it has, or is likely to have, an impact on a matter of

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'national environment significance'. There are nine matters of national significance protected under the EPBC that must be considered, classified as:

- World heritage places
- National heritage places
- Wetlands of international importance (listed under the Ramsar Convention);
- Listed threatened species and ecological communities;
- Migratory species protected under international agreements;
- Commonwealth marine area;
- The Great Barrier Reef Marine Park;
- Nuclear actions (including uranium mines);
- A water resource in relation to coal seam gas development and large coal mining development.

The EPBC Act Protected Matters Report identified that within a 250m radius of the proposed site there are 17 listed threatened species, and 6 listed migratory species. Additional to this there is 11 listed marine species, however these have been disregarded due to the location of the facility.

The proposed site is within proximity to a listed State or Territory Reserve, specifically identified as 'Unnamed WA23088'. This area can be seen highlighted in green within **figure 15**.

Whilst the report indicates that there are a number of Listed Threatened Species and Listed Migratory Species in the area, there will be no clearing and no removal of habitat associated with the construction of the facility and therefore these species will not be affected.

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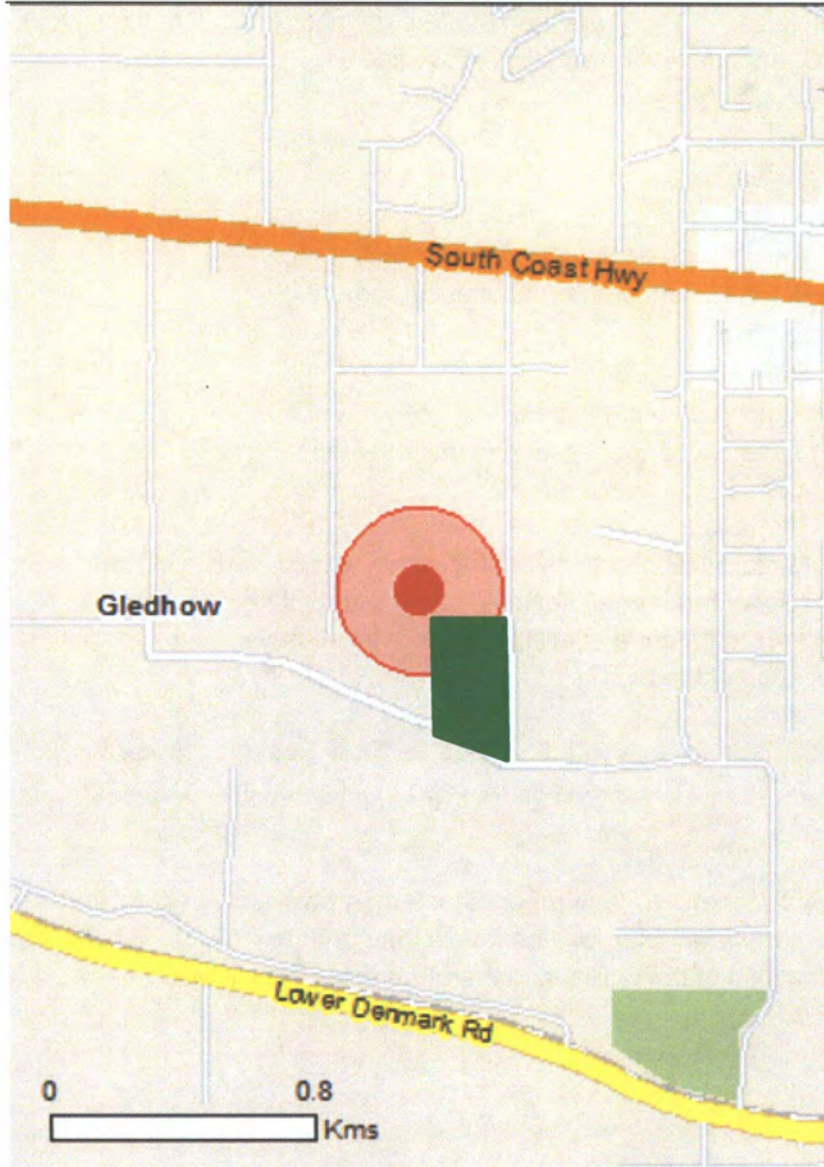


Figure 15: EBPC Protected Matters Search ([www.environment.gov.au](http://www.environment.gov.au))

## 7 STATE PLANNING CONTROLS

### 7.1 State Legislation

#### 7.1.1 The Planning and Development Act 2005

*The Planning & Development Act 2005* is the primary piece of legislation governing development and subdivision in Western Australia. It sets out overarching development controls, in particular the requirement to obtain approval to commence development where it is established in a planning scheme.



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### **7.1.2 *The Planning & Development Act (Local Planning Scheme) Regulations 2015***

*The Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations) took effect on 19 October 2015, replacing *The Town Planning Regulations 1967*. Amongst other elements, the Regulations introduce a set of deemed provisions that now form part of every local planning scheme in the State.

Under Part 7 of the Regulations (Requirement for development approval), a person must not commence or carry out any works on, or use, land in the Scheme area unless:

- a) The person has already obtained the development approval of the local government; or
- b) The development is of a type referred to in clause 61.

Clause 61 defines types of development for which development approval is not required. As the proposed development of a telecommunications facility does not meet the criteria, it requires development approval under the City of Albany Local Planning Scheme.

### **7.1.3 *The Environmental Protection Act 1986***

*The Environmental Protection Act 1986* (EP Act) establishes a system where environmental assessment of proposals is required if there is likely to be a significant effect on the environment. This is generally not needed where a determination is made under a Local Planning Scheme because the Scheme provisions will have undergone assessment by the Environmental Protection Authority (EPA) and therefore the impacts of such an approval would have been considered by the EPA.

This proposal does not raise matters not already considered under the EPA's assessment of the Local Planning Scheme. Furthermore, it does not involve major clearing and is not for a 'prescribed class' under the Act. It is therefore not considered that referral to the EPA would be necessary.

## **7.2 *State Statutory Provisions***

State Planning Policies (SPPs) are developed under Part 3 of *The Planning and Development Act 2005* and provide the highest level of planning policy control and guidance in Western Australia. Development Control Policies (DCPs) are part of the planning framework, however are more used to guide decision making in relation to subdivision and development applications.

### **7.2.1 *State Planning Policy 2.5 Land Use Planning in Rural Areas (2013) (& draft SPP 2.5)***

SPP 2.5 seeks to protect rural land and resources from incompatible uses, in particular protecting land used for agriculture and primary production. In addition, it promotes regional development through the provision of economic opportunities.



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The proposed lease covers an area of 77.52m<sup>2</sup>, set into the eastern corner of the property at 43 Bottlebrush Road. Currently the land is used for grazing with a scattering of mature trees, mostly lining the boundary of the property. The surrounding land is not used for intensive farming purposes, nor are the surrounding properties.

The proposal will provide reliable and high quality mobile telecommunications coverage for the local area, facilitating opportunities for regional economic development and diversification where permitted by the City of Albany.

SPP 2.5 also touches on preservation of rural landscape, however this is dealt with in greater detail in response to other policies.

Based on the above, the proposed development is in compliance with the aims and objectives of SPP 2.5.

**7.2.2 State Planning Policy 5.2 – Telecommunications Infrastructure (2015)**

Primarily, the policy aims to balance the need for effective telecommunications services and effective roll-out of networks with the community interest in protecting the visual character of local areas. The objectives of the policy are to:

- Facilitate the provision of telecommunications infrastructure in an efficient and environmentally responsible manner to meet community needs;
- Manage the environmental, cultural heritage, visual and social impacts of telecommunications infrastructure;
- Ensure that telecommunications infrastructure is included in relevant planning processes as essential infrastructure for business, personal and emergency reasons; and
- Promote a consistent approach in the preparation, assessment and determination of planning decisions for telecommunications infrastructure.

The site was selected to minimise visual impacts by being away from the developed areas and out of direct line of sight for most people in and passing through the area. **Table 3**, below, sets out the provisions of the policy relating to visual impacts together with the response for this situation.

Policy provision	Response
Telecommunications infrastructure should be sited and designed to minimise visual impact and whenever possible: a) be located where it will not be prominently visible from significant viewing locations such as scenic routes, lookouts and recreation sites	The proposal is located in a rural area, away from the more built up residential areas to the north and east of the property.  In order to achieve the required coverage criteria, a height of 35m is required. While this will be visible from some points in the locality, there are no lookouts or key tourist routes from which the site will be prominently visible. There are also no meeting places or recreation



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	sites located in the area from which the site will be clearly visible.
b) be located to avoid detracting from a significant view of a heritage item or place, a landmark, a streetscape, vista or a panorama, whether viewed from public or private land	<p>The site has been selected so as not to compromise any significant views, places of significance or local landmarks.</p> <p>Existing vegetation will be retained to assist in screening the development when viewed from the north, east and south. While there are locations from which the site will be visible, the dense vegetation will mitigate visual impacts by providing a backdrop to the development.</p>
c) not be located on sites where environmental, cultural heritage, social and visual landscape values may be compromised	<p>A detailed assessment has been carried out and confirms that the site is not impacted by any natural environment or cultural heritage constraints. There are no key buildings, meeting places or other socially valuable locations in the vicinity.</p> <p>The site has been located and designed to minimise visual impact and to maximise distance to any built up residential or sensitive uses.</p>
d) display design features, including scale, materials, external colours and finishes that are sympathetic to the surrounding landscape;	<p>The site location has been selected away from residential and other development to minimise visual impact. The antennas will be factory grey colour and the shelter will be 'paper bark' to blend with the colours seen in the rural setting.</p> <p>No landscaping is proposed due to the retention of the existing vegetation which will assist in screening the facility and reduce the visual impact of the facility.</p>

**Table 3: Visual Impacts expectations set out in SPP 5.2**

In addition to the visual impact assessment addressed in **table 3**, SPP 5.2 highlights that telecommunications infrastructure should be located where it will facilitate continuous network coverage and/or improve telecommunications services to the community. As described in more detail in section 2 to this report, in this situation the facility will provide improved coverage and capacity to the Gledhow, McKail, Lockyer and Mt Elphinstone areas, including Cunderdin-Wyalkatchem Rd, Great Eastern Hwy, and Cunderdin-Quairading Rd.

SPP 5.2 goes on to highlight that telecommunications infrastructure should be co-located where possible and preferably within existing infrastructure corridors where existing or proposed buildings are not available. In this case, as set out in section 3, no co-location opportunities were available and there are no buildings or structures that could be used that would be capable of achieving coverage objectives. In order to achieve the network coverage objectives for the target area, the proposed NBN.Co monopole at 241 Robinson Road does not achieve the required coverage and capacity essential for this development.

As set out above, the proposal is in compliance with the aims and objectives of SPP 5.2.

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## 8 LOCAL PLANNING PROVISIONS

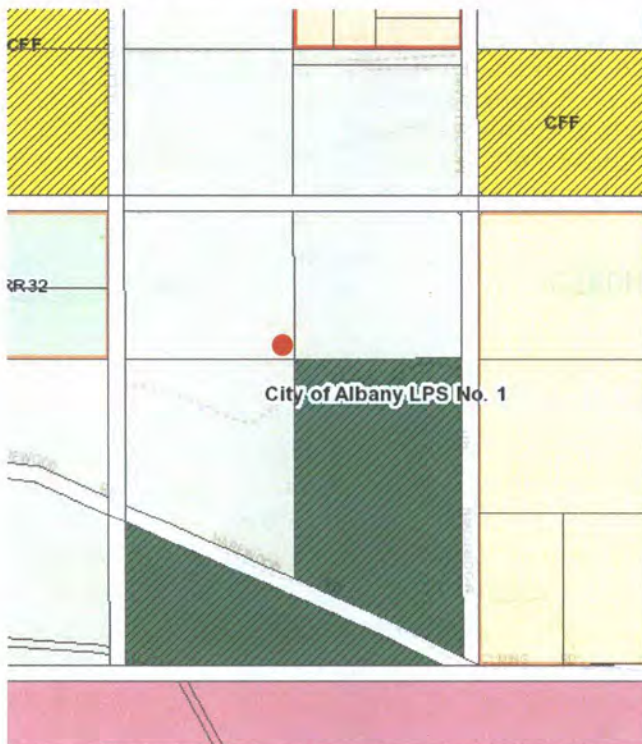
### 8.1 City of Albany Local Planning Scheme No. 1 (LPS)

#### 8.1.1 Scheme & Zone Provisions

Under the LPS, the proposed use falls within the definition of 'Telecommunications Infrastructure'. The site and surrounding land to the north, east and south-west are zoned as General Agriculture, whilst the land to the south-east is zoned Parks and Recreation as shown in **figure 16**.

The zoning table defines Telecommunications Infrastructure use in the General Agriculture zone as 'D', which means that the use is not permitted unless the local government has exercised its discretion by granting approval.

**Table 4** shows the objectives for the General Agriculture zone and the response to each in respect of the proposed telecommunications facility.



**Figure 16: Local Planning Scheme zoning (City of Albany LPS)**

Objective	Response
Provide for the sustainable use of land for agricultural and rural activities;	The establishment of the proposed telecommunications facility is not an agricultural or rural activity however its development will not detrimentally impact on the sustainability of the property or surrounding properties identified as 'General Agriculture' as per the LPS zoning provisions.



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	<p>The land is currently utilised as open grazing land with a scattering of mature trees within. There are no intense farming practices currently operating within the vicinity of the site and the formation of this facility will not prohibit any future agricultural uses.</p>
<p>Support complementary land uses where those land uses do not detract from adjoining agricultural and rural activities and are compatible with the character and amenity of the area;</p>	<p>As detailed above, the development of this structure will not detrimentally impact on the current or future agricultural land available for rural activities.</p> <p>Retaining the character and amenity of the rural area has been imperative during the scoping of this site. The location maximises distance from built up residential areas, whilst still capable of issuing the required coverage and capacity Optus desires in the locality.</p> <p>The undulating terrain and surrounding vegetation/trees within the wider locality is advantageous in mitigating the impact of a new 35m monopole from key vantage points within the region. A monopole is the most slimline/less visually intrusive structure capable of facilitating the telecommunication infrastructure for this rural location.</p>
<p>Prevent land uses and development within the zone that may adversely impact on the continued use of the zone for agricultural and rural purposes;</p>	<p>The specific siting of this facility at the eastern edge of the property boundary at 43 Bottlebrush Road allows for the currently open grazing paddock to be used for more intense agricultural uses in the future. The location of the structure does not impact on the ability of neighbouring properties to utilise their land for agricultural uses.</p> <p>No removal of vegetation is required for this development.</p>
<p>Provide for value-adding opportunities to agricultural and rural products on-site; and</p>	<p>Telecommunication services are an important modern infrastructure with impacts that go further than making a phone call.</p> <p><b>Section 9.11</b> of this report explains further the social and economic opportunities such infrastructure provides to the community.</p>
<p>Provide for tourism experiences where those developments do not impact upon adjoining agricultural and rural land uses.</p>	<p>As mentioned above, the social and economic benefits of telecommunications infrastructure are addressed in section 9.11 of this report.</p> <p>As per the <i>City of Albany's Local Planning Strategy</i> the impact of telecommunications infrastructure is further investigated in <b>Section 8.2</b> of this report.</p>

**Table 4: Objectives for General Rural zone (City of Albany LPS)**

Section 5.5.16 sets out the provisions for development within the General and Priority Agriculture Zones as seen below in **figure 17**.

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**5.5.16 General and Priority Agriculture Zones**

- 5.5.16.1 Notwithstanding any symbol in 'Table 1: Zoning Table' or any other provision in the Scheme, the Local Government may exercise its discretion by granting planning approval for a maximum of two (2) grouped dwellings on a lot within the General Agriculture or Priority Agriculture zones provided that the lot is equal to or greater than 20 hectares in size.  
*AMD 13 GG 10/06/16*
- 5.5.16.2 The Local Government may grant planning approval for Farm Worker's Accommodation to be developed on land zoned General Agriculture or Priority Agriculture subject to the following requirements:
  - (a) The applicant demonstrating the need for the accommodation based upon the existing approved agricultural use operating on the premises;
  - (b) Occupation of the accommodation is restricted to a person directly employed by the proprietor/manager of the business or activity carried out on the lot and their immediate family;
  - (c) In the case of seasonal workers engaged in horticulture, there is no suitable alternative accommodation available (such as a caravan park) in close proximity to the farm; and
  - (d) The accommodation is clustered around the Single House or other farm buildings on the land to minimise the impacts on adjoining properties and to enable the sharing of infrastructure servicing.
- 5.5.16.3 The Local Government may grant planning approval for Chalet/Cottage Units or Holiday Accommodation to be developed on land zoned General Agriculture or Priority Agriculture subject to the following requirements:
  - (a) Despite anything contained in the Zoning Table, Chalet/Cottage Units and Holiday Accommodation are not permitted on any lot zoned General Agriculture or Priority Agriculture less than five hectares in area.
  - (b) The number of Chalet/Cottage Units and/or Holiday Accommodation shall be determined in accordance with the capability of the land as illustrated by a Land Capability Study. The maximum number of units/guest bedrooms shall be limited as shown in the following table:

Lot Size	Units	Guest Bedrooms
Less than 5 hectares	Nil	Nil
5 – 10 hectares	5	10
Greater than 10 hectares	8	16

*Note: The above table stipulates a maximum number of two bedrooms per Chalet/Cottage Unit and/or Holiday Accommodation.*

- (c) To minimise impacts on agriculture, flora and fauna values, and the risk to life and property from bushfires, Chalet/Cottage Units and Holiday Accommodation shall be:
  - (i) Incidental and subordinate to the principal use of the land for agricultural purposes;
  - (ii) Sited to avoid conflict with agricultural uses on the subject or surrounding land;
  - (iii) Where possible (i.e. where the lot accommodates cleared areas) sited in existing cleared areas; or
  - (iv) Where the lot does not accommodate sufficient cleared land, sited to form a cluster.
- 5.5.16.4 Subdivision within the General and Priority Agriculture zones will not be supported by the Local Government unless it is in accordance with one of the exceptional circumstances outlined in the Western Australian Planning Commission's *Development Control Policy 3.4 – Subdivision of Rural Land*.  
*AMD 13 GG 10/06/16*

**Figure 17: Local Planning Scheme Zoning (City of Albany LPS)**

As the proposed development does not include the establishment of 'Farm Workers Accommodation, Chalet/Cottage Units or Holiday Accommodation' many of the provisions of development are not specific to the proposed application. With regard to subdivision, the 77.52m<sup>2</sup> section of land which will house the facility will be leased to Optus by the lessor, without the requirement of subdivision.

**8.2 City of Albany Local Planning Strategy**

The City of Albany Local Planning Strategy provides strategic guidance to the sustainable planning and approach required by council to cater for the growing population and employment in the region as well as the unique natural environment. Importantly for this proposed development, the strategy eludes to the importance of infrastructure services including telecommunications provisions.

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As part of the City of Albany's LGSS strategy objectives it specifically identifies as part of its regional infrastructure objectives to *"provide high quality telecommunications infrastructure and services"*.

Furthermore under Section 6.4 Infrastructure Servicing, explicitly section 6.4.4 Telecommunications, states its planning objective as *"to encourage the extension and maintenance of high-quality telecommunications for the whole City of Albany district"*.

As previously alluded to at the start of this report, Optus regularly tests the efficiency of its existing network and has identified shortcomings in coverage around the Gledhow area. In particular, improvements in coverage are sought to address network capacity issues and coverage to the Gledhow, McKail, Lockyer and Mt Elphinstone areas, including Cunderdin-Wyalkatchem Rd, Great Eastern Hwy, and Cunderdin-Quairading Rd.

Without the addition of this infrastructure the local community will continue to be susceptible to interference and lack of coverage in the wider Gledhow area. In addition, this development will provide the community with significant upgrades in mobile data coverage (4G), which has become incredibly beneficial for accessing such applications as newscasts, social media, mobile banking, weather forecasts etc.

The development of this facility at 43 Bottlebrush road will support and assist the City of Albany's "Action" to *'Encourage service providers to upgrade and extend telecommunications infrastructure and services, in particular services to rural and coastal communities, and the improvement of VHF radio capability in coastal areas (Telstra, Optus)'*.

Whilst the ALPS identifies Telecommunication Infrastructure as an important objective, the protection of zoned agricultural land is also of great importance to this strategy. As identified within the strategy, General Agricultural land is suitable to a wide range of agricultural activities including animal husbandry, grazing, cropping, tree farming and other rural pursuits.

The LGSS Strategy Objectives state that 'Agriculture and farm forestry' should, 'facilitate the sustainable management of the agricultural industry, maximise opportunities for diversification of agriculture and manage the impact of salinity'.

In addition to these points, section 5.5 of the ALPS alludes to the need to *"protect and manage agriculture land for economic, environmental landscape, social and tourism values"*. Specific to the property zone, section 5.5.1 Priority and General Agriculture, details that the planning objective shall *"identify and protect rural land of State and regional significance as Priority Agricultural and the balance of rural land that is not priority agriculture or identified for closer settlement as General Agricultural"*.

When scoping for this new Optus facility, due regard was placed on situating the structure in a location which best met the objectives of the agricultural landscape. The location of the site within a 'General Agricultural' zone removes any detrimental impact

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which may be placed on land which has been identified as 'priority agricultural', land that must be protected for sustaining the regions finite resources.

As previously identified, the establishment of this facility will not detrimentally impact on the current land use nor significantly impact on future agricultural uses. The location of the facility also reduces the impact on built up residential areas to the north and east whilst the utilisation of existing vegetation mitigates visual bearing from surrounding vantage points.

## 9 ENVIRONMENTAL CONSIDERATIONS

This section assesses the proposal against the following environmental areas of relevance:

- Visual Impacts
- Flora and Fauna
- Bushfire Requirements
- Health & Safety
- Flood Proneness
- Acid Sulphate Soils
- Utility Services
- Noise
- Social and Economic Impact

### 9.1 *Visual Impact*

Mobile base stations are relatively commonplace in today's landscape – thousands of mobile telecommunications facilities are in operation across Australia, over a variety of land uses and environments.

Mobile telecommunications facilities are required to protrude above the surrounding landscape in order to function correctly and this site, at a height of 35m, will be visible from surrounding perspectives. Optus has identified that the size of the facility is the lowest height capable of providing a feasible level of service to the area. In order to provide coverage for users, sites are often required in or near built up areas to address the demand created by users. In this situation, Optus has found a site located away from any sensitive uses or landscapes, while still close enough to provide coverage for the local community.

A monopole provides the most slimline/less visually intrusive structure for a facility of this height. **Figures 10-13** provide good perspective of the existing vegetation which will help mitigate visual impact concerns from various vantage points in the surrounding region.

#### 9.1.1 *Land Form*

The site is located on the eastern edge of the property at 43 Bottlebrush Road. The land slopes from the eastern boundary towards to the west/north-west boundaries of the property, approximately 10m over a distance of 250m. The majority of the property is utilised for grazing with a scattering of medium/large trees.



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### 9.1.2 Land Uses

The predominant land use is agricultural (grazing) with some areas of thick, mature vegetation surrounding. No vegetation is to be removed for these works. The land directly adjacent to the east is zoned as 'General Agriculture' and since 2002 has had a significant amount of vegetation removed for light industry works as seen in **figure 18**. There are two blocks to the west zoned as rural residential, whilst land directly south-east zoned for parks and recreation.



Figure 18: Change in land from 2002-2015 (Google Earth)

### 9.1.3 Significant Views

It is acknowledged that the site, by virtue of its scale and location, will be visible from certain perspectives in the proximity of the property. As previously detailed the existing vegetation will provide valuable screening from vantage points within the region, whilst the monopole provides the most slimline structure for a facility of this height.

**Figure 19**, identifies the surrounding residential properties which are within 300m of the proposed site. **Figures 10-13** provide examples of views from various vantage points listed in **figure 19**.

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Figure 19: Residential dwellings surround the proposed site (Google Earth)

It is considered that the siting of the facility is in line with the aims and objectives of 'Visual Landscape Planning in Western Australia' – a planning manual that, inter-alia, provides guidance on siting for telecommunications structures.

## 9.2 *Flora and Fauna*

The subject site does not hold any state or local ecological significance. The site has extensive vegetation on it, however the location has been selected to avoid the need for any clearing. The facility will not adversely impact on local flora or fauna as it will not result in habitat destruction or otherwise damage local ecological values.

## 9.3 *Bushfire Requirements*

The proposed facility is located within bushfire prone land. The facility will not increase risk of bushfire as it will not emit undue heat, sparks or open flame and it will not provide fuel for bushfires that may start in the area. The shelter and structure have

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been designed to standards for use in bushfire risk areas and fire breaks will be maintained around the edge of the property.

It is therefore considered that the facility will not increase the threat of bushfire to people, property or infrastructure and therefore is in line with aims and objectives of the guidance set out within the Local Planning Scheme and also SPP 3.7 (Planning in Bushfire Prone Areas).

Schedule 12 (Deemed Provisions), part 10A of *The Planning and Development (Local Planning Scheme) Regulations 2015* covers the requirement for bushfire risk management. However, these requirements are only triggered where the development includes a habitable dwelling or a specified dwelling. It is therefore not considered necessary to produce a bushfire management plan for this proposal.



Figure 20: Bushfire Prone Area Map (Department of Fire & Emergency Services)

### 9.4 EME & Health

Optus acknowledges some people are genuinely concerned about the possible health effects of electromagnetic energy (EME) from mobile phone base stations and is committed to addressing these concerns responsibly.

Optus, along with the other mobile phone carriers, must strictly adhere to Commonwealth Legislation and regulations regarding mobile phone facilities and equipment administered by the Australian Communications and Media Authority (ACMA).

In 2003 the ACMA adopted a technical standard for continuous exposure of the general public to RF EME from mobile base stations. The standard, known as the Radiocommunications (Electromagnetic Radiation – Human Exposure) Standard

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2003, was prepared by the Australian Radiation Protection and Nuclear Safety Agency (ARPANSA) and is the same as that recommended by ICNIRP (International Commission for Non-Ionising Radiation Protection), an agency associated with the World Health Organisation (WHO). Mobile carriers must comply with the Australian Standard on exposure to EME set by the ACMA.

The Standard operates by placing a limit on the strength of the signal (or RF EME) that Optus can transmit to and from any network base station. The general public health standard is not based on distance limitations, or the creation of "buffer zones". The environmental standard restricts the signal strength to a level low enough to protect everyone at all times. It has a significant safety margin, or precautionary approach, built into it.

In order to demonstrate compliance with the standard, ARPANSA created a prediction report using a standard methodology to analyse the maximum potential impact of any new telecommunications facility. Carriers are obliged to undertake this analysis for each new facility and make it publicly available.

Importantly, the ARPANSA-created compliance report demonstrates the maximum signal strength of a proposed facility, assuming that it's handling the maximum number of users 24-hours a day.

In this way, ARPANSA requires network carriers to demonstrate the greatest possible impact that a new telecommunications facility could have on the environment, to give the community greater peace of mind. In reality, base stations are designed to operate at the lowest possible power level to accommodate only the number of customers using the facility at any one time. This design function is called "adaptive power control" and ensures that the base station operates at minimum, not maximum, power levels at all times.

Using the ARPANSA standard methodology, Optus has undertaken a compliance report that predicts the maximum levels of radiofrequency EME from the proposed installation. The maximum environmental EME level from the site, once it is operational, will comply with the ACMA mandated exposure limit (see Appendix B). Optus complies with the public health and safety standard by a significant margin.

Optus relies on the expert advice of national and international health authorities such as the Australian Radiation Protection and Nuclear Safety Agency (ARPANSA) and the World Health Organisation (WHO) for overall assessments of health and safety impacts. The WHO advises that all expert reviews on the health effects of exposure to radiofrequency fields have concluded that no adverse health effects have been established from exposure to radiofrequency fields at levels below the international safety guidelines that have been adopted in Australia.

Optus has strict procedures in place to ensure its mobile phones and base stations comply with these guidelines. Compliance with all applicable EME standards is part of Optus's responsible approach to EME and mobile phone technology.

SPP 5.2 recognises that the use of mobile telephones has raised public concern about possible health issues associated with exposure to EME. It goes on to acknowledge that it is beyond the scope of the policy to address health and safety matters on the basis that these are better controlled by compliance with the standards set by ARPANSA.

### **9.5 Traffic Generation**

Although some additional traffic will be generated during construction of the facility, this will be only of a temporary nature. Once constructed, the facility will only require periodic visits for maintenance purposes, generally 1-5 times per year. The facility will otherwise operate on a continuously unmanned basis. There is sufficient land available in the site adjacent to the facility to provide space for parking and plant during construction without affecting Bottlebrush Road.

As a result, the traffic generation will be minimal and will not create any adverse impacts in this regard.

### **9.6 Flood Proneness**

The facility is not located on flood prone land.

### **9.7 Acid Sulphate Soils**

The geotechnical report will confirm the soil conditions. It is not anticipated that acid sulphate soils are present or that the development will create issues in this regard.

### **9.8 Utility Services**

All services required for the construction and ongoing operation of the base station are capable of being provided to the facility without impacting on the supply or reliability of these services to existing consumers in the locality.

The facility will be connected to electricity but, due to its unmanned nature, will not be connected to potable water or sewerage.

Given the small footprint of the facility and limited amount of hardstand introduced into the area, drainage onsite will not be affected.

### **9.9 Noise**

The facility is not considered to be a significant noise generator; the only noise produced by the facility while operating is low level noise from the air conditioning equipment in the equipment shelter. Noise emanating from this unit is at a level comparable to a domestic air conditioning installation and will comply with the

DA for New Telecommunications Facility at  
43 Bottlebrush Road, Gledhow, WA, 6330 (Lot 14 On Deposited Plan 222500)

background levels prescribed by Australian Standard AS1055. This will not be audible from any development in the area.

Some noise and vibration emissions may be produced during the construction phase of the project. Due to distance to the nearest residential property, it is not expected that this will cause any detrimental impacts for local residents, however in the interests of preserving local amenity, construction times will be limited to activity between 07:00 and 18:00 or such times as the Council sees fit to control by condition.

### **9.10 Social and Economic Impact**

Expansion of mobile infrastructure is a reflection of required utility services in modern society. As new technologies arise and the demand for this service grows, so does the demand for improved telecommunications infrastructure and reliable services.

One of Optus' main goals is to ensure that telecommunications infrastructure deployment keeps pace with expanding residential, commercial and transport infrastructure development in the area.

According to the ACMA, the number of mobile service (voice and data) subscriptions in Australia exceeds the Australian population, with 31.77 million voice and data service subscriptions current at June 2015. Between June 2014 and June 2015, the number of subscriptions increased by 2.5% against a reduction of fixed line telephone subscriptions of -1.1% over the same period<sup>1</sup>. These Australian Government statistics demonstrate that consumers have an increasing expectation for reliable and cost effective mobile phone network services across all areas of Australia.

The previous decade has also seen a significant rise in use of the wireless network for smart devices. Australia has one of the highest penetrations of "smartphone" usage in the world. With reliance on technology increasing. The above-mentioned ACMA study estimated 74% of Australian adults were using smartphones at May 2015, against 67% in May 2014.

Smart device design is geared towards mobility, with lightweight, high performance devices now becoming more affordable and accessible to the community. Smartphones allow users not only to talk but to check emails, browse the internet and engage in e-commerce and social networking on a mobile device. The amount of data downloaded via mobile phone is greatly increasing on a monthly basis. For example, according to the Australian Bureau of Statistics, the volume of data downloaded from mobile handsets increased by 35.69% between December 2014 and June 2015 and by another 26.71% again between June 2015 and December 2015 – an increase of 72.45% over just a single year<sup>2</sup>.

<sup>1</sup> ACMA Communications report 2014-15

<http://www.acma.gov.au/~media/Research%20and%20Analysis/Report/pdf/ACMA%20Communications%20report%202014-15%20pdf.pdf>

<sup>2</sup> Mobile Handset subscriber downloads, ABS

<http://www.abs.gov.au/ausstats/abs@.nsf/Latestproducts/8153.0Main%20Features5December>

The mobile network also supports a variety of other wireless capable devices, such as tablets and laptop computers, which have also been designed for increased mobility (in terms of their size and weight) and accessibility.

The sheer uptake and mobility of smart devices has significantly increased the need for a reliable, Australia wide telecommunications network. This has also increased the imperative for Optus to eliminate mobile 'blackspots' – that is, areas with compromised service.

Mobile services provide a community with strong social advantages by enabling residents and visitors to communicate, join social networks and carry out essential daily tasks, such as banking, with more convenience. High quality mobile services are particularly beneficial for education and entertainment and can allow geographically or socially isolated residents to connect with their community, regularly seen in rural /edge of metropolitan settings.

Aside from these social benefits, there are also significant economic benefits for business. These manifest themselves in cost and time savings, as well as through enabling new ways of conducting business (for example, by enabling telecommuting or video conferencing). ACMA data indicates that mobile broadband has significant for commerce and industry, as noted at their research snapshot 'Utilities, transport and finance lead mobile productivity'<sup>3</sup>.

Lastly, high quality telecommunications services significantly benefit community safety by providing a vital 'first response' tool for emergency services. A strong mobile network is highly beneficial in an emergency situation or natural disaster.

Optus believes that it is in the public interest to provide a strong, resilient mobile network that, in turn, provides a high quality of services to local communities across Australia. Given the demand for the service, and the benefits noted above, we believe there is a strong justification for a new telecommunication site in this location.

## 10 Conclusion

Optus proposes to install a new telecommunications facility at the rear of the property at 43 Bottlebrush Road. The facility is necessary to address coverage issues and provide capacity to the Gledhow, McKail, Lockyer and Mt Elphinstone areas, including Cunderdin-Wyalkatchem Rd, Great Eastern Hwy, and Cunderdin-Quairading Rd.

The facility will form an integral component in the Optus mobile phone network and will provide an important community benefit by providing improved and reliable communications to the users of the transport network and the local community.

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%202015?opendocument&tabname=Summary&prodno=8153.0&issue=December%202015&num=&view=

<sup>3</sup> <http://www.acma.gov.au/theACMA/engage-blogs/engage-blogs/Research-snapshots/Utilities-transport-and-finance-lead-mobile-productivity>

As described in this report, the proposed facility will be appropriate in its proposed location and complies with the aims and objectives of the planning framework and guidance in force in the area. In particular:

- The proposal is technically feasible in this location and can achieve Optus' network objectives for the area, resulting in significant improved telecommunication services in the wider Gledhow region.
- The proposed facility is on land zoned General Agriculture. Telecommunications Infrastructure is foreseen to be compatible development on land in this zone where the Council exercises their discretion in granting approval.
- There is good access to the site and to power, with Optus upgrading both.
- There is appropriate separation between the site and sensitive locations.
- Visual impact has been minimised by the strategic siting of the structure and the presence and retention of existing vegetation.
- The site is not subject to any environmental, heritage or flood constraints. While the site is in a bushfire prone area, the proposal will not increase the risk of bushfire, nor will it increase the consequences of a bushfire if one does start.
- There are no specific sensitive uses such as schools, child care centres, aged care facilities within 1km of the site
- The proposed development will contribute to achieving the goals of the City of Albany Local Planning Strategy by providing a high quality level of mobile telecommunications infrastructure. This will facilitate the delivery of the economic aims by improving access to mobile services and facilitating a flexible approach to employment and business in the local area as well as providing visitors with a high quality and reliable service.

The proposal is in compliance with the aims and objectives of the relevant Commonwealth, State and Local planning framework in force in the area. There is a demonstrated need for the facility and the impacts on the environment and visual amenity are considered to be acceptable. Accordingly, Optus respectfully requests favourable consideration of this development application by the City of Albany.





## Environmental EME Report 43 Bottlebrush Road, GLEDHOW WA 6330

This report provides a summary of Calculated RF EME Levels around the wireless base station

**Date 27/9/2016**

**RFNSA Site No. 6330022**

### Introduction

The purpose of this report is to provide calculations of EME levels from the existing facilities at the site and any proposed additional facilities.

This report provides a summary of levels of radiofrequency (RF) electromagnetic energy (EME) around the wireless base station at 43 Bottlebrush Road GLEDHOW WA 6330 . These levels have been calculated by Huawei using methodology developed by the Australian Radiation Protection and Nuclear Safety Agency (ARPANSA).

The maximum EME level calculated for the proposed systems at this site is 0.47% of the public exposure limit.

### The ARPANSA Standard

ARPANSA, an Australian Government agency in the Health and Ageing portfolio, has established a Radiation Protection Standard specifying limits for general public exposure to RF transmissions at frequencies used by wireless base stations. The Australian Communications and Media Authority (ACMA) mandates the exposure limits of the ARPANSA Standard.

### How the EME is calculated in this report

The procedure used for these calculations is documented in the ARPANSA Technical Report "Radio Frequency EME Exposure Levels - Prediction Methodologies" which is available at <http://www.arpansa.gov.au>.

RF EME values are calculated at 1.5m above ground at various distances from the base station, assuming level ground.

The estimate is based on worst-case scenario, including:

- wireless base station transmitters for mobile and broadband data operating at maximum power
- simultaneous telephone calls and data transmission
- an unobstructed line of sight view to the antennas.

In practice, exposures are usually lower because:

- the presence of buildings, trees and other features of the environment reduces signal strength
- the base station automatically adjusts transmit power to the minimum required.

Maximum EME levels are estimated in 360° circular bands out to 500m from the base station.

These levels are cumulative and take into account emissions from all mobile phone antennas at this site.

The EME levels are presented in three different units:

- volts per metre (V/m) – the electric field component of the RF wave
- milliwatts per square metre (mW/m<sup>2</sup>) – the power density (or rate of flow of RF energy per unit area)
- percentage (%) of the ARPANSA Standard public exposure limit (the public exposure limit = 100%).

### Results

The maximum EME level calculated for the proposed systems at this site is 3.56 V/m; equivalent to 33.69 mW/m<sup>2</sup> or 0.47% of the public exposure limit.

## Radio Systems at the Site

There are currently no existing radio systems for this site.

It is proposed that this base station will have equipment for transmitting the following services:

Carrier	Radio Systems
Optus	WCDMA900 (proposed), LTE700 (proposed), WCDMA2100 (proposed), LTE2600 (proposed), LTE2100 (proposed), LTE1800 (proposed)

## Calculated EME Levels

This table provides calculations of RF EME at different distances from the base station for emissions from existing equipment alone and for emissions from existing equipment and proposed equipment combined.

Distance from the antennas at 43 Bottlebrush Road in 360° circular bands	Maximum Cumulative EME Level – All carriers at this site					
	Existing Equipment			Proposed Equipment		
	Electric Field V/m	Power Density mW/m <sup>2</sup>	% ARPANSA exposure limits	Electric Field V/m	Power Density mW/m <sup>2</sup>	% ARPANSA exposure limits
0m to 50m				2.75	20.013	0.27%
50m to 100m				2.3	14.056	0.18%
100m to 200m				3.31	29.035	0.42%
200m to 300m				3.56	33.69	0.47%
300m to 400m				3.15	26.32	0.36%
400m to 500m				2.39	15.21	0.21%
<b>Maximum EME level</b>				3.56	33.69	0.47
				227.79 m from the antennas at 43 Bottlebrush Road		

## Calculated EME levels at other areas of interest

This table contains calculations of the maximum EME levels at selected areas of interest that have been identified through the consultation requirements of the Communications Alliance Ltd Deployment Code C564:2011 or via any other means. The calculations are performed over the indicated height range and include all existing and any proposed radio systems for this site.

Additional Locations	Height / Scan relative to location ground level	Maximum Cumulative EME Level All Carriers at this site Existing and Proposed Equipment		
		Electric Field V/m	Power Density mW/m <sup>2</sup>	% of ARPANSA exposure limits
No locations identified				

## RF EME Exposure Standard

The calculated EME levels in this report have been expressed as percentages of the ARPANSA RF Standard and this table shows the actual RF EME limits used for the frequency bands available. At frequencies below 2000 MHz the limits vary across the band and the limit has been determined at the Assessment Frequency indicated. The four exposure limit figures quoted are equivalent values expressed in different units – volts per metre (V/m), watts per square metre (W/m<sup>2</sup>), microwatts per square centimetre (μW/cm<sup>2</sup>) and milliwatts per square metre (mW/m<sup>2</sup>). Note: 1 W/m<sup>2</sup> = 100 μW/cm<sup>2</sup> = 1000 mW/m<sup>2</sup>.

Radio Systems	Frequency Band	Assessment Frequency	ARPANSA Exposure Limit (100% of Standard)
LTE 700	758 – 803 MHz	750 MHz	37.6 V/m = 3.75 W/m <sup>2</sup> = 375 μW/cm <sup>2</sup> = 3750 mW/m <sup>2</sup>
WCDMA850	870 – 890 MHz	900 MHz	41.1 V/m = 4.50 W/m <sup>2</sup> = 450 μW/cm <sup>2</sup> = 4500 mW/m <sup>2</sup>
GSM900, LTE900, WCDMA900	935 – 960 MHz	900 MHz	41.1 V/m = 4.50 W/m <sup>2</sup> = 450 μW/cm <sup>2</sup> = 4500 mW/m <sup>2</sup>
GSM1800, LTE1800	1805 – 1880 MHz	1800 MHz	58.1 V/m = 9.00 W/m <sup>2</sup> = 900 μW/cm <sup>2</sup> = 9000 mW/m <sup>2</sup>
LTE2100, WCDMA2100	2110 – 2170 MHz	2100 MHz	61.4 V/m = 10.00 W/m <sup>2</sup> = 1000 μW/cm <sup>2</sup> = 10000 mW/m <sup>2</sup>
LTE2300	2302 – 2400 MHz	2300 MHz	61.4 V/m = 10.00 W/m <sup>2</sup> = 1000 μW/cm <sup>2</sup> = 10000 mW/m <sup>2</sup>
LTE2600	2620 – 2690 MHz	2600 MHz	61.4 V/m = 10.00 W/m <sup>2</sup> = 1000 μW/cm <sup>2</sup> = 10000 mW/m <sup>2</sup>
LTE3500	3425 – 3575 MHz	3500 MHz	61.4 V/m = 10.00 W/m <sup>2</sup> = 1000 μW/cm <sup>2</sup> = 10000 mW/m <sup>2</sup>

## Further Information

The Australian Radiation Protection and Nuclear Safety Agency (ARPANSA) is a Federal Government agency incorporated under the Health and Ageing portfolio. ARPANSA is charged with responsibility for protecting the health and safety of people, and the environment, from the harmful effects of radiation (ionising and non-ionising).

Information about RF EME can be accessed at the ARPANSA website, <http://www.arpansa.gov.au>, including:

- Further explanation of this report in the document “Understanding the ARPANSA Environmental EME Report”
- The procedure used for the calculations in this report is documented in the ARPANSA Technical Report; “Radio Frequency EME Exposure Levels - Prediction Methodologies”
- the current RF EME exposure standard  
Australian Radiation Protection and Nuclear Safety Agency (ARPANSA), 2002, ‘Radiation Protection Standard: Maximum Exposure Levels to Radiofrequency Fields — 3 kHz to 300 GHz’, Radiation Protection Series Publication No. 3, ARPANSA, Yallambie Australia.  
[Printed version: ISBN 0-642-79400-6 ISSN 1445-9760] [Web version: ISBN 0-642-79402-2 ISSN 1445-9760]

The Australian Communications and Media Authority (ACMA) is responsible for the regulation of broadcasting, radiocommunications, telecommunications and online content. Information on EME is available at <http://emr.acma.gov.au>

The Communications Alliance Ltd Industry Code C564:2011 ‘Mobile Phone Base Station Deployment’ is available from the Communications Alliance Ltd website, <http://commsalliance.com.au> .

Contact details for the Carriers (mobile phone companies) present at this site and the most recent version of this document are available online at the Radio Frequency National Site Archive, <http://www.rfnsa.com.au>.

WESTERN



AUSTRALIA

REGISTER NUMBER <b>14/DP222500</b>	
DUPLICATE EDITION <b>1</b>	DATE DUPLICATE ISSUED <b>3/1/2014</b>

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

VOLUME **1732** FOLIO **878**

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



REGISTRAR OF TITLES

**LAND DESCRIPTION:**

LOT 14 ON DEPOSITED PLAN 222500

**REGISTERED PROPRIETOR:**  
(FIRST SCHEDULE)

DANIEL PAUL MEADE  
CHRISTINE ANN MEADE  
BOTH OF PO BOX 1590, ALBANY  
AS JOINT TENANTS

(T M501022 ) REGISTERED 19 DECEMBER 2013

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

1. M509416 MORTGAGE TO WESTPAC BANKING CORPORATION REGISTERED 30.12.2013.

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

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

**STATEMENTS:**

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

SKETCH OF LAND: 1732-878 (14/DP222500).  
PREVIOUS TITLE: 115-50A.  
PROPERTY STREET ADDRESS: 43 BOTTLEBRUSH RD, GLEDHOW.  
LOCAL GOVERNMENT AREA: CITY OF ALBANY.

NOTE 1: A000001A LAND PARCEL IDENTIFIER OF GLEDHOW SUBURBAN LOT 14 (OR THE PART THEREOF) ON SUPERSEDED PAPER CERTIFICATE OF TITLE CHANGED TO LOT 14 ON DEPOSITED PLAN 222500 ON 02-AUG-02 TO ENABLE ISSUE OF A DIGITAL CERTIFICATE OF TITLE.

NOTE 2: THE ABOVE NOTE MAY NOT BE SHOWN ON THE SUPERSEDED PAPER CERTIFICATE OF TITLE OR ON THE CURRENT EDITION OF DUPLICATE CERTIFICATE OF TITLE.

**CADASTRE**

▼ **LAND PARCEL** ◀ 1 OF 1 ▶

PIN 586908

Legal Area 29063.49m<sup>2</sup>

Plan and Lot P222500 17

Nearest Child Care Facility YMCA Albany Early Learning Centre

Nearest Shopping Centre NORTH ROAD SHOPPING CENTRE

▼ **SYNERGY PROPERTY DETAILS** ◀ 1 OF 1 ▶

Assess No A31972

Lot No 17

Address 1 58 BOTTLEBRUSH ROAD

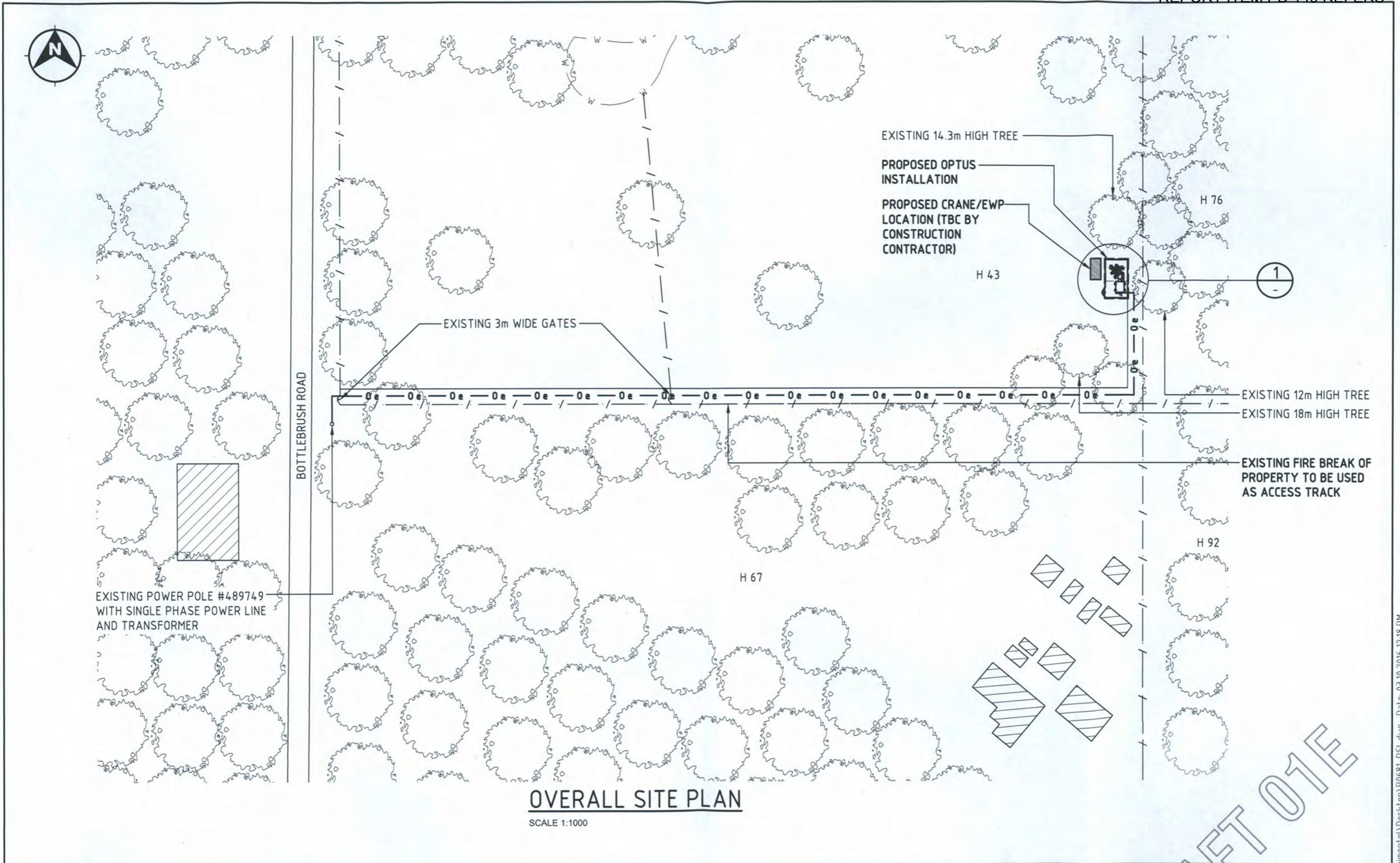
Address 2 GLEDHOW WA 6330

Ward Name VANCOUVER

Certificate Of Title 1414/478

▶ **SYNERGY OWNER DETAILS** ◀ 1 OF 1 ▶

▶ **SYNERGY RATES SERVICES** YES (1)



**OVERALL SITE PLAN**

SCALE 1:1000

01	27.05.16	ISSUED FOR APPROVAL	DALY	HC	JF	DI	KM
Rev	Date	Revision Details	Consultant	CAD	Designer	Verifier	Approver



HUAWEI TECHNOLOGIES (AU) PTY LTD  
 ABN 49 103 793 380  
 SYDNEY  
 LEVEL 6 TOWER B 799 PACIFIC HIGHWAY  
 CHATSWOOD NSW 2067  
 TEL: +61 2 9928 3888 FAX: +61 2 9411 8533  
 MELBOURNE  
 LEVEL 24 459 COLLINS STREET  
 MELBOURNE VIC 3000  
 TEL: +61 3 8610 0600 FAX: +61 3 9621 1575

Client:



Project:

MOBILE NETWORK AUSTRALIA  
 SITE No:- P0681 - F  
 GLEDHOW  
 43 BOTTLEBRUSH RD

Drawing Title:

OVERALL SITE LAYOUT

Drawing Status:

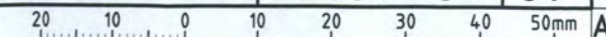
FOR APPROVAL

Drawing No.

P0681-P3

Revision

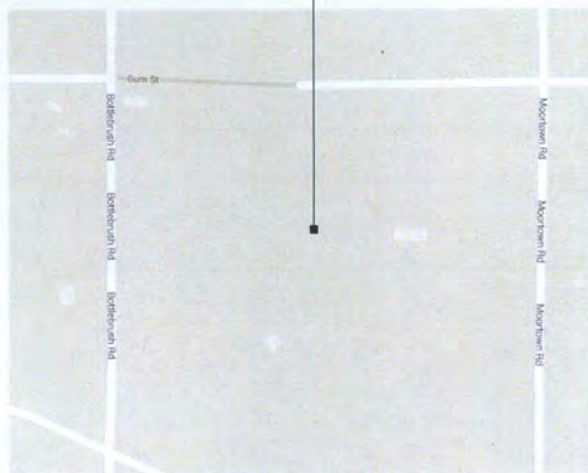
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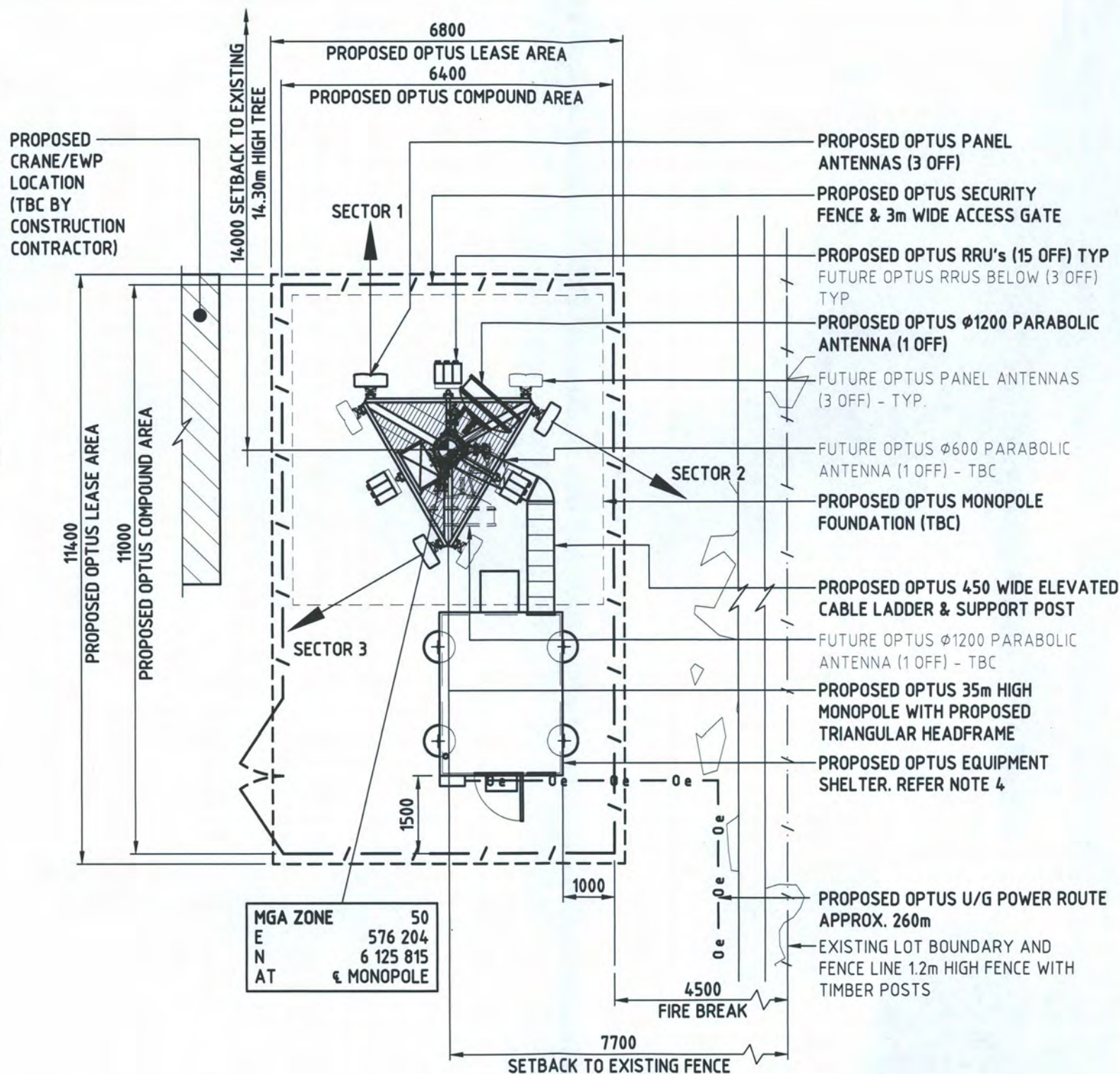
DRAFT 01E



PROPOSED OPTUS  
BASE STATION



**LOCALITY MAP**  
COPYRIGHT © GOOGLE MAPS



MGA ZONE 50  
E 576 204  
N 6 125 815  
AT  $\epsilon$  MONOPOLE

**NOTE:**  
THIS DRAWING IS DIAGRAMMATIC ONLY AND SHOULD NOT BE SCALED. DIMENSIONS, COORDINATES, AND LEVELS SHOWN ARE NOMINAL AND SUBJECT TO CONFIRMATION BY SURVEYOR.

**SITE ADDRESS:**

43 BOTTLEBRUSH RD,  
GLEDHOW, WA 6330

**NOTES:**

1. BASIS OF DESIGN
  - > SITE INSPECTION 12/05/2016
2. PANEL ANTENNAS
  - > 1-OFF PER SECTOR (EACH 2.495m LONG) AT EL 36m & 1-OFF PER SECTOR (FUTURE)
  - > SECTOR 1 - 0°, SECTOR 2 - 120°, SECTOR 3 - 240°
  - > MOUNTED ON TRIANGULAR HEADFRAME
3. TRANSMISSION
  - > PROPOSED  $\phi$ 1200 PARABOLIC ANTENNA AT EL 25m - TBC & FUTURE  $\phi$ 1200 PARABOLIC ANTENNA AT EL 32m - TBC & FUTURE  $\phi$ 600 PARABOLIC ANTENNA AT EL 32m - TBC
  - > LINK SITE: LOWER KING (P8082)-TBC
  - > TO BE CONFIRMED BY OPTUS
4. EQUIPMENT SHELTER
  - > VOS 1.3 EQUIPMENT SHELTER (3.15m x 2.38m) SANDWICH PANEL SHELTER, COLOURED "PAPER BARK". SHELTER TO BE FIRE RATED
  - > SUPPORTED ON BORED PIERS
5. OPTUS MONOPOLE
  - > 35m HIGH MONOPOLE WITH TRIANGULAR HEADFRAME AT EL 36m
6. FEEDER CABLES
  - > 3 OFF 9/18 MLEH ALL SECTORS
  - > LENGTH: 45m ALL SECTORS
  - > 450mm WIDE HORIZONTAL CABLE LADDER
7. SITE ACCESS
  - > ACCESS FROM BOTTLEBRUSH RD VIA EXISTING EARTH TRACK ALONG PROPERTY FENCE LINE
8. ANTENNA ACCESS
  - > STEP-PEGS & 'LAD-SAF' PROVIDED ON MONOPOLE
9. POWER SUPPLY
  - > SINGLE-PHASE SUPPLY IS AVAILABLE FROM EXISTING WESTERN POWER POLE#489749 WITH REQUIRED UPGRADE
  - > DETAILS TO BE CONFIRMED BY WESTERN POWER
10. OTHER (PAINTING, LANDSCAPING, SCREENING)
  - > PROPOSED 4.5m WIDE FIRE BREAK

DETAIL 1  
SCALE 1:100 P1

Rev	Date	Revision Details	Consultant	CAD	Designer	Verifier	Approver
01	27.05.16	ISSUED FOR APPROVAL	DALY	HC	JF	DI	KM

HUAWEI TECHNOLOGIES (AU) PTY LTD  
ABN 49 103 793 380  
SYDNEY  
LEVEL 6 TOWER B 799 PACIFIC HIGHWAY  
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LEVEL 24 459 COLLINS STREET  
MELBOURNE VIC 3000  
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Client: OPTUS

Project: MOBILE NETWORK AUSTRALIA  
SITE No:- P0681 - F  
GLEDHOW  
43 BOTTLEBRUSH RD

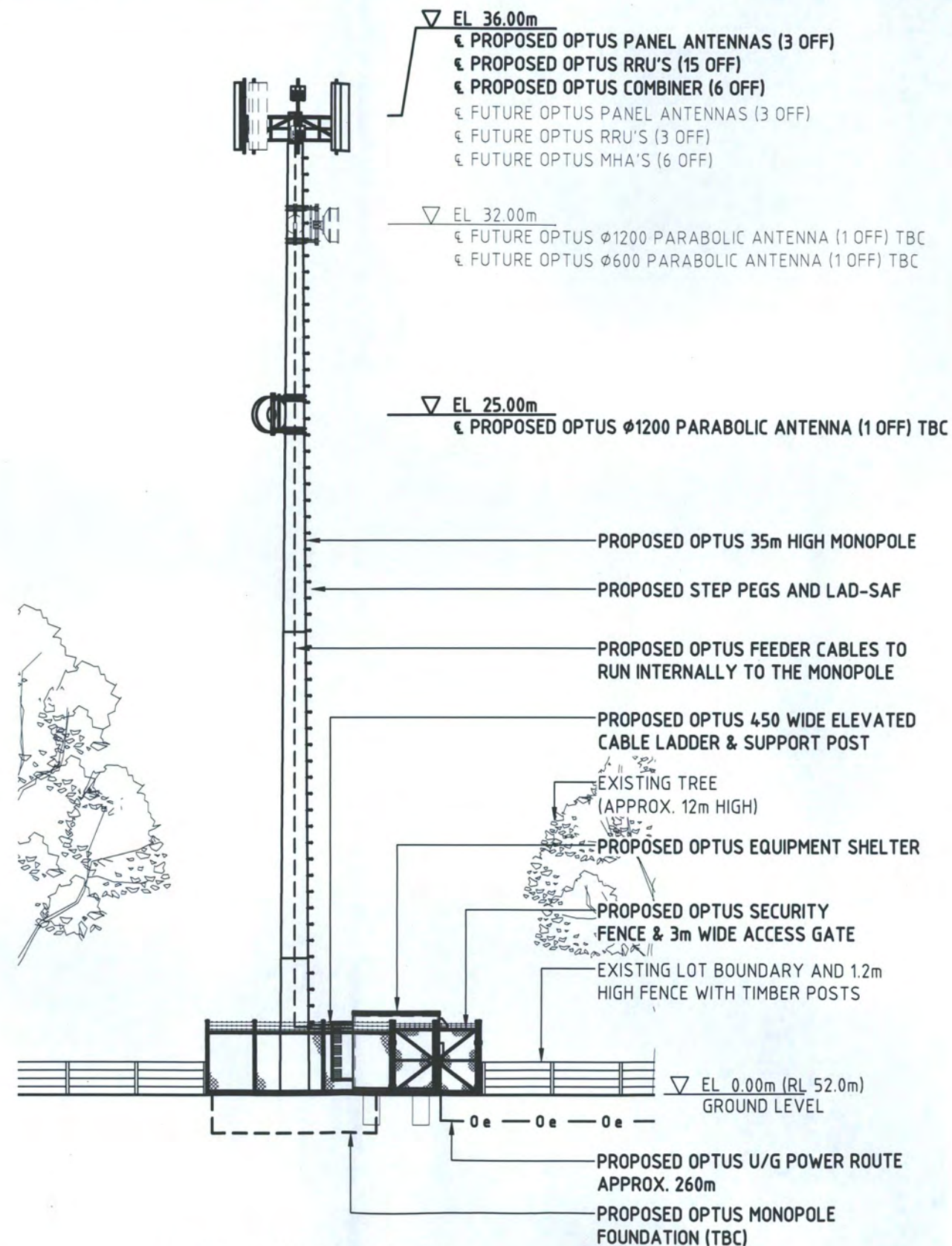
Drawing Title: DRAFT SITE LAYOUT

Drawing Status: FOR APPROVAL

Drawing No: P0681-P1

Revision: 01

**NOTE:**  
THIS DRAWING IS DIAGRAMMATIC ONLY  
AND SHOULD NOT BE SCALED.



**WEST ELEVATION**  
SCALE 1:200

Rev	Date	Revision Details	Consultant	CAD	Designer	Verifier	Approver
01	27.05.16	ISSUED FOR APPROVAL	DALY	HC	JF	DI	KM



Client:  
Project: **MOBILE NETWORK AUSTRALIA**  
**SITE No:- P0681 - F GLEDHOW**  
43 BOTTLEBRUSH RD

Drawing Title: **DRAFT SITE ELEVATION**  
Drawing Status: **FOR APPROVAL**  
Drawing No: **P0681-P2**  
Revision: **01**



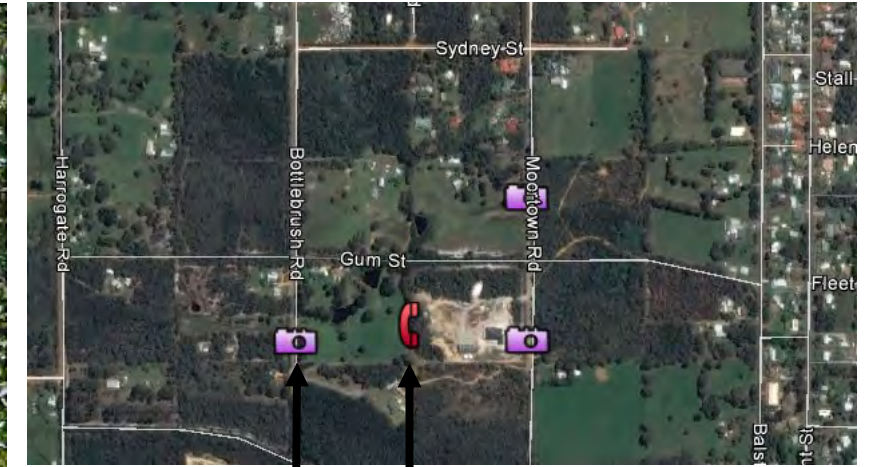


Image taken for  
photomontage from  
Bottlebrush Road

Proposed Optus Facility

VIEW LOOKING EAST TOWARD PROPOSED OPTUS SITE FROM  
BOTTLEBRUSH RD.

PHOTOMONTAGE FOR ILLUSTRATIVE  
PURPOSES ONLY

FOR  
REFERENCE

**DALY** INTERNATIONAL  
Level 5 – 97 Pirie Street  
ADELAIDE, SA 5000

Client:  
**OPTUS**

Project:  
43 Bottlebrush Road GLEDHOW  
WA 6330

Drawing  
PHOTOMONTAGE  
SHEET 1 OF 3

Drawn: SC  
Date:  
17/11/2016  
Scale: NTS

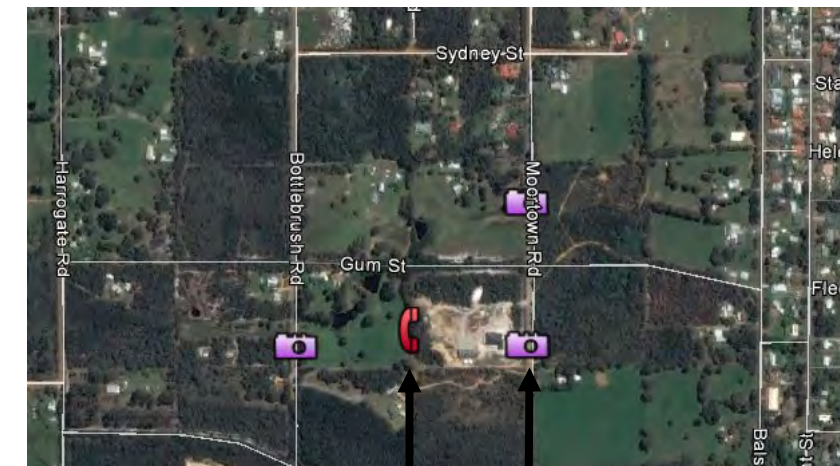


Image taken for  
photomontage from  
Bottlebrush Road

Proposed Optus Facility

VIEW LOOKING WEST TOWARD PROPOSED OPTUS SITE FROM MOORTOWN RD.

PHOTOMONTAGE FOR ILLUSTRATIVE PURPOSES ONLY

FOR REFERENCE

**DALY** INTERNATIONAL  
Level 5 – 97 Pirie Street  
ADELAIDE, SA 5000

Client:  
**OPTUS**

Project:  
43 Bottlebrush Road GLEDHOW  
WA 6330

Drawing  
PHOTOMONTAGE  
SHEET 2 OF 3

Drawn: SC  
Date:  
17/11/2016  
Scale: NTS



VIEW LOOKING SOUTH-WEST TOWARD PROPOSED OPTUS SITE FROM MOORTOWN RD.

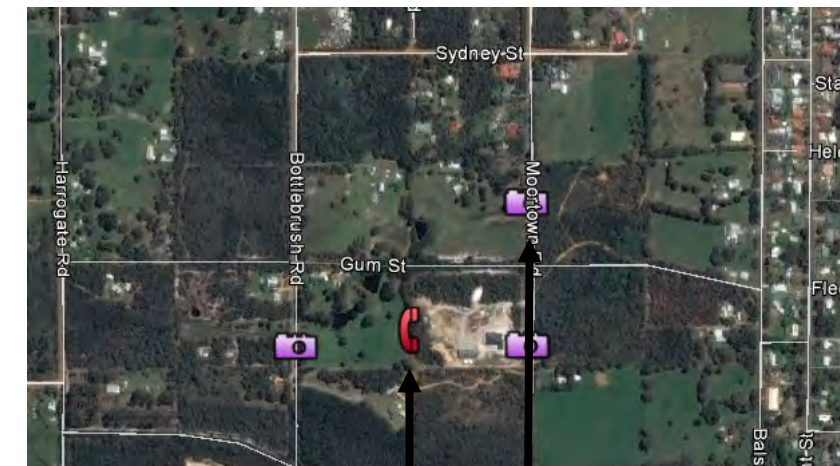


Image taken for photomontage from Bottlebrush Road

Proposed Optus Facility

PHOTOMONTAGE FOR ILLUSTRATIVE PURPOSES ONLY

FOR REFERENCE

**DALY** INTERNATIONAL  
 Level 5 – 97 Pirie Street  
 ADELAIDE, SA 5000

Client:

Project:  
 43 Bottlebrush Road GLEDHOW  
 WA 6330

Drawing  
 PHOTOMONTAGE  
 SHEET 3 OF 3

Drawn: SC  
 Date:  
 17/11/2016  
 Scale: NTS

# CITY OF ALBANY

## LOCAL PLANNING SCHEME No. 1

### AMENDMENT No. 21

**MINISTER FOR PLANNING**

**PROPOSAL TO AMEND A LOCAL PLANNING SCHEME**

LOCAL AUTHORITY:	<b>CITY OF ALBANY</b>
DESCRIPTION OF LOCAL PLANNING SCHEME:	<b>LOCAL PLANNING SCHEME No. 1</b>
TYPE OF SCHEME:	<b>DISTRICT SCHEME</b>
SERIAL No. OF AMENDMENT:	<b>AMENDMENT No. 21</b>
PROPOSAL:	

*To rezone Lots 16, 17 & 541 Mercer Road and Lots 38, 371 & 372 Catalina Road Lange from the General Agriculture zone to the Future Urban Zone.*

**LOCAL PLANNING SCHEME No. 1**

**AMENDMENT No. 21**

**CONTENTS**

1. RESOLUTION
2. REPORT
3. EXECUTION

PLANNING AND DEVELOPMENT ACT 2005

**RESOLUTION TO PREPARE AMENDMENT  
TO LOCAL PLANNING SCHEME**

**CITY OF ALBANY**

**LOCAL PLANNING SCHEME No. 1**

**DISTRICT SCHEME**

**AMENDMENT No. 21**

RESOLVED that the local government pursuant to Section 72 of the *Planning and Development Act 2005*, amend the above Local Planning Scheme by:

*Rezoning Lots 16, 17 & 541 Mercer Road and Lots 38, 371 & 372 Catalina Road Lange from the General Agriculture zone to the Future Urban Zone.*

The amendment is **BASIC** under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reason.

It is an amendment to the scheme map that is consistent with a structure plan, activity centre plan or local development plan that has been approved under the scheme for the land to which the amendment relates if the scheme currently includes zones of all the types that are outlined in the plan.

Dated this \_\_\_\_\_ day of \_\_\_\_\_

\_\_\_\_\_  
**CHIEF EXECUTIVE OFFICER**

**CITY OF ALBANY**

**LOCAL PLANNING SCHEME NO. 1**

**AMENDMENT NO. 21**

**YAKAMIA – LANGE STRUCTURE PLAN  
NORTHWEST PRECINCT**

**PLANNING REPORT**



**INTRODUCTION**

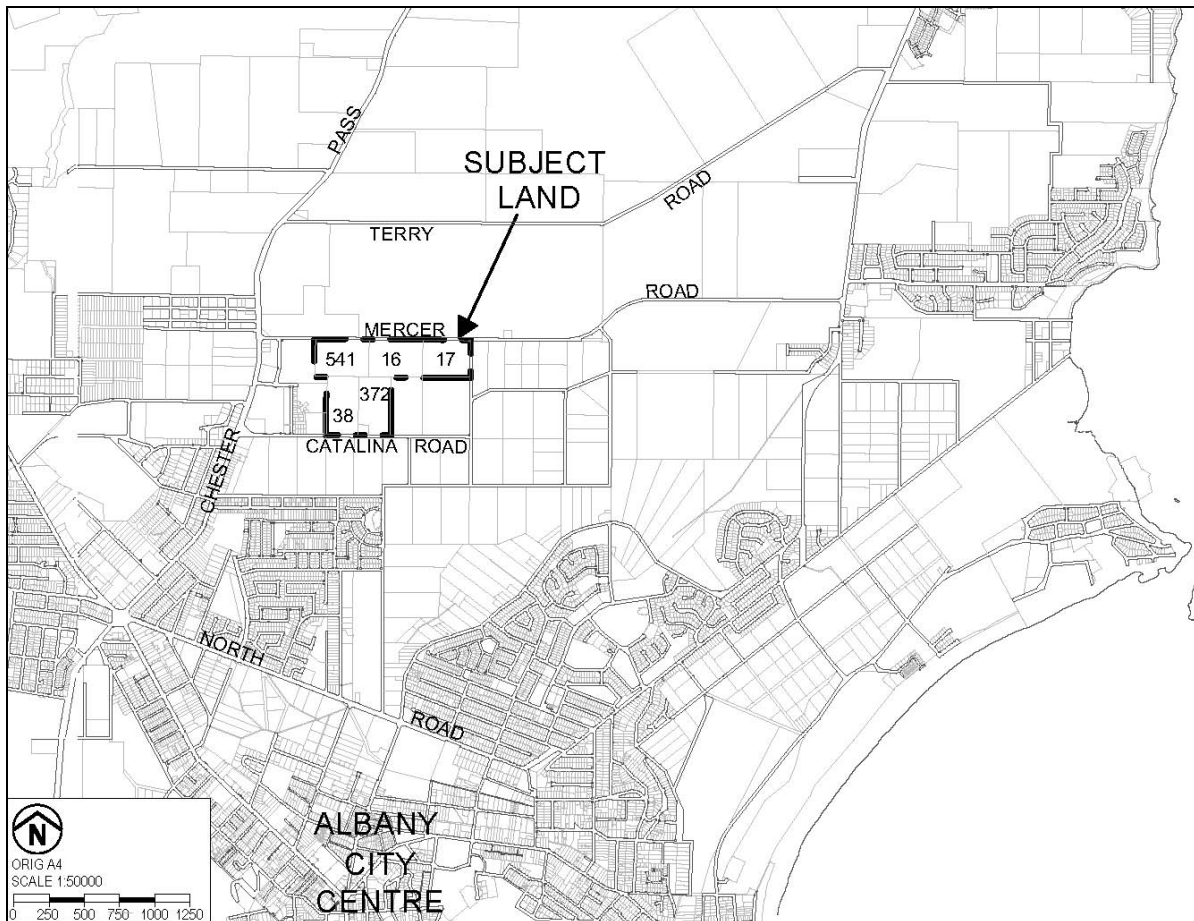
**Background & Location**

Following recent local and state endorsement of the Yakamia – Lange Structure Plan (YLSP) it is proposed to rezone the northwest precinct to Future Urban.

The subject land comprises Lots 16, 17 & 541 Mercer Road and Lots 38, 371 & 372 Catalina Road Lange as shown on the plan below.

The land is currently under the General Agriculture zone per Local Planning Scheme No. 1.

The boundaries of the precinct are Mercer Road to the north, Catalina Road to the south, Dragon Road and the Western Power/Energy Networks Lot 36 to the east and the developing Brooks Garden Estate and Lifestyle Village to the west. Further west (350m) is the Catalina Neighbourhood Activity Centre and the Chester Pass Road service commercial and light industrial employment areas (650m).



**Location Plan**

**Land Characteristics** (see plan overleaf)

In terms of base land qualities, the land is predominantly gently to moderately sloping cleared pasture accommodating hobby farm and small scale grazing activities. Most lots are developed with a single dwelling and associated rural outbuildings/improvements. All Lots are under 10ha in size.

A sporadic creek/drain bisects the land running to the east in the minor or shallow valley. This drains west then south continuing on into the Yakamia Creek/drainage system.

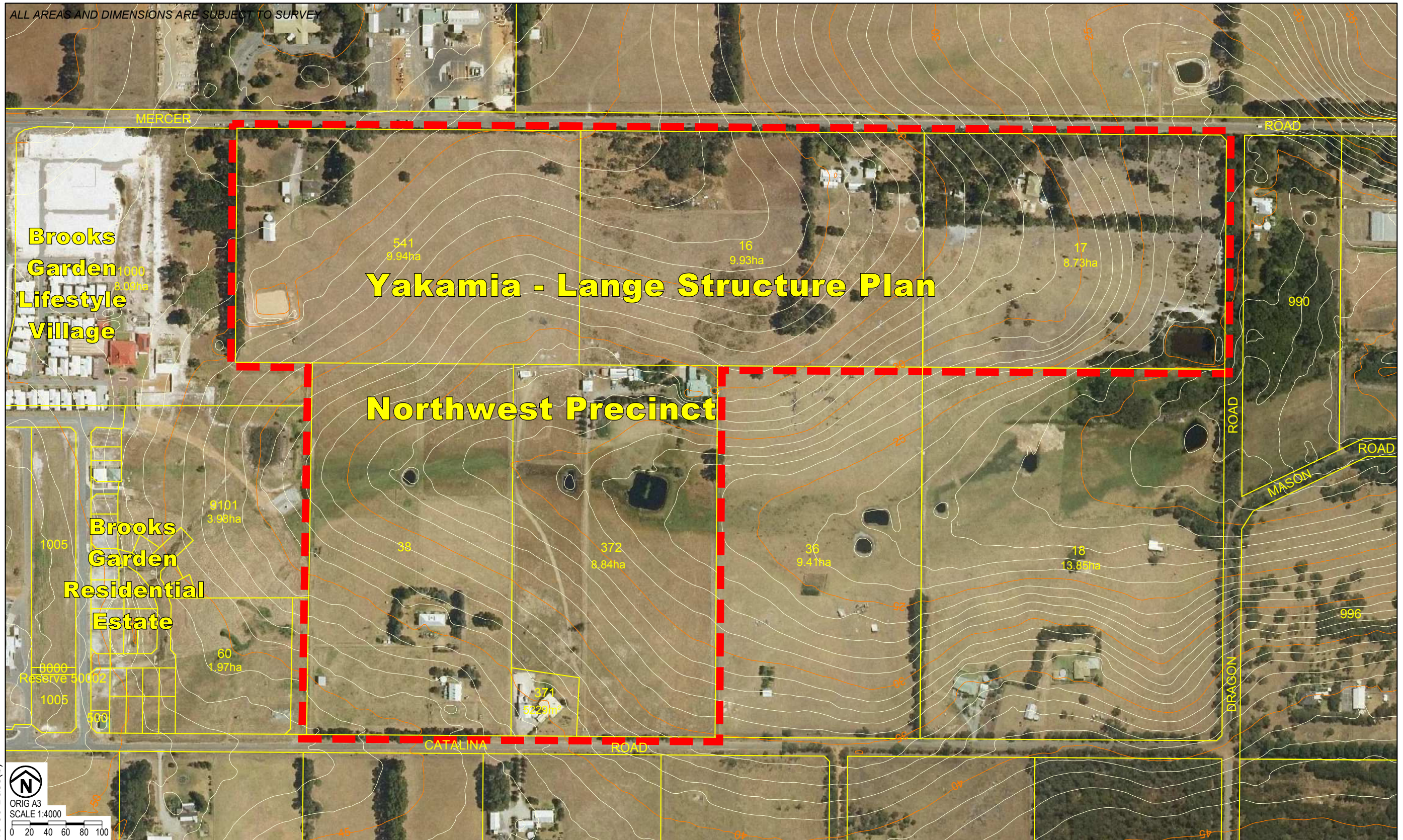
Landform and soils are outlined in the YLSP and other background documentation as gravelly yellow duplex on crests (higher land), with predominantly deep leached sands and podzols on slopes grading to yellow duplex and humus podzols in the valley floor drainage line itself.

These landform and soil types are found in many other areas of Urban Albany and are managed through conventional and well established engineering and site preparation practices.

**Future Urban Zone**

The purpose of the Future Urban zone is twofold. Firstly, the development controls of the zone protect the land from inappropriate development or development that may make the Structure Plan more difficult to implement. In addition to this, the Future Urban zone signals clearly to local and state agencies and authorities that urban subdivision and development (in accord with the YLPS) is the preferred future for the land. This also gives landowners/developers the certainty required to invest in the downstream detailed planning processes needed to fulfil the vision provided by the Structure Plan.

Transferring the land to the Future Urban zone via an amendment to Local Planning Scheme No. 1 (LPS1) is the necessary first step in implementing the objective of the Yakamia – Lange Structure Plan.



## LOCAL PLANNING SCHEME AMENDMENT CATEGORY

Rezoning from General Agriculture to Future Urban will fall under the 2015 Regulations. This amendment to LPS1 meets the requirements of the regulations Part 5 cl 34(g) to be classified as a **Basic Amendment** as it would be *“an amendment to the scheme map that is consistent with a structure plan ... that has been approved under the scheme for the land to which the amendment relates if the scheme currently includes zones of all the types that are outlined in the plan”*.

Summary of **Basic Amendment** process:

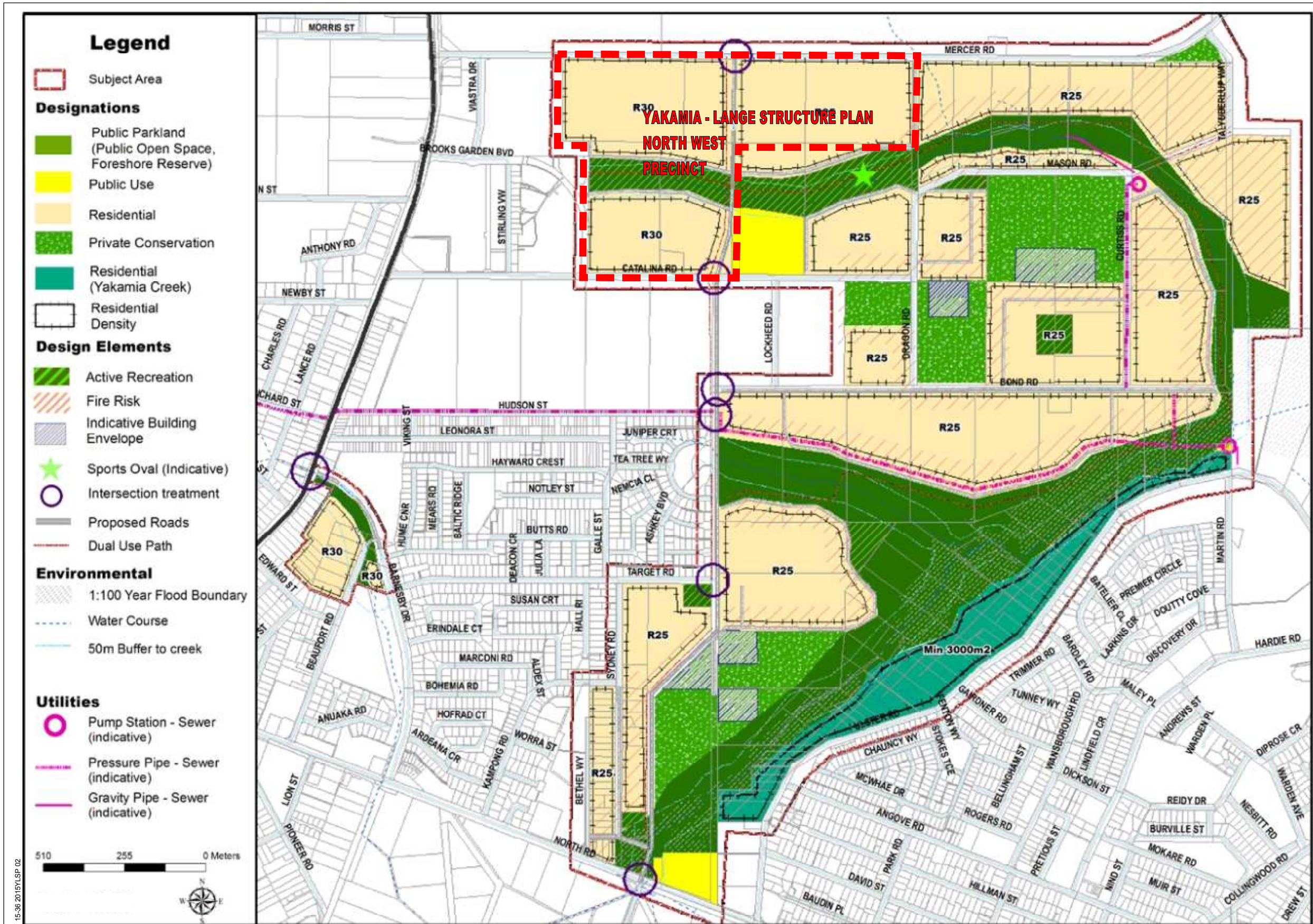
1. Review of Basic Amendment & Council Adoption.
2. Concurrent EPA & WAPC Referral.
3. EPA Conditions, Adoption Resolution, Amendment Documentation and any other relevant info submitted to WAPC.
4. WAPC reports to Minister.
5. Ministerial Endorsement.
6. Gazettal.

## YAKAMIA – LANGE STRUCTURE PLAN

Within the Albany Local Planning Strategy, this area of the YLSP is identified for Future Urban purposes. The area is identified as a High Priority area; Priority 1 or 2.

The Yakamia – Lange Structure Plan (YLSP), as approved by the WA Planning Commission on 10 June 2016, identifies the precinct as a standalone cell for residential development and POS provision (see following plan).

The YLSP shows the potential for a mix of open space and future urban subdivision. The north west precinct is also described as relatively unconstrained and likely to come under near term subdivision pressure. However, prior to any further planning or development work can proceed, the land needs to be rezoned from General Agriculture to Future Urban under the City’s Local Planning Scheme No. 1.



15-39-2015YLS.P 02

The YLSP and the Appendix 4 Issues and Background Paper notes or requires:

- General Agricultural zoned land to be rezoned Future Urban prior to subdivision and following that the land may be subdivided and/or developed in accord with the plan.
- Future residential to R25 and R30 design codes along with a large area of open space centred on the valley with design and layout to be determined at subdivision.
- The Western Power/Energy Networks site bordering to the south east is to be retained for public purposes or future urban dependant on authority planning.
- At the time of subdivision, assessments are required including traffic impact, geotechnical, urban water management, water, sewer electrical plans/servicing, retaining & easement provision strategies, NBN provision and bushfire planning.
- Contributions to Range Road upgrading and school site provision are also required at the time of subdivision.

#### **Yakamia – Lange Structure Plan: Vision & Objectives**

The Structure Plan vision and objectives are reproduced below:

*The vision for the structure plan is to establish an integrated and environmentally sustainable urban form that achieves balance between residential subdivision and development; and retention and enhancement of environmental values.*

*Objectives of the structure plan to achieve the vision are:*

1. *Facilitate an urban form that provides for housing and associated infrastructure that is responsive to the character of the site and the locality, as depicted on the Structure Plan Map (Figure 2);*
2. *Provide for fully serviced urban development, ranging from higher density housing adjacent to the Catalina commercial precinct, through to medium density on steeper slopes and adjacent to public parkland, private conservation areas and fire risk areas;*
3. *Provide safe and convenient vehicle and pedestrian access to the activity centres at Catalina Road and the Central Business District;*
4. *Provide a range of public parkland catering for recreational, sporting and nature activities by the local community;*
5. *Provide an integrated urban water management system that minimises risk to public health and amenity, protects the built environment from flooding and water logging, and enhances the quality of water flowing to Oyster Harbour; and*
6. *Protect, manage and enhance the environmental values of the area, including vegetation, flora and fauna, waterways, wetlands and foreshores.*

**Yakamia – Lange Structure Plan: Structure Plan Map**

Regarding the structure plan map, the report outlines that *“Designations are indicative and based on the major planning influences outlined in Section 1.4 of the structure plan. Specific land use boundaries (including delineation of different categories of public parkland such as foreshores or active and passive recreational areas) and the location of infrastructure will be refined through detailed investigation and design by proponents at the time of rezoning, subdivision and/or development, as appropriate.”*

**Yakamia – Lange Structure Plan: General Agriculture**

The Structure Plan states that for land zoned General Agriculture *“Areas within the structure plan that are zoned General Agriculture require rezoning to the Future Urban zone via an amendment to the Local Planning Scheme, prior to urban development in accordance with the provisions of this structure plan.”*

**Yakamia – Lange Structure Plan: Public Parkland**

The area is bisected by an area of Public Open Space. This is centred on the creek/drainage line and widens in the west.

Relating to the subject land the YLSP states *“The Structure Plan Map indicates the preferred locations, size and configuration of active recreation areas. At the time of subdivision, developers shall provide an open space schedule detailing the amount, distribution and staging of the delivery of open space, in accordance with the structure plan. Where required, rehabilitation of public parkland areas shall occur as a condition of subdivision and/or development, in accordance with a suitable management plan.*

*No development will be permitted in 'Public Parkland' areas other than for conservation, recreation or stormwater management.*

As a result, in developing the detailed layout and at the time of subdivision Public Open Space areas will be defined based on the guidance and proposals in the Structure Plan. In accord with the YLSP, POS Schedules can then be used by Council in calculating POS Cash in Lieu arrangements.

**CONCLUSION**

This amendment to Local Planning Scheme No. 1 is a simple one involving moving the land into the Future Urban zone. This will protect the land for redevelopment as favoured by Council and as outlined and promoted within Council’s Yakamia – Lange Structure Plan. Following the implementation of the Future Urban zone, the other more detailed measures of the structure plan apply to guide and manage subdivision, development and ongoing use.

**PLANNING AND DEVELOPMENT ACT 2005**

**CITY OF ALBANY**

**LOCAL PLANNING SCHEME No. 1**

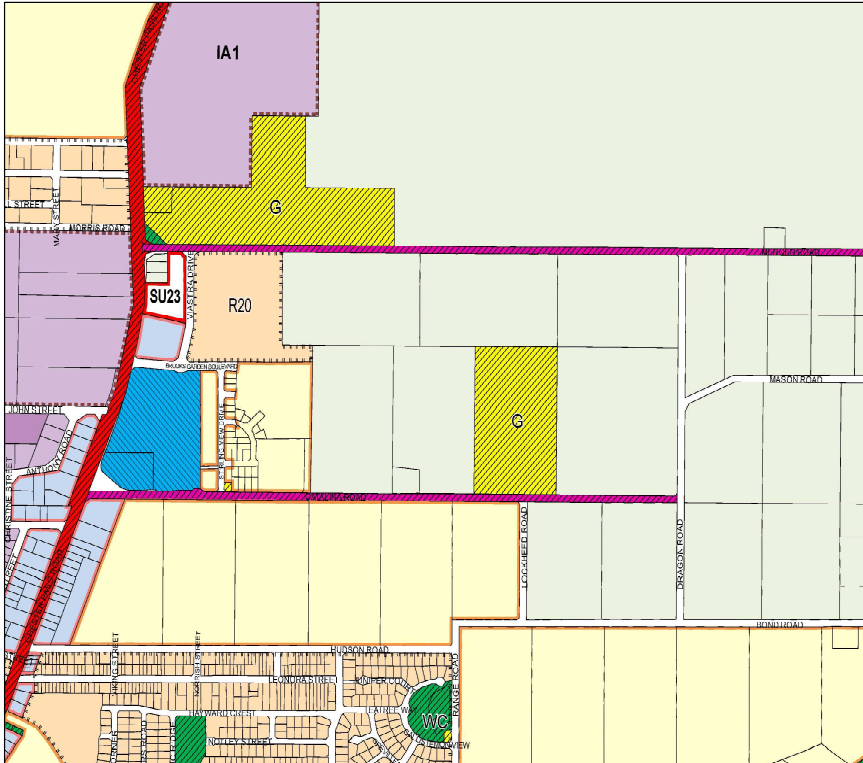
**AMENDMENT No. 21**

The City of Albany under and by virtue of the powers conferred upon it in that behalf by the Planning and Development Act 2005 hereby amends the above local planning scheme by:

*Rezoning Lots 16, 17 & 541 Mercer Road and Lots 38, 371 & 372 Catalina Road Lange from the General Agriculture zone to the Future Urban Zone.*



### Existing Zoning



#### LEGEND

##### LOCAL SCHEME RESERVES

(see scheme text for additional information)

- Local road
- Major road
- Parks and recreation
- Priority road
- Public use
- G Public use : Government

##### LOCAL SCHEME ZONES

(see scheme text for additional information)

- Future urban
- General agriculture
- General industry
- Highway commercial
- Light industry
- Neighbourhood centre
- Residential
- Special use

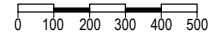
##### OTHER CATEGORIES

(see scheme text for additional information)

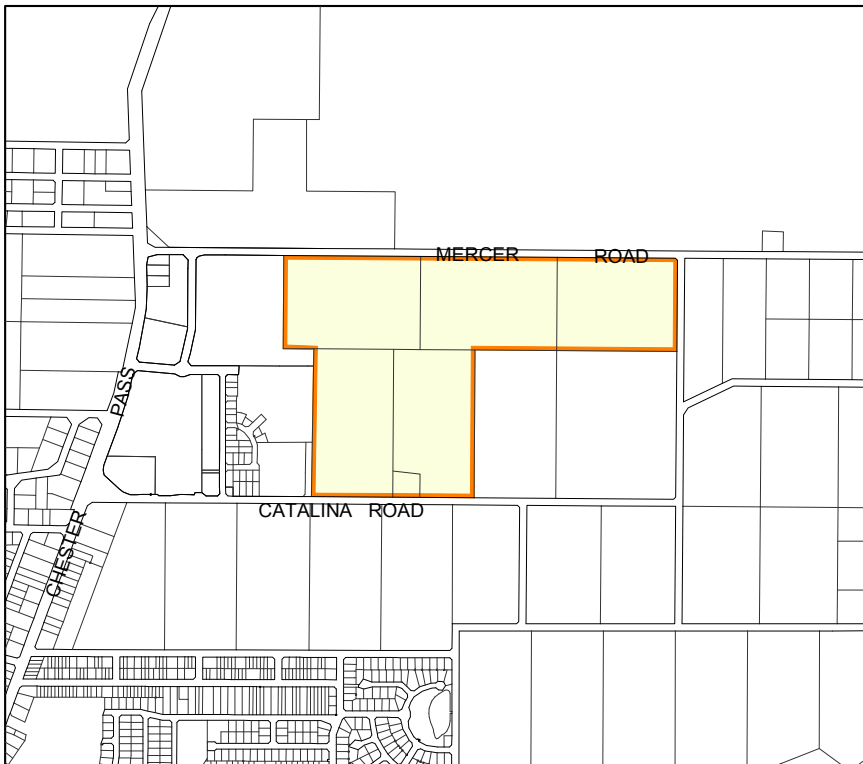
- R20 R Codes
- SU1 Special use area
- IA2 Industrial area



ORIG A4  
SCALE 1:20,000



### Proposed Zoning



**ADOPTION**

Adopted by resolution of the Council of the City of Albany at the Meeting of the Council held on the \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_\_

\_\_\_\_\_  
**Mayor**

\_\_\_\_\_  
**Chief Executive Officer**

**FINAL APPROVAL**

Adopted for final approval by resolution of the City of Albany at the Meeting of the Council held on the \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_\_ and the Common Seal of the City of Albany was hereunto affixed by the authority of a resolution of the Council in the presence of:

\_\_\_\_\_  
**Mayor**

\_\_\_\_\_  
**Chief Executive Officer**

Recommended/Submitted for Final Approval

\_\_\_\_\_  
**Delegated Under S.16  
of the PD Act 2005**

\_\_\_\_\_  
**Date**

Final Approval Granted

\_\_\_\_\_  
**Minister for Planning**

\_\_\_\_\_  
**Date**

**CITY OF ALBANY**

**REPORT**

To : His Worship the Mayor and Councillors  
From : Administration Officer - Planning  
Subject : Development Application Approvals – November 2016  
Date : 1 December 2016

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1. The attached report shows Development Application Approvals issued under delegation by a planning officer for the month of November 2016.
2. Within this period 72 Development applications were determined, of these;
  - 67 Development applications were approved under delegated authority;
  - 1 Development application was approved by Council;
  - 2 Development applications were cancelled; and
  - 2 Development applications were withdrawn.



---

**Kandi Smith**  
Administration Officer – Planning

<b><u>PLANNING SCHEME CONSENTS ISSUED UNDER DELEGATED AUTHORITY</u></b>							
<b>Applications determined for November 2016</b>							
<b>Application Number</b>	<b>Application Date</b>	<b>Street Address</b>	<b>Locality</b>	<b>Description of Application</b>	<b>Decision</b>	<b>Decision Date</b>	<b>Assessing Officer</b>
P2160316	24/06/2016	Spencer Street	Albany	Change of Use - Masonic Hall to Residence	Delegate Approved	24/11/2016	Taylor Gunn
P2160351	12/07/2016	Cliff Street	Albany	Bed and Breakfast	Delegate Approved	22/11/2016	Jessica Anderson
P2160480	3/10/2016	Spencer Street	Albany	Change of Use - Holiday Accommodation	Delegate Approved	2/11/2016	Taylor Gunn
P2160558	2/11/2016	Hill Street	Albany	Single House - Retaining Walls - Front Setback (Design Codes Assessment)	Delegate Approved	4/11/2016	Alex Bott
P2160570	8/11/2016	Rowley Street	Albany	Holiday Accommodation	Delegate Approved	28/11/2016	Adrian Nicoll
P2160516	18/10/2016	Lower King Road	Bayonet Head	Development - Earthworks in excess of 600mm - Retaining Walls to Multiple Future Lots	Delegate Approved	4/11/2016	Taylor Gunn
P2160517	18/10/2016	Kurannup Road	Bayonet Head	Single House (Residential Design Codes Assessment)	Delegate Approved	3/11/2016	Taylor Gunn
P2160535	26/10/2016	Drake Bend	Bayonet Head	Single House - Design Codes Assessment	Delegate Approved	1/11/2016	Alex Bott
P2160540	27/10/2016	Drake Bend	Bayonet Head	Single House - Design Codes Assessment	Delegate Approved	7/11/2016	Taylor Gunn
P2160571	9/11/2016	Yatana Road	Bayonet Head	Single House - Outbuilding	Cancelled	16/11/2016	Planning
P2160606	23/11/2016	Houghton Boulevard	Bayonet Head	Development - Earthworks in Excess of 600mm (Retaining Walls)	Delegate Approved	25/11/2016	Alex Bott
P2160577	11/11/2016	Sanford Road	Centennial Park	Motor Vehicle Repair - Additions (Front Facade)	Delegate Approved	23/11/2016	Alex Bott
P2160597	22/11/2016	Albany Highway	Centennial Park	Development - Signs x 5 (Upgrade Drive Thru Signage)	Delegate Approved	25/11/2016	Taylor Gunn
P2160598	22/11/2016	Albany Highway	Centennial Park	Development - Under Awning Light Box Signage	Withdrawn	23/11/2016	Planning
P2160542	28/10/2016	Sheoak Way	Collingwood Heights	Single House - Retaining Wall (Design Codes Assessment)	Delegate Approved	1/11/2016	Taylor Gunn
P2160561	3/11/2016	Lower King Road	Collingwood Heights	Home Business - (Plumbing); Pylon Sign x 1; Sea Containers x 2	Delegate Approved	23/11/2016	Adrian Nicoll

Application Number	Application Date	Street Address	Locality	Description of Application	Decision	Decision Date	Assessing Officer
P2160615	25/11/2016	Boronia Avenue	Collingwood Heights	Single House - Retaining Walls (Design Codes Assessment)	Delegate Approved	29/11/2016	Adrian Nicoll
P2160533	25/10/2016	Emu Point Drive	Collingwood Park	Ancillary Accommodation	Delegate Approved	8/11/2016	Jessica Anderson
P2160494	6/10/2016	Elleker-Grasmere Road	Elleker	Telecommunications Infrastructure	Delegate Approved	16/11/2016	Adrian Nicoll
P2160601	22/11/2016	Hunter Street	Emu Point	Single House - Alterations & Additions & Outbuilding (Design Codes Assessment)	Delegate Approved	25/11/2016	Adrian Nicoll
P2160549	31/10/2016	Mueller Street	Gledhow	Single House - Patio x2	Delegate Approved	2/11/2016	Alex Bott
P2160563	3/11/2016	Frederick Street	Gledhow	Development - Earthworks in Excess of 600mm (Retaining Walls)	Delegate Approved	14/11/2016	Jessica Anderson
P2160417	25/08/2016	La Perouse Road	Goode Beach	Single House - (Residential Design Codes Assessment)	Delegate Approved	28/11/2016	Alex Bott
P2160504	11/10/2016	Henty Road	Kalgan	Single House - Alfresco Extension and Outbuilding (Policy Assessment)	Delegate Approved	14/11/2016	Jessica Anderson
P2160520	18/10/2016	Churchlane Road	Kalgan	Single House - Addition and Chalet x1	Delegate Approved	24/11/2016	Jessica Anderson
P2160559	2/11/2016	Dempster Road	Kalgan	Development - Outbuilding (Hay Shed)	Delegate Approved	7/11/2016	Adrian Nicoll
P2160602	22/11/2016	Hart View	King River	Home Occupation - Slumber Party Hire	Delegate Approved	25/11/2016	Adrian Nicoll
P2160545	28/10/2016	Cornuta Way	Little Grove	Grouped Dwelling x3 (2x new adjacent 1x existing)	Delegate Approved	23/11/2016	Taylor Gunn
P2160523	19/10/2016	Bryant Court	Lower King	Development - Earthworks in excess of 600mm (Retaining Wall)	Delegate Approved	24/11/2016	Jessica Anderson
P2160543	28/10/2016	Lower King Road	Lower King	Single House - Outbuildings (Carport & Shed)	Delegate Approved	2/11/2016	Taylor Gunn
P2160614	25/11/2016	Hyde Court	Lower King	Single House - Alterations & Additions	Delegate Approved	29/11/2016	Alex Bott
P2160538	27/10/2016	Bettys Beach Road	Manypeaks	Single House & Water Tank	Delegate Approved	3/11/2016	Taylor Gunn
P2160546	28/10/2016	Laithwood Circuit	Marbelup	Development - Outbuilding (Storage)	Delegate Approved	1/11/2016	Alex Bott
P2160548	31/10/2016	Berrima Road	Marbelup	Single House	Delegate Approved	1/11/2016	Alex Bott
P2160587	17/11/2016	Lowanna Drive	Marbelup	Single House	Delegate Approved	30/11/2016	Taylor Gunn
P2160554	1/11/2016	Stoddart Corner	McKail	Home Occupation (Baked Goods Preserves & Cake Decorating)	Delegate Approved	10/11/2016	Jessica Anderson
P2160556	2/11/2016	Aquarius Road	McKail	Grouped Dwelling x 3	Cancelled	8/11/2016	Taylor Gunn

Application Number	Application Date	Street Address	Locality	Description of Application	Decision	Decision Date	Assessing Officer
P2160560	2/11/2016	Ethereal Drive	McKail	Single House (Design Codes Assessment)	Delegate Approved	4/11/2016	Alex Bott
P2160580	14/11/2016	Middleton Road	Middleton Beach	Single House - Outbuilding (Design Codes Assessment)	Delegate Approved	15/11/2016	Alex Bott
P2160593	21/11/2016	Silverstar Court	Millbrook	Single House - Addition (Patio)	Delegate Approved	24/11/2016	Alex Bott
P2160541	28/10/2016	Brighton Street	Milpara	Single House - Outbuilding	Delegate Approved	1/11/2016	Adrian Nicoll
P2160573	11/11/2016	Hereford Way	Milpara	Single House & Outbuilding	Delegate Approved	15/11/2016	Alex Bott
P2160584	15/11/2016	Merrifield Street	Milpara	Place of Worship - Additions (Meeting Room Toilets and Kitchenette)	Delegate Approved	28/11/2016	Alex Bott
P2160460	21/09/2016	Seymour Street	Mira Mar	Single House - Alterations & Additions	Delegate Approved	22/11/2016	Taylor Gunn
P2160537	27/10/2016	Beresford Street	Mira Mar	Grouped Dwelling x 2 (New Dwelling Rear of Existing)	Delegate Approved	14/11/2016	Jessica Anderson
P2160547	31/10/2016	Anzac Road	Mira Mar	Single House - Additions - Design Codes Assessment (Deck)	Delegate Approved	7/11/2016	Alex Bott
P2160564	3/11/2016	Campbell Road	Mira Mar	Updated Signage	Withdrawn	4/11/2016	Planning
P2160604	23/11/2016	Seymour Street	Mira Mar	Single House - Patio (Design Codes)	Delegate Approved	28/11/2016	Alex Bott
P2160578	14/11/2016	Forts Road	Mount Clarence	Restaurant - Additions (Re-roof)	Delegate Approved	18/11/2016	Taylor Gunn
P2160539	27/10/2016	Albany Highway	Mount Melville	Single House - Additions (Patio over Existing Deck)	Delegate Approved	9/11/2016	Taylor Gunn
P2160550	31/10/2016	Jeffries Street	Mount Melville	Single House - Deck Extension	Delegate Approved	2/11/2016	Adrian Nicoll
P2160567	7/11/2016	Albany Highway	Mount Melville	Single House - Alterations/Additions - Retaining Walls - Design Codes Assessment	Delegate Approved	29/11/2016	Taylor Gunn
P2160596	21/11/2016	Elizabeth Street	Mount Melville	Single House - Addition (Garage)	Delegate Approved	28/11/2016	Jessica Anderson
P2160566	4/11/2016	Chester Pass Road	Napier	Grouped Dwelling	Delegate Approved	10/11/2016	Adrian Nicoll
P2160568	7/11/2016	Takenup Road	Napier	Single House - Alterations and Additions	Delegate Approved	9/11/2016	Alex Bott
P2160562	3/11/2016	Drome Road	Orana	Grouped Dwelling x 2	Delegate Approved	17/11/2016	Alex Bott
P2160522	19/10/2016	Albany Highway	Redmond	Industry - Rural - Sawmill Additions (Timber Seasoning Unit)	Delegate Approved	7/11/2016	Taylor Gunn
P2160438	9/09/2016	Frenchman Bay Road	Robinson	Single House - Rain Water Tanks x3	Delegate Approved	3/11/2016	Jessica Anderson
P2160553	1/11/2016	Princess Avenue	Robinson	Single House - Outbuilding (Setback Variation)	Delegate Approved	8/11/2016	Alex Bott

Application Number	Application Date	Street Address	Locality	Description of Application	Decision	Decision Date	Assessing Officer
P2160586	17/11/2016	Roberts Road	Robinson	Single House & 2 x Water Tanks	Delegate Approved	28/11/2016	Jessica Anderson
P2160594	21/11/2016	Racecourse Road	Robinson	Single House Outbuilding and Water Tank	Delegate Approved	24/11/2016	Alex Bott
P2160510	12/10/2016	McWhae Drive	Spencer Park	Single House - (Residential Design Codes Assessment)	Delegate Approved	11/11/2016	Taylor Gunn
P2160555	2/11/2016	Hardie Road	Spencer Park	Aged Persons Village (Renewal of P2120231)	Delegate Approved	22/11/2016	Alex Bott
P2160590	18/11/2016	McWhae Drive	Spencer Park	Development - Earthworks in excess of 600mm (Retaining Wall)	Delegate Approved	28/11/2016	Jessica Anderson
P2160595	21/11/2016	McWhae Drive	Spencer Park	Development - Earthworks in Excess of 600mm (Retaining Wall)	Delegate Approved	28/11/2016	Jessica Anderson
P2160528	24/10/2016	Lower King Road	Walmsley	Use Not Listed - Cemetery & Crematorium Addition (Outbuilding)	Delegate Approved	10/11/2016	Taylor Gunn
P2160551	31/10/2016	Catling Close	Warrenup	Single House - Outbuilding	Delegate Approved	21/11/2016	Adrian Nicoll
P2160506	11/10/2016	Neilson Road	Willyung	Addition - (Tennis Court)	Delegate Approved	4/11/2016	Taylor Gunn
P2160581	14/11/2016	Manton Way	Willyung	Single House - Additions (Fence)	Delegate Approved	18/11/2016	Taylor Gunn
P2160404	18/08/2016	Beaufort Road	Yakamia	135 Bed Nursing Home	Approved	21/11/2016	Taylor Gunn
P2160525	20/10/2016	Teatree Way	Yakamia	Single House - Outbuilding (Design Codes)	Delegate Approved	15/11/2016	Jessica Anderson
P2160589	17/11/2016	Barnesby Drive	Yakamia	Grouped Dwelling x 2	Delegate Approved	30/11/2016	Adrian Nicoll

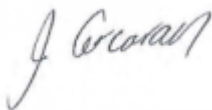
**CITY OF ALBANY**

**REPORT**

To : His Worship the Mayor and Councillors  
From : Information Officer - Development Services  
Subject : Building Activity – November 2016  
Date : 1 December 2016

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1. In November 2016, ninety two (92) building permits were issued for building activity worth \$6,741,630, including four (4) demolition licences.
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 November, the 5<sup>th</sup> month of activity in the City of Albany for the financial year 2016/17.



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**Jasmin Corcoran**  
**Information Officer – Development Services**

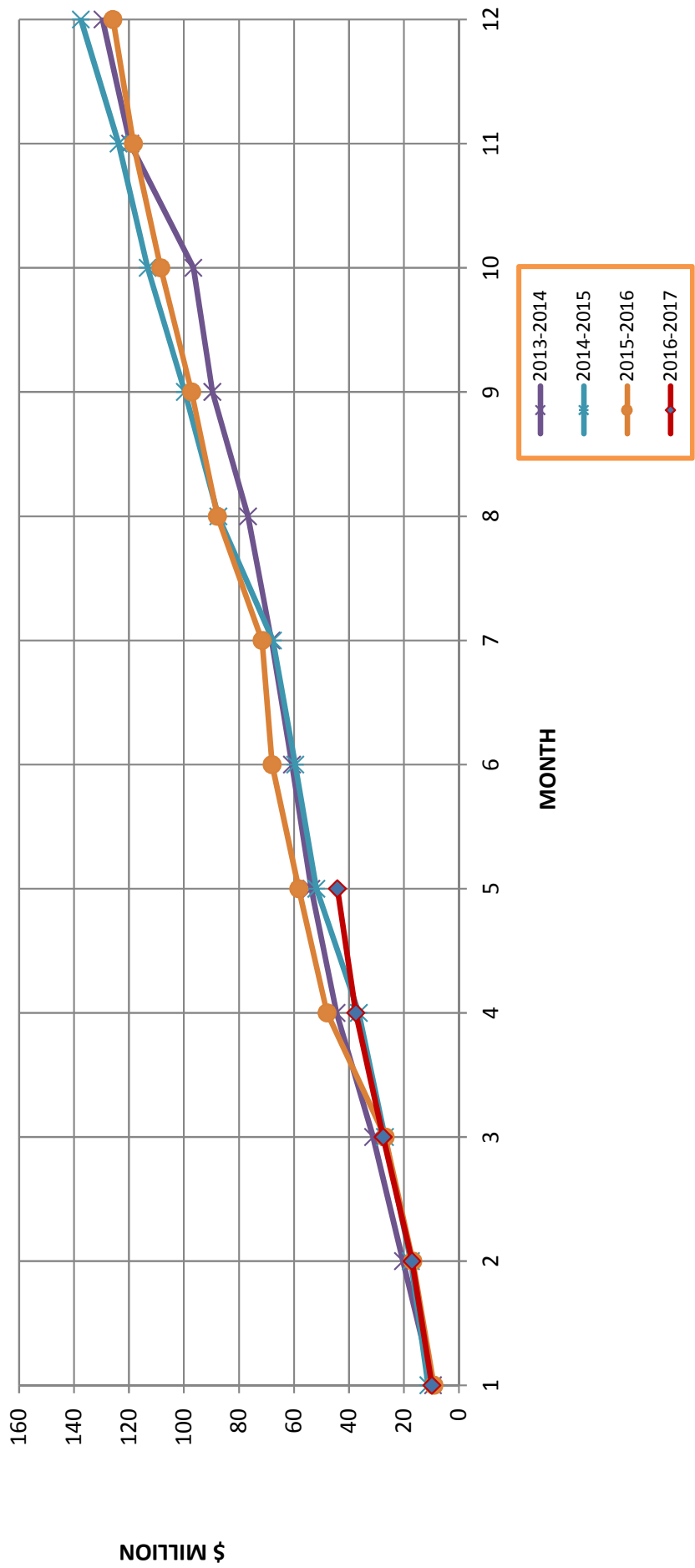


CITY OF ALBANY

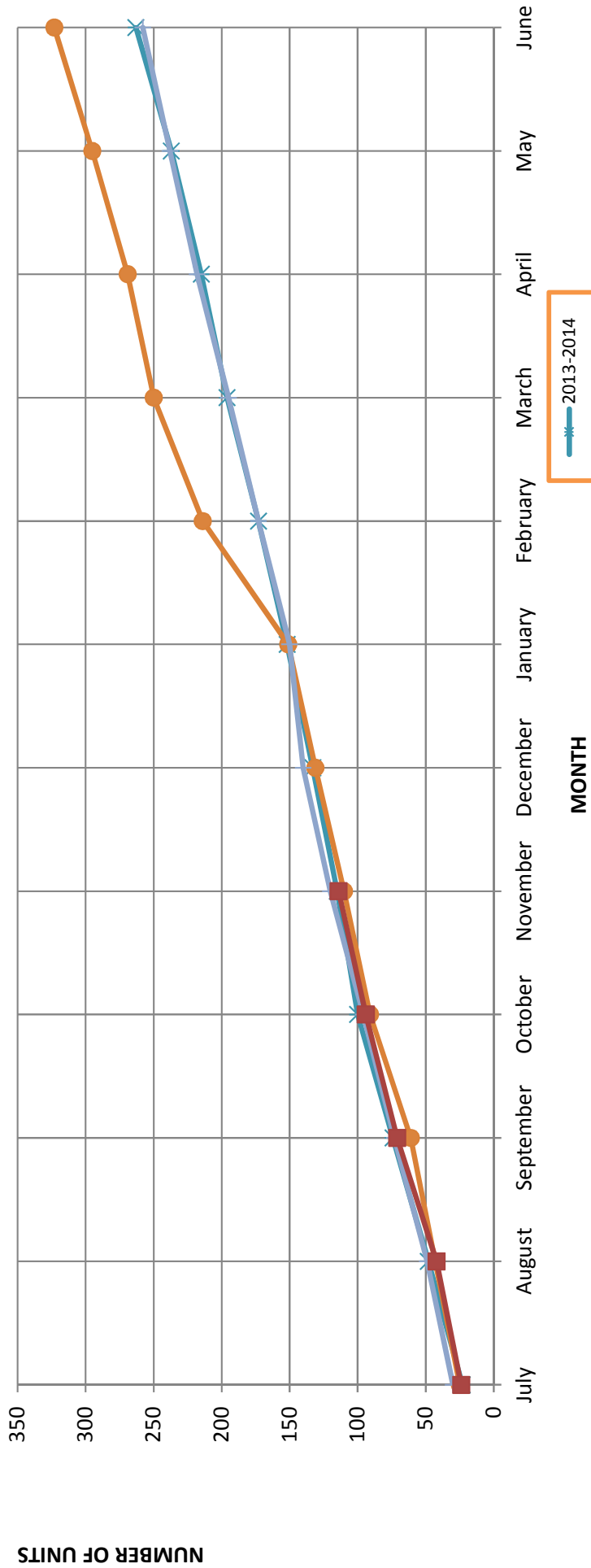
BUILDING CONSTRUCTION STATISTICS FOR 2016 - 2017

2016-2017	SINGLE DWELLING		GROUP DWELLING		TOTAL	DOMESTIC/ OUTBUILDINGS		ADDITIONS/ DWELLINGS		HOTEL/ MOTEL		NEW COMMERCIAL		ADDITIONS/ COMMERCIAL		OTHER		TOTAL \$ VALUE
	No	\$ Value	No	\$ Value		No	\$ Value	No	\$ Value	No	\$ Value	No	\$ Value	No	\$ Value	No	\$ Value	
JULY	22	5,099,241	2	303,900	24	15	274,840	17	368,250	0	0	2	3,206,764	4	418,265	9	117,085	9,788,345
AUGUST	17	4,427,348	1	35,000	18	24	380,839	28	1,725,271	0	0	0	0	4	141,793	10	608,920	7,319,171
SEPTEMBER	29	9,077,464	0	0	29	16	337,170	15	566,839	0	0	0	0	3	377,000	5	61,200	10,419,673
OCTOBER	23	7,369,345	0	0	23	28	562,909	23	1,134,368	0	0	3	62,326	6	595,067	11	133,466	9,857,481
NOVEMBER	17	4,376,370	3	439,375	20	21	320,925	26	832,790	0	0	0	0	2	68,500	13	703,670	6,741,630
DECEMBER																		
JANUARY																		
FEBRUARY																		
MARCH																		
APRIL																		
MAY																		
JUNE																		
TOTALS TO DATE	108	30,349,768	6	778,275	114	104	1,876,683	109	4,627,518	0	0	5	3,269,090	19	1,600,625	48	1,624,341	44,126,300

# BUILDING ACTIVITY \$M Value



# DWELLING UNITS



**BUILDING, SIGN & DEMOLITION LICENCES ISSUED UNDER DELEGATED AUTHORITY**

Applications determined for November 2016

Application Number	Builder	Description of Application	Street Address	Suburb
160853	SCHLAGER BUILDING SERVICES PTY LTD	CHANGE OF CLASSIFICATION FROM	YORK STREET	ALBANY
160849	RYDE BUILDING COMPANY PTY LTD	RETAINING WALL & SITEWORKS - UNCERTIFIED	HILL STREET	ALBANY
160881	ALBANY SCAFFOLD HIRE	ERECT SCAFFOLDING FOR PAINTING	YORK STREET	ALBANY
160830	OWNER BUILDER	AMENDMENT TO ORIGINAL BP 160039 - RELOCATION OF SHED - UNCER	KURANNUP ROAD	BAYONET HEAD
160893	OWNER BUILDER	SHED - UNCERTIFIED	PITT RISE	BAYONET HEAD
160848	OWNER BUILDER	SHED - UNCERTIFIED	SPINNAKER AVENUE	BAYONET HEAD
160868	RYDE BUILDING COMPANY PTY LTD	SKILLION ROOF PATIO - UNCERTIFIED	WARRANGOO ROAD	BAYONET HEAD
160860	TMB BUILDING PTY LTD	NEW HABITABLE OUTBUILDING	ALLWOOD PARADE	BAYONET HEAD
160770	T/A CABINS WA RYDE BUILDING	(ENTERTAINMENT ROOM) NEW SINGLE DETACHED DWELLING ONE STOREY WITH ALFRESCO PORCH	DRAKE BEND	BAYONET HEAD
160829	COMPANY PTY LTD WA COUNTRY	NEW SINGLE DETACHED DWELLING ONE STOREY	DRAKE BEND	BAYONET HEAD
160773	BUILDERS PTY LTD RYDE BUILDING	WITH ALFRESCO & GARA NEW SINGLE DETACHED DWELLING WITH	DRAKE BEND	BAYONET HEAD
160836	COMPANY PTY LTD PLUNKETT HOMES	VERANDA PORCH / SINGLE STOREY	BALLINDEAN AVENUE	BAYONET HEAD
160837	(1903) PTY LTD S CARMAN	DWELLING - UNCERTIFIED NEW SINGLE DETACHED DWELLING TWO STOREYS	MADDISON WAY	BAYONET HEAD
160862	KDS BUILDING	WITH PORCH VERANDA ALTERATIONS & ADDITIONS TO EXISTING SINGLE DETACHED DWELLING	CLIVE STREET	BAYONET HEAD
160884	SERVICES PTY LTD TRICOAST CIVIL	RETAINING WALLS FOR SUBDIVISION - UNCERTIFIED	LOWER KING ROAD	BAYONET HEAD
160896	PULS PATIOS	PATIO - UNCERTIFIED	BARKER ROAD	CENTENNIAL PARK
160912	SIGN ON GROUP PTY LTD	7X UNDER AWNING SIGNAGE	ALBANY HIGHWAY	CENTENNIAL PARK
160910	MCB CONSTRUCTION PTY LTD	RE-SHEETING AND FABRICATING NEW FACADE - CERTIFIED	SANFORD ROAD	CENTENNIAL PARK
160856	AUSCO BUILDING SYSTEMS PTY LTD	PARK HOME - CERTIFIED	BARKER ROAD	CENTENNIAL PARK
160823	KOSTER'S OUTDOOR PTY LTD	SHED & LIMESTONE RETAINING WALL - UNCERTIFIED	SHEOAK WAY	COLLINGWOOD
160918	MR ROOFING WA	RE-ROOF TILE TO COLORBOND - UNCERTIFIED	MANLEY CRESCENT	HEIGHTS COLLINGWOOD

REPORT ITEM PD 151 REFERS

Application Number	Builder	Description of Application	Street Address	Suburb
160867	TURPS STEEL FABRICATIONS	SHED - UNCERTIFIED	MICHAELMAS WAY	COLLINGWOOD HEIGHTS
160921	J SMALL	PYLON SIGN	LOWER KING ROAD	COLLINGWOOD HEIGHTS
160875	J SMALL	CHANGE OF CLASSIFICATION FROM CLASS 10A (DOMESTIC	EMU POINT DRIVE	COLLINGWOOD
160850	OCCUPANCY PERMIT	OCCUPANCY PERMIT - SAMPLE HUT	DOWN ROAD	PARK DROME
160869	OCCUPANCY PERMIT	OCCUPANCY PERMIT -	DOWN ROAD	DROME
160905	MH PRICE	CRIB ROOM SINGLE STOREY DWELLING - DEMOLITION	CUNNINGHAM STREET	EMU POINT
160861	MATSON	PATIO X 2 - UNCERTIFIED	MUELLER STREET	GLEDHOW
160895	FABRICATIONS	RETAINING WALLS - UNCERTIFIED	FREDERICK STREET	GLEDHOW
160907	RETAINING AND PAVING WORLD	SHED - UNCERTIFIED	LITTLE OXFORD STREET	GLEDHOW
160841	D MELDRUM RYDE BUILDING	ALTERATIONS & ADDITIONS TO EXISTING DETACHED DWELLING	CUMING ROAD	GLEDHOW
160839	COMPANY PTY LTD WA COUNTRY BUILDERS PTY LTD	SINGLE STOREY DWELLING & RETAINING WALL - CERTIFIED	CARTER STREET	GLEDHOW
160892	HOME GROUP WA GREAT SOUTHERN PTY LTD	NEW CHALET WITH VERANDA & CARPORT - UNCERTIFIED	FREDERICK STREET	GLEDHOW
160865	AUSCAN	PATIOS X 3 -	NANARUP ROAD	KALGAN
160864	CONSTRUCTION AUSCAN	UNCERTIFIED PATIO - UNCERTIFIED	NANARUP ROAD	KALGAN
160852	CONSTRUCTION OWNER BUILDER	RELOCATED OFFICE BUILDING TO BE CONVERTED TO	WALFORD ROAD	KALGAN
160863	STOCKDALE BUILDING COMPANY PTY LTD	NEW DWELLING & RAINWATER TANK -	SOUTH COAST HIGHWAY	KALGAN
160904	BUILDING APPROVAL CERTIFICATE	BUILDING APPROVAL CERTIFICATE - SECTION	HENTY ROAD	KALGAN
160909	OCCUPANCY PERMIT	OCCUPANCY PERMIT - SECTION 46 - MEAT PROCESSING FACILITY (CL	SOUTH COAST HIGHWAY	KING RIVER
160877	METROOF ALBANY	NEW DOMESTIC SHED - UNCERTIFIED	BAGNALL PARKWAY	LANGHE
160866	PLUNKETT HOMES	NEW SINGLE DETACHED DWELLING WITH ALFRESCO VERANDA &	BANDICOOT DRIVE	LANGHE
160840	(1903) PTY LTD OWNER BUILDER	GARAGE STABLES - UNCERTIFIED	OPAL STREET	LITTLE GROVE
160859	J BOCCAMAZZO	RE-ROOF TILE TO TIN -	KING GEORGE STREET	LITTLE GROVE
160898	A MCGONNELL	UNCERTIFIED ALTERATIONS TO EXISTING SINGLE DETACHED DWELLING (SECOND STO	CHIPANA DRIVE	LITTLE GROVE

REPORT ITEM PD 151 REFERS

Application Number	Builder	Description of Application	Street Address	Suburb
160890	OWNER BUILDER	ALTERATIONS TO EXISTING SINGLE DETACHED DWELLING (PATIO CONV	MCKEOWN AVENUE	LOCKYER
160820	OWNER BUILDER	CARPORT AND ATTACHED SHED - UNCERTIFIED	LOWER KING ROAD	LOWER KING
160880	D LEEFLANG	ALTERATIONS TO EXISTING SINGLE DETACHED DWELLING (ROOF RECLA	LOWER KING ROAD	LOWER KING
160847	TIER NOMINEES PTY LTD	ALTERATION & ADDITION TO EXISTING SINGLE DETACHED DWELLING O	KULA ROAD	LOWER KING
160873	TECTONICS CONSTRUCTIONS GROUP PTY LTD	GARAGE - UNCERTIFIED	LOWER KING ROAD	LOWER KING
160846	OWNER BUILDER	WATER TANK - UNCERTIFIED	LAITHWOOD CIRCUIT	MARBELUP
160874	KOSTER'S OUTDOOR PTY LTD	NEW STORAGE SHED - UNCERTIFIED	LAITHWOOD CIRCUIT	MARBELUP
160883	RYDE BUILDING COMPANY PTY LTD	ANCILLARY ACCOMMODATION - UNCERTIFIED	LOWANNA DRIVE	MARBELUP
160871	OWNER BUILDER	PATIO - UNCERTIFIED	O'KEEFE PARADE	MCKAIL
160879	OWNER BUILDER	SHED - UNCERTIFIED	DROME ROAD	MCKAIL
160845	TECTONICS CONSTRUCTIONS GROUP PTY LTD	GARAGE - UNCERTIFIED	SCORPIO DRIVE	MCKAIL
160891	J & TW DEKKER PTY LTD	NEW SINGLE DETACHED DWELLING WITH ALFESCO PORCH & CARPORT &	BOUNDARY STREET	MCKAIL
160887	RYDE BUILDING COMPANY PTY LTD	NEW SINGLE DETACHED DWELLING ONE STOREY WITH ALFRESCO PORCH	ETHEREAL DRIVE	MCKAIL
160900	TURPS STEEL FABRICATIONS	SHED - UNCERTIFIED	MIDDLETON ROAD	MIDDLETON BEACH
160870	DOWNRITE DEMOLITION	2 STOREY DWELLING - DEMOLITION	WYLIE CRESCENT	MIDDLETON BEACH
160928	DUNKELD CONSTRUCTION PTY LTD	PATIO / ALFRESCO - UNCERTIFIED	SILVERSTAR COURT	MILLBROOK
160917	OWNER BUILDER	SHED - UNCERTIFIED	BRIGHTON STREET	MILPARA
160908	FGS CONTRACTING PTY LTD	SHED - UNCERTIFIED	WOOLLAHRA STREET	MILPARA
160889	PLUNKETT HOMES (1903) PTY LTD	NEW SINGLE DETACHED DWELLING SINGLE STOREY WITH VERANDA & GA	HEREFORD WAY	MILPARA
160901	OCCUPANCY PERMIT	OCCUPANCY PERMIT - WORKSHOP & OFFICES/SHOWROOM	NEWBEY STREET	MILPARA
160914	P LENEGAN	PATIO - UNCERTIFIED	DREW STREET	MIRA MAR
160919	PULS PATIOS	CARPORT - UNCERTIFIED	SEYMOUR STREET	MIRA MAR
160844	M RYSTENBERG	DECK AND PATIO - UNCERTIFIED	BLUFF STREET	MIRA MAR

REPORT ITEM PD 151 REFERS

Application Number	Builder	Description of Application	Street Address	Suburb
160922	IAD CONTRACTORS PTY LTD	FULL DEMOLITION - EXISTING 2 STOREY DWELLING	WAKEFIELD CRESCENT	MIRA MAR
160899	S GOODALL	SINGLE STOREY DWELLING & OUTBUILDING -	MCLEOD STREET	MIRA MAR
160851	RYDE BUILDING COMPANY PTY LTD	NEW SINGLE DETACHED DWELLING WITH PORCH ALFRESCO & DOUBLE	ANDERSON PLACE	MIRA MAR
160885	OWNER BUILDER	ALTERATION/ADDITION - CONCRETE FLOOR - UNCERTIFIED	HARE STREET	MOUNT CLARENCE
160842	M MCLEISH	PATIOS X 2 - UNCERTIFIED	MIDDLETON ROAD	MOUNT CLARENCE
160855	MR ROOFING WA	RE-ROOF TILES TO COLOURBOND - UNCERTIFIED	ALBANY HIGHWAY	MOUNT MELVILLE
160903	RYDE BUILDING COMPANY PTY LTD	GROUPED DWELLING X1 - UNCERTIFIED	CHESTER PASS ROAD	NAPIER
160857	OWNER BUILDER	RELOCATION OF EXISTING SHED - UNCERTIFIED	GRANADA CRESCENT	ORANA
160878	P MCKEAGUE	NEW OUTBUILDING (STUDIO) - UNCERTIFIED	PRINCESS AVENUE	ROBINSON
160915	S MCKINVEN	NEW DWELLING & SHED - CERTIFIED	RACECOURSE ROAD	ROBINSON
160926	OWNER BUILDER	GAZEBO - UNCERTIFIED	DE HAMEL PLACE	SPENCER PARK
160902	KOSTER'S OUTDOOR PTY LTD	PATIO - UNCERTIFIED	BALLARD HEIGHTS	SPENCER PARK
160911	MCB CONSTRUCTION PTY LTD	SHED - UNCERTIFIED	MOKARE ROAD	SPENCER PARK
160906	RYDE BUILDING COMPANY PTY LTD	NEW SINGLE DETACHED DWELLING SINGLE STOREY WITH ALFRESCO PO	CHAUNCY WAY	SPENCER PARK
160886	MATSON FABRICATIONS	SHED - UNCERTIFIED	LOWER KING ROAD	WALMSLEY
160876	OWNER BUILDER	SHED - UNCERTIFIED	DELORAINIE DRIVE	WARRENUP
160449	OWNER BUILDER	CHANGE OF CLASSIFICATION FROM CLASS 9B (CHURCH) TO CLASS 1A	WINDSOR ROAD	WELLSTEAD
160882	PLUNKETT HOMES (1903) PTY LTD	NEW SINGLE DETACHED DWELLING ONE STOREY WITH ALFRESCO VERAN	WILLYUNG ROAD	WILLYUNG
160858	OCCUPANCY PERMIT	OCCUPANY PERMIT - SECTION 46 - STORAGE SHED (CLASS 7B) - CER	NEGRI ROAD	WILLYUNG
160843	BUILDING APPROVAL	CHANGE OF CONSTRUCTION TO RETAINING WALL FROM LIMESTONE BLO	HALL RISE	YAKAMIA
160888	OWNER BUILDER	PATIO & VERANDAH - UNCERTIFIED	HAYWARD CREST	YAKAMIA
160894	MCB CONSTRUCTION PTY LTD	GARAGE - UNCERTIFIED	TEATREE WAY	YAKAMIA
160872	PERRELLA BUILDING & FABRICATION	SHED - UNCERTIFIED	BUTTS ROAD	YAKAMIA

REPORT ITEM PD 151 REFERS

Application Number	Builder	Description of Application	Street Address	Suburb
160754	CERTIFICATE OF BUILDING COMPLIANCE	CERTIFICATE OF BUILDING COMPLIANCE - 2 X DWELLINGS	HALL RISE	YAKAMIA
160854	BUILDING APPROVAL CERTIFICATE - STRATA	BUILDING APPROVAL CERTIFICATE - STRATA - 2X RESIDENTIAL UNIT	HALL RISE	YAKAMIA





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# MINUTES

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## **Bush Fire Advisory Committee**

**24 November 2016**

5.30pm  
City of Albany Council Chambers  
355

**CITY OF ALBANY  
COMMUNITY STRATEGIC PLAN (ALBANY 2023)**

**VISION**

Western Australia’s most sought after and unique regional city to live, work and visit.

**VALUES**

All Councillors, Staff and Volunteers at the City of Albany will be...

**Focused: on community outcomes**

This means we will listen and pay attention to our community. We will consult widely and set clear direction for action. We will do what we say we will do to ensure that if it’s good for Albany, we get it done.

**United: by working and learning together**

This means we will work as a team, sharing knowledge and skills. We will build strong relationships internally and externally through effective communication. We will support people to help them reach their full potential by encouraging loyalty, trust, innovation and high performance.

**Accountable: for our actions**

This means we will act professionally using resources responsibly; (people, skills and physical assets as well as money). We will be fair and consistent when allocating these resources and look for opportunities to work jointly with other directorates and with our partners. We will commit to a culture of continuous improvement.

**Proud: of our people and our community**

This means we will earn respect and build trust between ourselves, and the residents of Albany through the honesty of what we say and do and in what we achieve together. We will be transparent in our decision making and committed to serving the diverse needs of the community while recognising we can’t be all things to all people.

## TERMS OF REFERENCE

### (1) Legislative Authority:

Under the *Bush Fires Act 1954 (S 67)*, local governments may appoint such persons as it sees fit as a bush fire advisory committee for the purpose of advising the local government regarding all matters relating to:

- (a) the preventing, controlling and extinguishing of bush fires;
- (b) the planning and layout of fire breaks;
- (c) prosecutions for breaches of the Bush Fire Act;
- (d) the formation of bush fire brigades;
- (e) the grouping thereof under brigade officers;
- (f) the ensuring of cooperation and coordination of bush fire brigades in their efforts and activities; and
- (g) any other matter relating to bush fire control.

Local government makes the rules for guidance of the committee.

The committee is answerable to the local government and shall, as and when required by the local government, report fully on its activities.

### (2) BFAC Functions:

- a) To consider reports regarding operational matters received from Bush Fire Advisory Group (BFAG) and provide recommendations to Council as appropriate.
- b) To consider nominations for the position of Chief Bush Fire Control Officer and Deputy Chief Fire Control Officer and make recommendations as appropriate to the City of Albany's Chief Executive Officer (or delegate).
- c) Advise and assist the City of Albany in ensuring that local risk management plans pertaining to bush fire are established and maintained.
- d) Liaise with the Bush Fire Advisory Group, other emergency management agencies and other supporting agencies in the testing of local bush fire risk management plans.
- e) Support the City of Albany to ensure appropriate and timely training programs are developed and delivered to brigade members, including on-going scenario-based training.
- f) Advise the City of Albany on operational and administrative matters relating bush fire prevention, preparedness, response and recovery, as per relevant legislation and policies.
- g) Advise and assist the City of Albany in the development of bush fire community engagement and education programs.
- h) Facilitate and foster open communication and cooperation with other fire and emergency agencies and neighbouring local governments.

### (3) It will achieve this by:

- a) Developing policies and strategies;
- b) Establishing ways to measure progress;
- c) Receiving progress reports;
- d) Considering officer advice;
- e) Debating topical issues;
- f) Providing advice on effective ways to engage and report progress to the Community ; and
- (h) Making recommendations to Council.

**(4) Chairperson:** To be elected from the Committee.

**(5) Membership:**

- (a) Four elected members (Chairperson)
- (b) Chief Bush Fire Control Officer
- (c) Chair of Bush Fire Advisory Group (BFAG)
- (d) Department of Fire and Emergency Services (DFES) Representative
- (e) Department of Parks and Wildlife (DPaW) Representative
- (f) City of Albany Executive Director Planning & Development (executive officer)
- (g) City of Albany Manager Rangers & Emergency Management (executive support – non- voting)
- (h) City Emergency Management Administrator (administrative support – non-voting)
- (i) The Chair may invite persons other than those listed above to be members of the Committee; however this will have to be endorsed and appointed by Council.

**(6) Guests of Committee**

By invitation (non-voting) – e.g. CBFCOs of neighbouring local governments.

**(7) Meeting Schedule:**

Four meetings per year (pre and post fire season). Meetings to be scheduled to be held within four weeks of a BFAG meeting. Additional meetings may be scheduled as required.

**(8) Meeting Location:**

City of Albany Council Chambers.

**(9) Executive Officer:**

Executive Director Planning and Development Services

**(10) Delegated Authority:**

None.

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**1. DECLARATION OF OPENING**

**2. PRAYER AND ACKNOWLEDGEMENT OF TRADITIONAL LAND OWNERS**

*“Heavenly Father, we thank you for the peace and beauty of this area. Direct and prosper the deliberations of this Council for the advancement of the City and the welfare of its people. Amen.”*

*“We would like to acknowledge the Noongar people who are the Traditional Custodians of the Land.*

*We would also like to pay respect to Elders both past and present”.*

**3. RECORD OF ATTENDANCE/APOLOGIES**

**Councillors:**

Member	Councillor Hollingworth <b>(Chair)</b>
Member	Councillor S Smith

**Other Members:**

Member	Department of Fire & Emergency Services Representative – Kevin Parsons
Member	Department of Parks & Wildlife Representative – Peter Hartley, Alison Benson
Member	Chair Bush Fire Advisory Group Ron Scott
	Deputy Chair Fire Advisory Group Graeme Poole
Member	Acting Executive Director Planning & Development P Camins

**Staff:**

Chief Executive Officer	A Sharpe
Manager Rangers & Emergency Services	T. Ward
Emergency Services Team Leader	G. Turner
Community Emergency Services Manager	Brendon Gordon
Minutes	J Cobbold

**Apologies:**

Member	Councillor J Shanhun <b>(Deputy Chair)</b>
Member	Acting Chief Bush Fire Control Officer – Darren Prior

4. **DISCLOSURES OF INTEREST Nil**
5. **REPORTS OF MEMBERS - Nil**
6. **RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE - Nil**
7. **PUBLIC QUESTION TIME - Nil**
8. **APPLICATIONS FOR LEAVE OF ABSENCE - Nil**
9. **PETITIONS AND DEPUTATIONS - Nil**
10. **CONFIRMATION OF MINUTES**

**RESOLUTION**

**MOVED: COUNCILLOR S SMITH  
SECONDED: K PARSONS**

**THAT the minutes of the Bush Fire Advisory Committee Meeting held on 15<sup>th</sup> September 2016, as previously distributed, be CONFIRMED as a true and accurate record of proceedings.**

**CARRIED 6-0**

11. **DISCUSSIONS**

Brendan Gordon was introduced to the Members as the new CESM Officer for the City of Albany, replacing Derek Jones. Brendan is from Victoria and was with the Country Fire Authority as a Vegetation Management Officer and also a volunteer with the CFA volunteer network.

**1) Ron Scott – “Train the trainer” ( for brigade training officers)**

- Trainers don't need Cert IV to train. The training is classified as Maintenance training
- Volunteers can be involved in DFES trainer assessor accreditation which is more around the use of DFES training packages.
- Are the Volunteers aware of the training available to them?
- Mr Scott would like see the first training for new volunteers be held over 2 to 3 nights instead of 6 hours on a Saturday to free up the weekend for young volunteers with families. This will encourage younger recruits.
- The Chair asked for an update on the Training program which was discussed a year ago. – Tony Ward responded: They have identified the minimum training standard and this is now fully implemented. Training is very active in the City of Albany.

**2) Incorporation of Brigade**

- Ron asked for clarification of Brigades becoming a corporation.
  - There are legal and insurance implications.
  - Speak with Michael Eburn
  - City of Albany offered guidance and advice before making that decision.

**3) Garry Turner – Update on the Forward Control Vehicle. FCV Sponsors afternoon tea at the Town Square 28/11/2015.**

- It is now in the fire shed
- Radios have been fitted, IT equipment is fitted.
- The Official opening is on the 28/11/2016 at the Town Hall.
- \$70,000 was raised by sponsorship.

**4) Debrief on the Coronial Inquest.**

- Andrew Sharpe spoke briefly about the Inquest.
- Peter Hackley (DPaW) mentioned that he was disappointed with the behaviour of the City's Lawyer. But this will not affect the way we perform and interact with the Brigades in the City when dealing with bushfires.

**5) Brigade Event/barbecue – set date.**

- The Mayor requested a BBQ with all the Brigades and to show them the new FCV.
- Date to be confirmed

**6) Tony Ward -**

- **Chief Bushfire Control Officer - status and update on proposal to fill current vacancy.**
  - At the BFAG meeting held in October 2016 nominations were called for the position of Chief Bush Fire Control Officer (CBFCO), there were no nominations.
  - Darren Prior is Acting CBFCO at the present and a proposal was made:
    - Darren Prior is prepared to nominate himself as the CBFCO if the Brigade membership and the City will accept that on the condition, that he is supported fully by the City and the Brigades and that the CESM position may fulfil the role of Deputy CBFCO.

**RECOMMENDATION / ENDORSED:**

- Request a formal nomination from the Acting CBFCO
- Distribute that by broadcast to the 16 Brigade FCO and secretaries
- Nomination to stay open for 2 weeks
- Report and recommendation presented to the BFAC Committee then to the Council endorsing the CEO delegation.
- Let the Brigades know that Darren Prior is prepared to nominate himself as the CBFCO subject to the following condition: that he is supported fully by the City and the Brigades and that the CESM position may fulfil the role of Deputy CBFCO.
- **Burning of garden refuse, use of cooking and camping fires during prohibited burning period.**
  - 24F –Between 6.00pm to 11.00pm garden refuse fires are allowed with written authority of the LG.
  - 24G – LG has the ability to prohibit the burning of garden refuse during limited burning times by way of a gazettal and advertising in the local paper.



- 251A – Camping and cooking fires can also be restricted by the LG, at the moment they don't need a permit, they require a written permission by the LG. The proposal that the LG consider restricting and making them subject to a permit.

**RECOMMENDATION**

Endorsement for a gazettal of the notice with the variation, and advertise to the public and highlighting community education and liaison with Nathan Watson for the advertising in the paper. City of Albany website has frequently asked questions on variations.

**12. UNRESOLVED BUSINESS FROM PREVIOUS MEETINGS - Nil**

14. **NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY DECISION OF COUNCIL - Nil**
15. **MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN - Nil**
16. **REPORTS OF CITY OFFICERS**
  - **Kevin Parsons – DFES:**
    - Automatic Vehicle location program installation starting on 4.00pm Saturday 26/11/2016. 34 appliances and takes 3 hours per appliances.
    - Emergency WA website – Every single incident that is reported is put on this within moments.
  - **Alison Benson – DPaW**
    - Completed 5 prescribed burns and nearly finished.
    - There have been 4 wildfires – 1<sup>st</sup> wildfire was on the 22/10/2016 at West Cape Howe, still has smoke coming out.
17. **MEETING CLOSED TO PUBLIC – N/A**
18. **CLOSURE – 7.05pm**

**City of Albany**  
**MONTHLY FINANCIAL REPORT**  
**For the Period Ended 31st October 2016**

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City of Albany  
Compilation Report  
For the Period Ended 31st October 2016

**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**

Is presented on page 3 and shows a surplus For the Period Ended 31st October 2016 of \$37,589,004.

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

**Preparation**

Prepared by: P Martin

Reviewed by: D Olde

Date prepared: 18/11/2016

**City of Albany**  
**STATEMENT OF FINANCIAL ACTIVITY**  
**(Nature or Type)**  
**For the Period Ended 31st October 2016**

	Note	Original Annual Budget	Revised Annual Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)	Var. % (b)-(a)/(b)	
<b>Operating Revenues</b>			\$	\$	\$	\$	%	
Rate Revenue		34,118,692	34,118,692	33,649,897	33,763,003	113,106	0.3%	▲
Grants & Subsidies	8	4,559,247	4,683,216	1,272,538	1,339,909	67,371	5.0%	▲
Contributions, Donations & Reimbursements		504,935	504,935	173,304	166,223	(7,081)	(4.3%)	
Profit on Asset Disposal	10	108,584	108,584	31,836	49,113	17,277	35.2%	
Fees and Charges		16,401,086	16,401,086	9,502,138	9,768,447	266,309	2.7%	▲
Service Charges		0	0	0	0	0		
Interest Earnings		1,042,690	1,042,690	404,647	457,150	52,503	11.5%	▲
Other Revenue		370,960	1,049,001	782,776	762,584	(20,192)	(2.6%)	
<b>Total</b>		<b>57,106,194</b>	<b>57,908,204</b>	<b>45,817,136</b>	<b>46,306,428</b>	<b>376,186</b>		
<b>Operating Expense</b>								
Employee Costs		(25,036,655)	(25,046,655)	(8,086,224)	(8,206,560)	(120,336)	(1.5%)	▲
Materials and Contracts		(18,193,633)	(18,940,565)	(5,986,004)	(4,927,621)	1,058,383	21.5%	▼
Utilities Charges		(1,791,020)	(1,791,020)	(525,356)	(437,584)	87,772	20.1%	▼
Depreciation (Non-Current Assets)		(15,912,428)	(15,912,428)	(5,302,832)	(5,562,606)	(259,774)	(4.7%)	▲
Interest Expenses		(938,708)	(938,708)	(80,130)	(37,598)	42,532	113.1%	
Insurance Expenses		(820,550)	(820,550)	(812,273)	(747,542)	64,731	8.7%	▼
Loss on Asset Disposal	10	(48,372)	(48,372)	0	(54,314)	(54,314)	(100.0%)	▲
Other Expenditure		(2,494,649)	(2,494,649)	(1,083,528)	(1,091,789)	(8,261)	(0.8%)	
Less Allocated to Infrastructure		809,491	809,491	220,068	309,483	89,415	28.9%	▲
<b>Total</b>		<b>(64,426,524)</b>	<b>(65,183,456)</b>	<b>(21,656,279)</b>	<b>(20,756,130)</b>	<b>900,149</b>		
<b>Contributions for the Development of Assets</b>								
Grants & Subsidies	8	21,040,875	20,341,115	3,729,396	9,644,271	5,914,875	61.3%	▲
Contributions, Donations & Reimbursements		620,000	570,000	9,996	71,589	61,593	86.0%	▲
<b>Net Operating Result</b>		<b>14,340,545</b>	<b>13,635,863</b>	<b>27,900,249</b>	<b>35,266,158</b>	<b>7,191,210</b>		
<b>Funding Balance Adjustment</b>								
Add Back Depreciation		15,912,428	15,912,428	5,302,832	5,562,606	259,774	4.7%	▲
Adjust (Profit)/Loss on Asset Disposal	10	(60,212)	(60,212)	(31,836)	5,201	(37,037)	712.1%	
Movement From Current to Non-Current		0	0	0	0	0		
Add back Carrying Value of Investment Land		0	0	0	0	0		
<b>Funds Demanded From Operations</b>		<b>30,192,761</b>	<b>29,488,080</b>	<b>33,171,245</b>	<b>40,833,965</b>	<b>7,662,720</b>		
<b>Capital Revenues</b>								
Proceeds from Disposal of Assets	10	544,219	544,219	261,332	363,920	102,588	28.2%	▲
<b>Total</b>		<b>544,219</b>	<b>544,219</b>	<b>261,332</b>	<b>363,920</b>	<b>102,588</b>		
<b>Acquisition of Fixed Assets</b>								
Land and Buildings	5	(14,273,125)	(14,269,377)	(3,465,421)	(2,487,221)	978,200	39.3%	▼
Plant and Equipment	5	(2,858,500)	(2,877,500)	(1,062,603)	(821,879)	240,724	29.3%	▼
Furniture and Equipment	5	(647,028)	(647,028)	(140,714)	(41,794)	98,920	236.7%	▼
Infrastructure Assets - Roads	5	(7,434,182)	(6,994,750)	(692,524)	(307,815)	384,709	125.0%	▼
Infrastructure Assets - Other	5	(12,181,788)	(11,921,007)	(3,267,678)	(1,890,014)	1,377,664	72.9%	▼
<b>Total</b>		<b>(37,394,623)</b>	<b>(36,709,662)</b>	<b>(8,628,940)</b>	<b>(5,548,722)</b>	<b>3,080,218</b>		
<b>Financing/Borrowing</b>								
Debt Redemption		(2,018,571)	(2,018,571)	(221,399)	(138,268)	83,131	60.1%	▼
Loan Drawn Down		1,500,000	1,500,000	0	0	0		
Profit on Sale of Investments		0	0	0	0	0		
Self-Supporting Loan Principal		0	0	0	0	0		
Self Supporting Loan Issued		0	0	0	0	0		
<b>Total</b>		<b>(518,571)</b>	<b>(518,571)</b>	<b>(221,399)</b>	<b>(138,268)</b>	<b>83,131</b>		
<b>Demand for Resources</b>		<b>(7,176,214)</b>	<b>(7,195,935)</b>	<b>24,582,238</b>	<b>35,510,896</b>	<b>10,928,658</b>		
<b>Restricted Funding Movements</b>								
Opening Funding Surplus(Deficit)		1,725,566	2,078,542	2,078,542	2,078,108	(434)	(0.0%)	
Transfer to Reserves	9	(11,501,252)	(11,920,433)	0	0	0		
Transfer from Reserves	9	16,951,900	17,085,429	0	0	0		
<b>Closing Funding Surplus(Deficit)</b>	2	<b>0</b>	<b>47,604</b>	<b>26,660,780</b>	<b>37,589,004</b>	<b>10,928,224</b>		

# REPORT ITEM CSF 283 REFERS

**City of Albany**  
**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY**  
**For the Period Ended 31st October 2016**

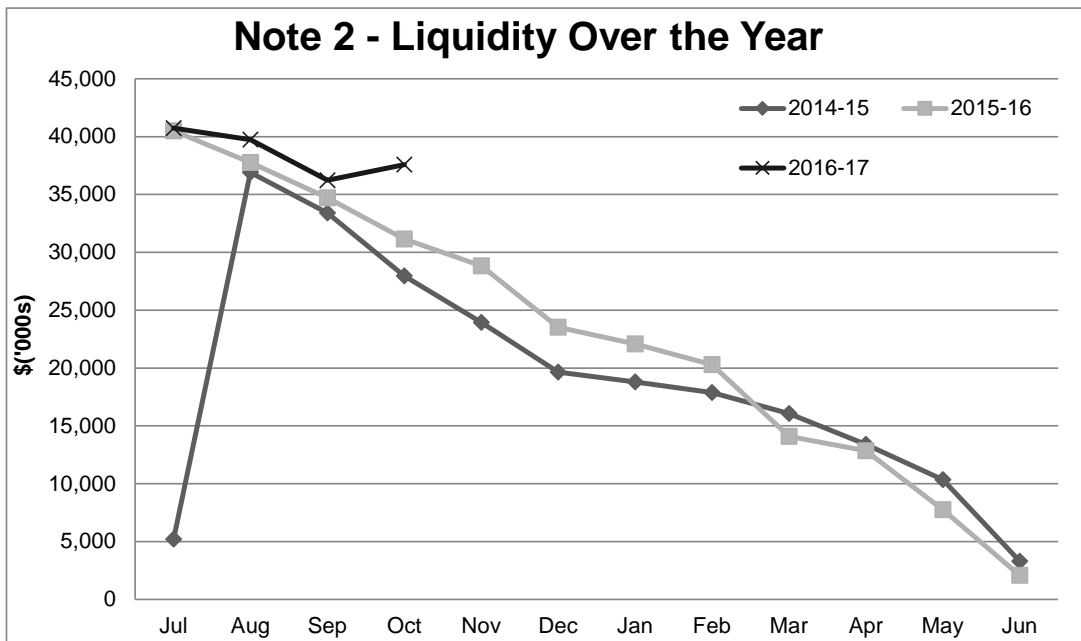
**Note 1: EXPLANATION OF MATERIAL VARIANCES IN EXCESS OF \$50,000**

	Var.	Var.	Timing/ Permanent	Explanation of Variance
<b>1.1 Operating Revenues</b>	\$			
Rate Revenue	113,106	▲	Timing	Interim rates over budget. Interim rates are raised when the valuation for a specific property changes during the year, generally after a significant change or improvement. Over the course of the year this may be to budget, as it is difficult to know the increases or decreases in valuations that will occur during the year.
Grants & Subsidies	67,371	▲	Timing	Primarily receipt of Kidsport grant (\$120 000) - budgeted later in the year, and a number of smaller grants receipted, but budgeted later in the year.
Contributions, Donations & Reimbursements	(7,081)			No material variance.
Profit on Asset Disposal	17,277			No material variance.
Fees and Charges	266,309	▲	Timing	As per September comments, primarily timing/accounting issue of lease income (approx. half of variance). Invoiced last week of June 2016, for the 2016/17 year. Balance - no significant one-off item. Many areas tracking just above budget by \$5 - 10 000.
Interest Earnings	52,503	▲	Timing	No one interest class. Small amounts over budget for instalment, penalty and investment interest. Interest on investment is budgeted conservatively due to the predicted low interest rates for the next year.
Other Revenue	(20,192)			No material variance.
<b>1.2 Operating Expense</b>				
Employee Costs	(120,336)	▲	Timing	Most business units on budget year to date. Variance due to a one-off employee redundancy payments. Upon completion of 2015/16 accounts, a review of workers compensation insurance paid and a revised wages estimate for 2016/17 was submitted. A refund and reduction is expected.
Materials and Contracts	1,058,383	▼	Timing	Drainage work under budget YTD - \$100 000. Road maintenance work under budget YTD - \$150 000. Building maintenance under budget YTD - \$150 000. Paths under budget YTD - \$150 000. All impacted by weather and focus on capital works. Prior years indicates the bulk of this work is done Dec - April.
Utilities Charges	87,772	▼		Timing of receipt of invoices. Expect to be to budget over the year.
Depreciation (Non-Current Assets)	(259,774)	▲	Permanent	Depreciation over year to date budget due to Fair Value revaluation at 30th June of plant and equipment. To be addressed in January budget review. Non-cash item.
Interest Expenses	42,532			No material variance.
Insurance Expenses	64,731	▼		Insurance invoice received for 2016/17. Under budget, however, expect to be close to budget over the year as minor updates to insurance schedule are undertaken.
Loss on Asset Disposal	(54,314)	▲	Timing	A budgeted amount is allowed for loss on sale of assets, however not allocated on a year-to-date basis.
Other Expenditure	(8,261)			No material variance.
Less Allocated to Infrastructure	89,415	▲	Timing	Reflects the recent focus on capital projects, and costing of employees to those projects.
<b>1.3 Contributions for the Development of Assets</b>				
Grants & Subsidies	5,914,875	▲	Timing	Receipt of progress payment for CPSP, budgeted later in the year.
Contributions, Donations & Reimbursements	61,593	▲	Permanent	Sponsorship of emergency forward control vehicle, and receipt of CCTV grant.
<b>1.4 Funding Balance Adjustment</b>				
Add Back Depreciation	259,774	▲	Timing	Depreciation over year to date budget due to Fair Value revaluation at 30th June of plant and equipment. To be addressed in January budget review. Non-cash item.
Adjust (Profit)/Loss on Asset Disposal	(37,037)			No material variance.
<b>1.5 Capital Revenues</b>				
Proceeds from Disposal of Assets	102,588	▲	Permanent	Sale of a block of land in the Cull Road subdivision, plus minor plant and equipment.
<b>1.6 Acquisition of Fixed Assets</b>				
Land and Buildings	978,200	▼	Timing	Awaiting completion and invoicing for new Stadium. Expect a timing difference until February.
Plant and Equipment	240,724	▼	Timing	Primarily timing on the changeover of cars and utes, and heavy plant.
Furniture and Equipment	98,920	▼	Timing	Timing of invoicing for VOIP telephone upgrade. Work being undertaken now.
Infrastructure Assets - Roads	384,709	▼	Timing	Timing in the commencement of road projects.
Infrastructure Assets - Other	1,377,664	▼	Timing	Timing difference between the projected completion of various Centennial Park projects and the actual completion.
<b>1.7 Financing/Borrowing</b>				
Debt Redemption	83,131	▼	Timing	Timing issue budget to actual payment.
Loan Drawn Down	0			No material variance.
<b>1.8 Restricted Funding Movements</b>				
Opening Funding Surplus(Deficit)	(434)		Timing	To be adjusted in September Budget Review.
Transfer to Reserves	0			No material variance.
Transfer from Reserves	0			No material variance.

**City of Albany**  
**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY**  
**For the Period Ended 31st October 2016**

**Note 2: NET CURRENT FUNDING POSITION**

		Positive=Surplus (Negative=Deficit)		
		2016-17		
	Note	This Period	Last Period	Same Period Last Year
		\$	\$	\$
<b>Current Assets</b>				
Cash Unrestricted		<b>28,092,276</b>	23,997,325	22,430,398
Cash Restricted		<b>18,732,927</b>	18,710,879	16,827,113
Receivable - Rates and Rubbish	4	<b>13,755,566</b>	15,518,256	12,887,745
Receivables - Other		<b>1,826,115</b>	2,326,271	1,348,623
Investments - LG Unit Trust Shares		<b>205,605</b>	205,605	205,605
Accrued Income		<b>295,038</b>	235,795	139,646
Prepaid Expenses		<b>75,525</b>	75,525	21,895
Investment Land		<b>229,609</b>	303,950	303,950
Stock on Hand		<b>707,170</b>	672,232	782,587
		<b>63,919,830</b>	62,045,839	54,947,562
<b>Less: Current Liabilities</b>				
Payables		<b>(5,426,838)</b>	(4,871,990)	(4,287,073)
Accrued Expenses		<b>(16,022)</b>	(22,817)	(9,430)
Income in advance		<b>(47,023)</b>	(60,807)	(124,667)
Provisions		<b>(3,830,744)</b>	(3,790,237)	(3,621,101)
Retentions		<b>(271,504)</b>	(281,009)	(296,401)
		<b>(9,592,131)</b>	(9,026,861)	(8,338,672)
Add Back: Loans		<b>1,909,608</b>	1,938,607	1,726,207
Less: Cash Restricted		<b>(18,213,089)</b>	(18,213,089)	(16,670,358)
Unutilised - Loan		<b>0</b>	0	0
Investment land		<b>(229,609)</b>	(303,950)	(303,950)
Investments - LG Unit Trust Shares		<b>(205,605)</b>	(205,605)	(205,605)
<b>Net Current Funding Position</b>		<b>37,589,004</b>	<b>36,234,942</b>	<b>31,155,183</b>



**Comments - Net Current Funding Position**

**City of Albany  
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
For the Period Ended 31st October 2016**

**Note 3: CASH INVESTMENTS**

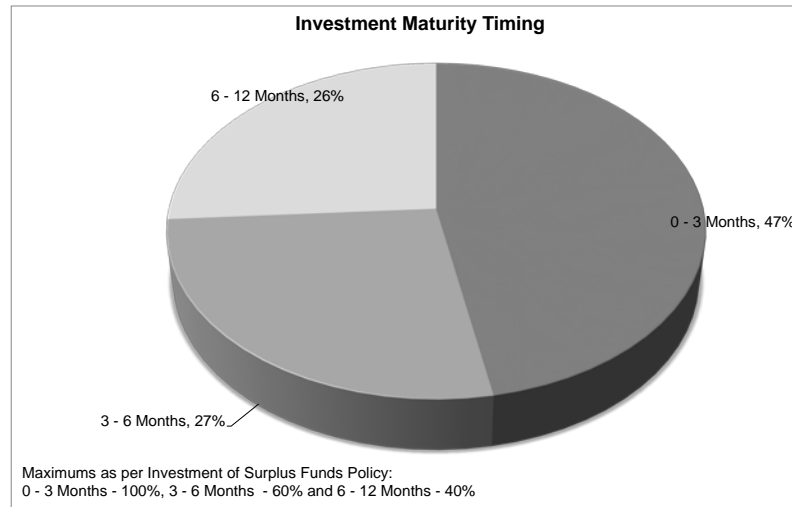
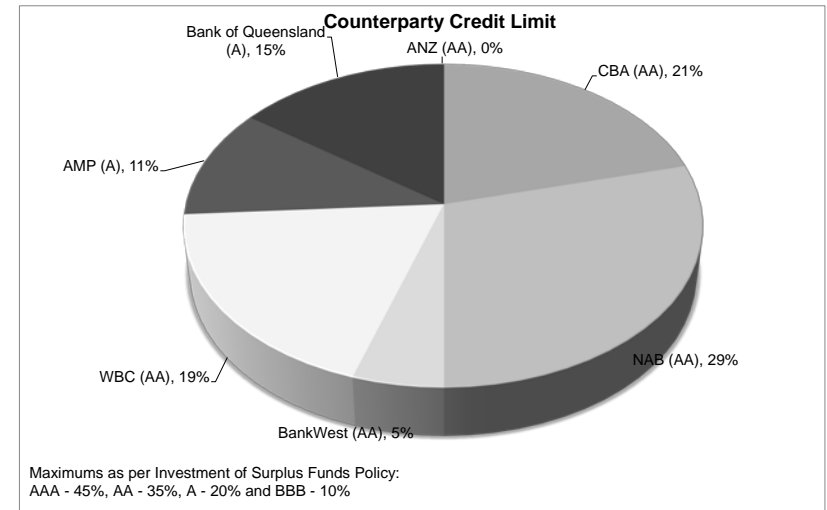
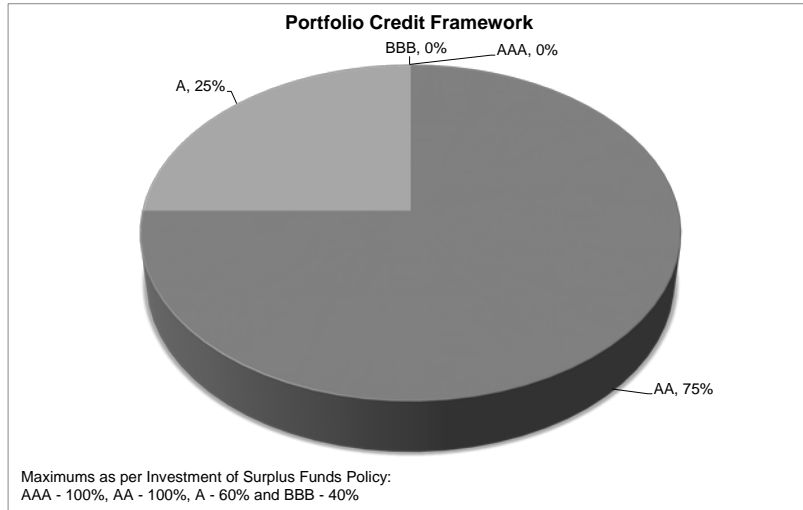
Deposit Ref	Institution	Rating	Deposit Date	Term (Days)	Invested Interest rates	Amount Invested	Expected Interest	Amount Invested (Days)			Comparative rate		Budget v Actual				
								0 - 3 Months	3 - 6 Months	6 - 12 Months	Prior Month Interest Rate	Interest Rate at time of Report	Year to Date Budget	Year to Date Actual	Var.\$		
<b>General Municipal</b>																	
984361721	NAB	AA	8/09/2016	90	2.60%	2,000,000.00	12,822				0.00%	2.60%					
TD082889585	AMP	A	8/09/2016	90	2.75%	2,000,000.00	13,562	2,000,000.00			0.00%	2.75%					
406551	Westpac	AA	8/09/2016	91	2.75%	2,000,000.00	13,712	2,000,000.00			0.00%	2.75%					
10381214	NAB	AA	21/09/2016	90	2.63%	2,000,000.00	12,970	2,000,000.00			0.00%	2.63%					
406973	Westpac	AA	21/09/2016	91	2.68%	2,000,000.00	13,363	2,000,000.00			0.00%	2.68%					
TD315085803-397178	AMP	A	20/09/2016	120	2.65%	2,000,000.00	17,425				0.00%	2.65%					
33822504	CBA	AA	20/09/2016	149	2.58%	2,000,000.00	21,064	2,000,000.00	2,000,000.00		0.00%	2.58%					
419304	Bank of Queensland	A	8/09/2016	180	2.70%	2,000,000.00	26,630			2,000,000.00	0.00%	2.70%					
777483822	NAB	AA	14/10/2016	180	2.70%	2,500,000.00	33,288				0.00%	2.70%					
423914	BOQ	A	14/10/2016	181	2.75%	2,500,000.00	34,092			2,500,000.00	0.00%	2.75%					
					<b>Subtotal</b>	<b>21,000,000</b>	<b>198,928</b>										
								<b>10,000,000</b>	<b>9,000,000</b>	<b>2,000,000</b>				81,930	91,829	9,899	
<b>Restricted</b>																	
906638297	NAB	AA	3/08/2016	90	2.77%	2,000,000	13,661	2,000,000			2.77%	2.77%					
721358563	NAB	AA	22/08/2016	91	2.62%	2,500,000	16,331	2,500,000			2.62%	2.62%					
B33822505	CBA	AA	26/08/2016	90	2.50%	3,000,000	18,493	3,000,000			2.50%	2.50%					
403572	Bank of Queensland	A	26/05/2016	186	3.00%	1,000,000	15,288			1,000,000	3.00%	3.00%					
33822504	CBA	AA	30/09/2016	90	2.55%	3,000,000	18,863	3,000,000			0.00%	2.55%					
406578	Westpac	AA	8/09/2016	123	2.75%	3,000,000	27,801			3,000,000	0.00%	2.75%					
4524027	Bankwest	AA	31/10/2016	182	2.55%	2,000,000	25,430			2,000,000	2.55%	2.55%					
					<b>Subtotal</b>	<b>16,500,000</b>	<b>135,868</b>										
								<b>10,500,000</b>	<b>5,000,000</b>	<b>1,000,000</b>				133,280	146,209	12,929	
					<b>Total Funds Invested</b>	<b>37,500,000</b>	<b>334,796</b>	<b>20,500,000</b>	<b>14,000,000</b>	<b>3,000,000</b>				<b>215,210</b>	<b>238,038</b>	<b>22,828</b>	

Comments/Notes - Cash Investments



City of Albany  
 Monthly Investment Report  
 For the Period Ended 31st October 2016

**Note 3A: GRAPHICAL REPRESENTATION - CASH INVESTMENTS**



**City of Albany**  
**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY**  
**For the Period Ended 31st October 2016**

**Note 4: RECEIVABLES**

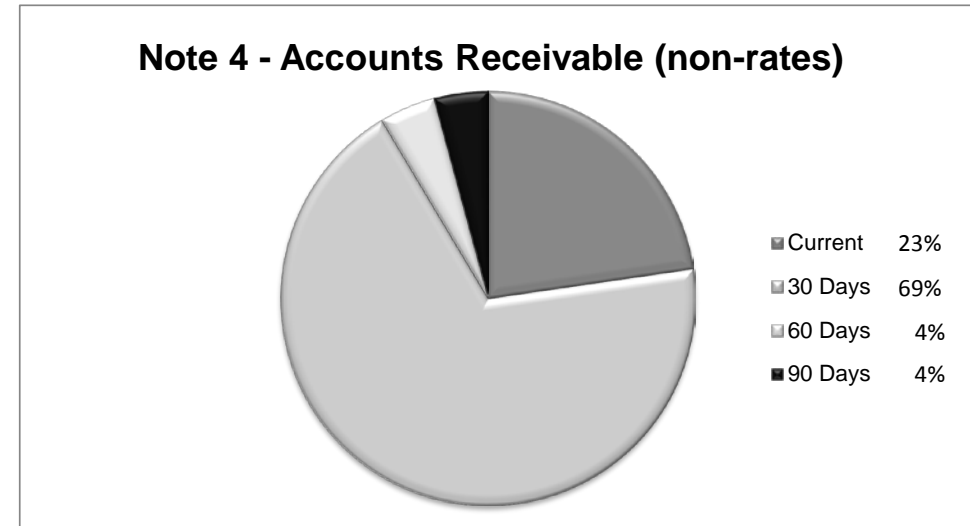
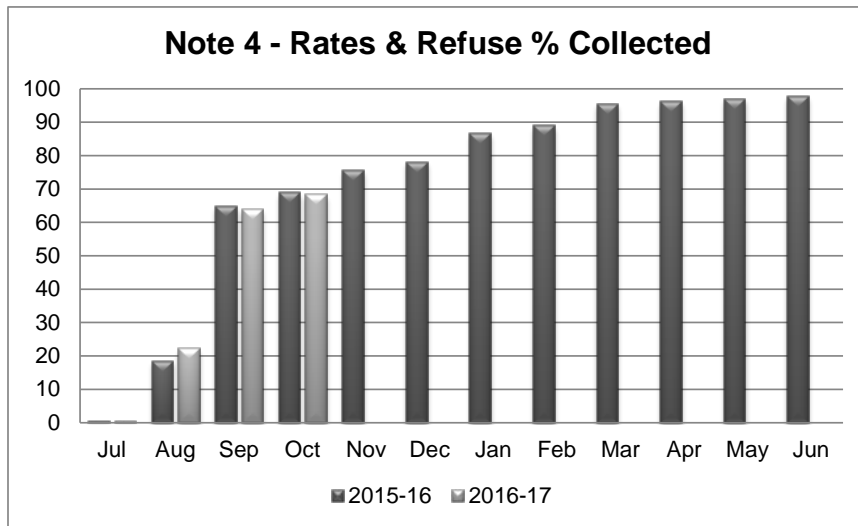
**Receivables - Rates and Refuse**

	<b>Current 2016-17</b>	<b>Previous 2015-16</b>	<b>Total</b>
	\$	\$	\$
Opening Arrears Previous Years		892,621	892,621
Rates Levied this year	33,763,003		33,763,003
Refuse Levied	5,848,762		5,848,762
ESL Levied	2,675,174		2,675,174
Other Charges Levied	305,960		305,960
Less Collections to date	<b>(29,326,589)</b>	<b>(403,365)</b>	<b>(29,729,954)</b>
Equals Current Outstanding	<b>13,266,310</b>	<b>489,256</b>	<b>13,755,566</b>
<b>Total Rates &amp; Charges Collectable</b>			<b>13,755,566</b>
% Collected			68.37%

**Receivables - General**

	<b>Current</b>	<b>30 Days</b>	<b>60 Days</b>	<b>90 Days</b>
	\$	\$	\$	\$
	342,434	1,036,708	66,153	63,068
<b>Total Outstanding</b>				<b><u>1,508,362</u></b>

Amounts shown above include GST (where applicable)



Comments/Notes - Receivables Rates and Refuse

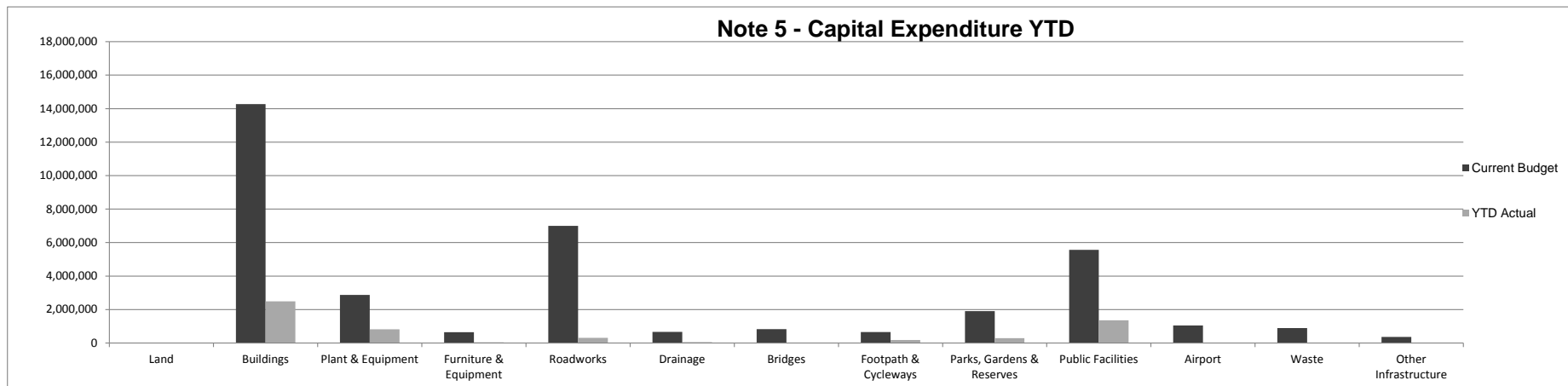
Comments/Notes - Receivables General

City of Albany  
 NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
 For the Period Ended 31st October 2016

Note 5: CAPITAL ACQUISITIONS

Contributions Information					Summary Acquisitions	Original Budget	Current Budget	YTD Budget	Actual	Variance
Grants	Reserves	Borrowing	Restricted	Total		\$			\$	\$
\$	\$	\$		\$	<b>Property, Plant &amp; Equipment</b>					
0	0	0	0	0	Land	0	0	0	0	0
1,327,500	770,000	1,000,000	0	3,097,500	Buildings	14,273,125	14,269,377	3,465,421	2,487,221	(978,200) ▼
50,000	0	0	0	50,000	Plant & Equipment	2,858,500	2,877,500	1,062,603	821,879	(240,724) ▼
0	0	0	0	0	Furniture & Equipment	647,028	647,028	140,714	41,794	(98,920) ▼
					<b>Infrastructure</b>					
5,212,583	200,000	0	0	5,412,583	Roadworks	7,434,182	6,994,750	692,524	307,815	(384,709) ▼
0	175,000	0	0	175,000	Drainage	669,155	669,155	185,879	49,845	(136,034) ▼
825,000	0	0	0	825,000	Bridges	825,000	825,000	0	266	▲
20,000	0	0	0	20,000	Footpath & Cycleways	664,932	652,474	246,766	177,043	(69,723) ▼
605,700	483,300	0	0	1,089,000	Parks, Gardens & Reserves	1,904,042	1,906,408	311,406	294,250	(17,156) ▼
13,035,092	467,820	500,000	0	14,002,912	Public Facilities	5,793,664	5,563,965	2,491,127	1,361,698	(1,129,429) ▼
0	0	0	0	0	Airport	1,070,000	1,049,010	0	0	0
0	890,000	0	0	890,000	Waste	890,000	890,000	0	0	0
0	0	0	0	0	Other Infrastructure	364,995	364,995	32,500	6,911	(25,589) ▼
<b>21,075,875</b>	<b>2,986,120</b>	<b>1,500,000</b>	<b>0</b>	<b>25,561,995</b>	<b>Totals</b>	<b>37,394,623</b>	<b>36,709,662</b>	<b>8,628,940</b>	<b>5,548,721.73</b>	<b>(3,080,218)</b>

Comments - Capital Acquisitions



**TRUST CHEQUES AND ELECTRONICS FUNDS TRANSFER PAYMENTS**

EFT/CHQ	Date	Name	Description	Amount
EFT112080	21/10/2016	GREAT SOUTHERN STREET MACHINE ASSOCIATION	Refund - ALAC Sporting Precinct Bond 2016	\$ 840.00
EFT112081	21/10/2016	SHIRE OF DENMARK	Auspiced Grant Remittance - Camp Site Upgrades	\$ 26,400.00
<b>Total</b>				<b>\$ 27,240.00</b>

**MASTERCARD TRANSACTIONS - SEPTEMBER 2016**

Date	Payee	Description	Amount
27/09/2016	CROWN PROMENADE PERTH	Accommodation - R Param - WA Health Excellence Awards	\$ 291.61
27/09/2016	TRYBOOKING.COM	R Param - WA Health Excellence Awards - Registration	\$ 242.60
27/09/2016	UWA PUBLISHING	3 x Miriam Stannage Book - "Time Framed"	\$ 209.97
29/09/2016	BALINGUP TOURIST CENTRE	Accommodation - K Bunn & K Houderrani - WA Library Technician's Conference	\$ 360.00
07/10/2016	REGIONAL EXPRESS AIRLINES	Flights - A Cousins - Albany to Perth Return	\$ 262.53
18/10/2016	REGIONAL EXPRESS AIRLINES	Flights - A Cousins - Albany to Perth Return	\$ 262.53
27/09/2016	PAN PACIFIC HOTEL	Accommodation - M Richardson - National Caravan Club Rally	\$ 235.56
24/10/2016	CROWN PROMENADE PERTH	Accommodation - C Beck - 2016 WA Health Excellence Awards	\$ 228.56
25/10/2016	REGIONAL EXPRESS AIRLINES	Flights - C Woods - Albany to Perth Return - Tourism Council WA	\$ 599.79
25/10/2016	REGIONAL EXPRESS AIRLINES	Flights - M Bird - Albany to Perth Return - Tourism Council WA	\$ 599.79
25/10/2016	REGIONAL EXPRESS AIRLINES	Flights - C Beck - Albany to Perth Return - 2016 WA Health Excellence Awards	\$ 419.91
27/09/2016	SWIFTYPE.COM	Website Monthly Fee (USD \$249)	\$ 335.55
28/09/2016	REGIONAL EXPRESS AIRLINES	Flights - Albany to Perth Return - S Grimmer & A Sharpe - LGMA Conference	\$ 929.76
28/09/2016	REGIONAL EXPRESS AIRLINES	Flights - Albany to Perth Return - H Bell - LGMA Conference	\$ 498.61
28/09/2016	REGIONAL EXPRESS AIRLINES	Flights - Albany to Perth Return - D Olde - CPA Conference	\$ 399.87
12/10/2016	QANTAS AIRWAYS LIMITED	Flights - Witness - Black Cat Creek Inquiry	\$ 880.65
12/10/2016	REGIONAL EXPRESS AIRLINES	Flights - Witness - Black Cat Creek Inquiry	\$ 419.91
19/10/2016	REGIONAL EXPRESS AIRLINES	Flights - Perth to Albany Return - Internal Investigator	\$ 667.23
24/10/2016	REGIONAL EXPRESS AIRLINES	Flights - Perth to Albany Return - Internal Investigator	\$ 667.23
24/10/2016	LINKEDIN	Advertising - ED Development Services	\$ 250.00
24/10/2016	SWIFTYPE.COM	Website Monthly Fee (USD \$249)	\$ 335.16
21/10/2016	CROWN PROMENADE	Accommodation - D Koster - Builder Surveyor Conference	\$ 742.68
28/09/2016	ALBANY STATIONERS	Office Furniture - Depot	\$ 308.95
13/10/2016	TRAVELODGE PERTH	Accommodation & Meals - A Greenwood - Bike Workshop	\$ 409.86
22/10/2016	QANTAS AIRWAYS LTD	Flights - Perth to Brisbane Return - M Thomson - National Local Roads & Transport Congress	\$ 573.38
24/10/2016	AUSTRALIA LOCAL GOVERNMENT	Registration fee - M Thomson - 2016 National Local Roads & Transport Congress	\$ 890.00
24/10/2016	REGIONAL EXPRESS AIRLINES	Flights - Albany to Perth Return - M Thomson - National Local Roads & Transport Congress	\$ 399.87
19/10/2016	NESPRESSO AUSTRALIA	Coffee - Office of the CEO	\$ 204.00
Various	SUNDRY < \$ 200.00		\$ 1,864.65
<b>Total</b>			<b>\$ 14,490.21</b>

**PAYROLL 16/10/2016 - 15/11/2016**

Date	Description	Amount
18/10/2016	COA - Salaries	\$ 21,377.25
19/10/2016	COA - Salaries	\$ 763.00
27/10/2016	COA - Salaries	\$ 3,623.79
27/10/2016	COA - Salaries	\$ 593,350.93
04/11/2016	COA - Salaries	\$ 58.09
10/11/2016	COA - Salaries	\$ 589,183.85
<b>Total</b>		<b>\$ 1,208,356.91</b>

Chq	Date	Name	Description	Amount
31379	20/10/2016	DAMON ANNISON	Merchandise Order - Forts	\$ 311.76
31380	20/10/2016	DEPARTMENT OF TRANSPORT	Amazing Albany Number Plates	\$ 200.00
31381	20/10/2016	DEPARTMENT OF TRANSPORT	Vehicle Registration	\$ 384.30
31382	20/10/2016	PETTY CASH	Petty Cash Reimbursements	\$ 370.65
31383	20/10/2016	PIVOTEL SATELLITE PTY LIMITED	Satellite Phone Charges	\$ 250.00
31384	20/10/2016	TELSTRA CORPORATION LIMITED	Telephone Charges	\$ 18,127.87
31385	20/10/2016	WATER CORPORATION	Water Consumption	\$ 10,670.78
31386	27/10/2016	T & E ABRAHAM	Crossover Subsidy	\$ 199.77
31387	27/10/2016	A YOUNG	Refund	\$ 60.00
31388	27/10/2016	DEPARTMENT OF TRANSPORT	Amazing Albany Number Plates	\$ 200.00
31389	27/10/2016	PETTY CASH	Petty Cash Reimbursements	\$ 382.45
31390	27/10/2016	PETTY CASH	Petty Cash Reimbursements	\$ 345.70
31391	27/10/2016	PIVOTEL SATELLITE PTY LIMITED	Satellite Phone Charges	\$ 124.00
31392	27/10/2016	WATER CORPORATION	Water Consumption	\$ 1,374.02
31402	10/11/2016	AK HOMES CONSTRUCTION	Refund - Duplicate Application Fee	\$ 2,226.85
31403	10/11/2016	TERRENCE HUMBLE	Statue Restoration	\$ 600.00
31404	10/11/2016	GREAT SOUTHERN TRACMAC	Honorarium Payment - Display at Town Square	\$ 300.00
31405	10/11/2016	J DUNN	Refund	\$ 139.00
31406	10/11/2016	W T'HART	Refund - Development Application	\$ 147.00
31407	10/11/2016	B WROBEL	Crossover Subsidy	\$ 155.60
31408	10/11/2016	CURTIN UNIVERSITY OF TECHNOLOGY	Boutique Food - Sustainability Project	\$ 17,146.80
31409	10/11/2016	DEPARTMENT OF TRANSPORT	Amazing Albany Number Plates	\$ 200.00
31410	10/11/2016	DEPARTMENT OF TRANSPORT	Vehicle Registration	\$ 358.40
31411	10/11/2016	PETTY CASH	Petty Cash Reimbursements	\$ 275.60
31412	10/11/2016	PETTY CASH	Petty Cash Reimbursements	\$ 176.36
31413	10/11/2016	PETTY CASH	Petty Cash Reimbursements	\$ 75.75
31414	10/11/2016	WATER CORPORATION	Water Consumption	\$ 5,562.22
		<b><u>TOTAL</u></b>		<b>\$ 60,364.88</b>

REPORT ITEM CSF 284 REFERS

EFT	Date	Name	Description	Amount
EFT111916	20/10/2016	ACTIV FOUNDATION INC.	Rates Refund	\$ 1,638.49
EFT111917	20/10/2016	AD CONTRACTORS PTY LTD	Material Supply - Sand and Emulsion	\$ 5,527.90
EFT111918	20/10/2016	ADVERTISER PRINT	Marketing - Postcards	\$ 66.00
EFT111919	20/10/2016	ALBANY V-BELT AND RUBBER	Vehicle Parts - Various	\$ 2,332.76
EFT111920	20/10/2016	ALBANY ATHLETICS GROUP INCORPORATED	Sub Lease for November 2016 Albany Agricultural Society	\$ 1,000.00
EFT111921	20/10/2016	ALBANY CHAMBER OF COMMERCE AND INDUSTRY	Advertising - 2017 Print Directory	\$ 205.70
EFT111922	20/10/2016	ALBANY REFRIGERATION	Bi-Annual Air Conditioning Repairs and Maintenance	\$ 165.00
EFT111923	20/10/2016	ALBANY SURF LIFE SAVING CLUB	Kid Sport Vouchers	\$ 1,046.50
EFT111924	20/10/2016	ALBANY OFFICE PRODUCTS DEPOT	Stationery Supplies - Various Locations	\$ 738.47
EFT111925	20/10/2016	ALBANY VOLLEYBALL ASSOCIATION INC	Kid Sport Vouchers	\$ 295.00
EFT111926	20/10/2016	ALBANY JUNIOR CRICKET ASSOCIATION	Kid Sport Vouchers	\$ 839.00
EFT111927	20/10/2016	ALBANY ATHLETICS GROUP INCORPORATED	Kid Sport Vouchers	\$ 1,970.00
EFT111928	20/10/2016	ALBANY SWIMMING CLUB INC	Kid Sport Vouchers	\$ 600.00
EFT111929	20/10/2016	ALBANY QUALITY LAWNMOWING	Lawn Mowing Services - Lotteries House	\$ 110.00
EFT111930	20/10/2016	ALBANY DOMESTIC SERVICES	Cleaning Services - Animal Waste	\$ 160.00
EFT111931	20/10/2016	ALL EVENTS HIRE AND PRODUCTION	Labour Charges - Vancouver Arts Centre	\$ 66.00
EFT111932	20/10/2016	CHRISTIE PARKSAFE	Modular Triple Bench - BBQ Upgrades	\$ 18,856.20
EFT111933	20/10/2016	AMPHIBIAN PLUMBING AND GAS	Plumbing Repairs and Maintenance - Multiple Locations	\$ 12,747.00
EFT111934	20/10/2016	APPRENTICE & TRAINEESHIP COMPANY	Casual Staff/Apprentice Fees	\$ 273.95
EFT111935	20/10/2016	ATC WORK SMART	Casual Staff/Apprentice Fees	\$ 29,238.58
EFT111936	20/10/2016	AURORA ENVIRONMENTAL ALBANY	Consultancy Services - Concept Plan for Albany Fishponds	\$ 3,256.00
EFT111937	20/10/2016	AUSTRALIA POST	Postage	\$ 5,655.13
EFT111938	20/10/2016	AUSCOINSWEST	Merchandise Order - Forts Store	\$ 621.50
EFT111939	20/10/2016	AUSTRALIAN FINE JEWELLERY PTY LTD	Merchandise Order - Forts Store	\$ 433.23
EFT111940	20/10/2016	QUALITY SUITES BANKSIA GARDENS ALBANY	Accommodation and Meals - Staff Trainor	\$ 747.50
EFT111941	20/10/2016	BARRETTS MINI EARTHMOVING & CHIPPING	Tree Removal Services	\$ 15,190.00
EFT111942	20/10/2016	BARKERS TRENCHING SERVICES	Cleaning Services - Removal of Excess Soil	\$ 220.00
EFT111943	20/10/2016	BENARA NURSERIES	Material Supply - Plants/Nursery	\$ 1,485.00
EFT111944	20/10/2016	BENNETTS BATTERIES	Vehicle Repairs and Maintenance - Oil	\$ 1,733.60
EFT111945	20/10/2016	ADVANCED TRAFFIC MANAGEMENT WA PTY LTD	Traffic Control Services	\$ 4,797.88
EFT111946	20/10/2016	BERTOLA HIRE SERVICES ALBANY PTY LTD	Equipment Hire - Storm Clean-up	\$ 772.20
EFT111947	20/10/2016	BEST OFFICE SYSTEMS	Material Supply - Printer for Forward Control Vehicle	\$ 1,400.00
EFT111948	20/10/2016	M BIRD	Staff Reimbursement	\$ 404.47
EFT111949	20/10/2016	J. BLACKWOOD & SON PTY LTD	Staff Clothing - Safety Equipment	\$ 344.30
EFT111950	20/10/2016	ROSS FREDERICK BLAGROVE	Rates Refund	\$ 71.00
EFT111951	20/10/2016	ALBANY BOBCAT SERVICES	Equipment Hire	\$ 2,290.75
EFT111952	20/10/2016	BOOKEASY AUSTRALIA PTY LTD	Monthly Commission - September 2016	\$ 2,122.32
EFT111953	20/10/2016	BP AUSTRALIA LTD	Rates Refund	\$ 71.00
EFT111954	20/10/2016	BRANDNET PTY LTD T/AS MILITARY SHOP	Merchandise Order - Forts Store	\$ 8,492.96
EFT111955	20/10/2016	BUNNINGS GROUP LIMITED	Hardware/Tool Supplies	\$ 235.46
EFT111956	20/10/2016	DONNA CAMERON DESIGN	Marketing - 2016 Albany Art Prize	\$ 7,452.50
EFT111957	20/10/2016	J & S CASTLEHOW ELECTRICAL SERVICES	Electrical Repairs and Maintenance	\$ 2,582.34
EFT111958	20/10/2016	COLES SUPERMARKETS AUSTRALIA PTY LTD	Groceries	\$ 210.34
EFT111959	20/10/2016	CONSTRUCTION EQUIPMENT AUSTRALIA	Material Supply - Bearings	\$ 494.82
EFT111960	20/10/2016	COURIER AUSTRALIA	Freight Charges	\$ 113.36
EFT111961	20/10/2016	BARRIER COUNSELLING AND PSYCHOLOGICAL SERVICES	Professional Services - EAP	\$ 1,870.00
EFT111962	20/10/2016	HOLCIM (AUSTRALIA) PTY LTD	Material Supply - Concrete Mix	\$ 3,070.65
EFT111963	20/10/2016	AL CURNOW HYDRAULICS	Material Supply - SPX Controller	\$ 502.95
EFT111964	20/10/2016	CUTTING EDGES PTY LTD	Material Supply - Cutting Edges, Bolts and Nuts	\$ 1,587.81
EFT111965	20/10/2016	D & K ENGINEERING	Signage - Forts Road	\$ 1,457.72
EFT111966	20/10/2016	DE JONGE MECHANICAL REPAIRS	Vehicle Maintenance and Repairs	\$ 320.00
EFT111967	20/10/2016	CGS QUALITY CLEANING	Cleaning Services - August 2016	\$ 41,045.70
EFT111968	20/10/2016	DENMARK BULLETIN	Advertising - Big Draw Festival	\$ 216.00
EFT111969	20/10/2016	LANDGATE - PROPERTY & VALUATIONS	Title/Land Searches	\$ 1,163.91
EFT111970	20/10/2016	DEPARTMENT OF PARKS AND WILDLIFE	National Park Passes	\$ 990.00

REPORT ITEM CSF 284 REFERS

EFT111971	20/10/2016 DEPARTMENT OF TRANSPORT	Vehicle Search Fees - September 2016	\$	260.70
EFT111972	20/10/2016 JANINE DETERMES	Fitness Instruction	\$	180.00
EFT111973	20/10/2016 G & M DETERGENTS & HYGIENE SERVICES ALBANY	Cleaning Supplies	\$	207.00
EFT111974	20/10/2016 SANDRA DIXON	Professional Services - EAP	\$	140.00
EFT111975	20/10/2016 ELLEKER PROGRESS & SPORTING ASSOCIATION	Water Charges - Hassell Street	\$	200.00
EFT111976	20/10/2016 ALBANY ENGINEERING COMPANY	Plant Repairs and Maintenance - Broom Shaft	\$	717.81
EFT111977	20/10/2016 DEPARTMENT OF FIRE AND EMERGENCY SERVICES	DFES Annual Monitoring - Town Hall	\$	1,763.28
EFT111978	20/10/2016 THE FIXUPPERY	Cleaning Services - National ANZAC Centre	\$	44.00
EFT111979	20/10/2016 ALL TRUCK REPAIRS	Vehicle Repairs and Maintenance - Annual Servicing	\$	2,063.97
EFT111980	20/10/2016 FLINDERS PARK PRIMARY SCHOOL	Donation - Book Award	\$	50.00
EFT111981	20/10/2016 JEFFREY ALLAN GIBB	Merchandise Order - Forts Store	\$	502.00
EFT111982	20/10/2016 GK CREATIVE PTY LTD	Marketing - Wheelie Bin Stickers	\$	995.50
EFT111983	20/10/2016 GNOWERAN SPRAYING	Weed Control and Spraying	\$	4,158.00
EFT111984	20/10/2016 GORDON WALMSLEY PTY LTD	Installation - Kerbing	\$	1,571.50
EFT111985	20/10/2016 GREAT SOUTHERN GROUP TRAINING INC	Casual Staff/Apprentice Fees	\$	6,905.77
EFT111986	20/10/2016 SOUTH REGIONAL TAFE	Staff Training	\$	10,515.02
EFT111987	20/10/2016 ALBANY PEST & WEED CONTROL	Pest Control	\$	165.00
EFT111988	20/10/2016 SOUTHERN SHARPENING SERVICES	Material Supply - Fire Extinguishers	\$	1,333.20
EFT111989	20/10/2016 GSP WORKFORCE	Gardening Services - Lotteries House	\$	279.50
EFT111990	20/10/2016 GREAT SOUTHERN SUPPLIES	Cleaning Supplies	\$	2,067.10
EFT111991	20/10/2016 A GREENWOOD	Staff Reimbursement	\$	100.50
EFT111992	20/10/2016 GREEN MAN MEDIA PRODUCTIONS	Marketing - Big Draw Festival	\$	400.00
EFT111993	20/10/2016 GSM AUTO ELECTRICAL	Material Supply - Anderson Connector	\$	17.10
EFT111994	20/10/2016 ALBANY POLICE AND CITIZENS YOUTH CLUB	Kid Sport Vouchers	\$	5,010.50
EFT111995	20/10/2016 GT BEARING AND ENGINEERING SUPPLIES	Material Supply - Swivel Hook	\$	95.00
EFT111996	20/10/2016 JOYCE ELISABETH HALL	Merchandise Order - Visitors Centre	\$	90.00
EFT111997	20/10/2016 HEMA MAPS PTY LTD	Merchandise Order - Visitors Centre	\$	171.54
EFT111998	20/10/2016 THE HONEY SHOP	Merchandise Order - Visitors Centre	\$	179.00
EFT111999	20/10/2016 K HOUDERRANI	Staff Reimbursement	\$	58.16
EFT112000	20/10/2016 RATTEN AND SLATER MACHINERY	Vehicle Parts - Filters	\$	84.43
EFT112001	20/10/2016 HHG LEGAL GROUP	Professional Services	\$	970.20
EFT112002	20/10/2016 INTANDEM	Merchandise Order - Forts Store	\$	3,125.00
EFT112003	20/10/2016 JACK THE CHIPPER	Equipment Hire - Chipper for Storm Clean-up	\$	3,031.89
EFT112004	20/10/2016 ALBANY MAPPING AND SURVEYING SERVICES	Survey Services - Western Precinct September 2016	\$	6,521.63
EFT112005	20/10/2016 LINDSAY STEPHEN JOYCE	Rates Refund	\$	71.00
EFT112006	20/10/2016 JUST SEW EMBROIDERY	Staff Uniforms	\$	446.60
EFT112007	20/10/2016 KLB SYSTEMS	Material Supply - PC Equipment	\$	4,170.10
EFT112008	20/10/2016 KOSTER'S OUTDOOR PTY LTD	Repairs and Maintenance - Town Hall	\$	185.00
EFT112009	20/10/2016 LATRO LAWYERS	Professional Services	\$	704.00
EFT112010	20/10/2016 LEANNE FRANCES WHITE	Artist - Big Draw Festival	\$	1,559.97
EFT112011	20/10/2016 LIFEWEAR AUSTRALIA	Merchandise Order - Forts Store	\$	1,150.82
EFT112012	20/10/2016 CALTEX ENERGY WA	Fuel Supplies	\$	574.00
EFT112013	20/10/2016 LINGRAY NOMINEES PTY LTD	Rates Refund	\$	71.00
EFT112014	20/10/2016 LOCAL GOVERNMENT MANAGERS AUSTRALIA	LGMA State Conference	\$	5,670.00
EFT112015	20/10/2016 LOCAL GOVERNMENT SUPERVISORS ASSC OF WA INC	Works and Parks Conference 2016	\$	1,094.50
EFT112016	20/10/2016 LOCALISE PTY LIMITED	Growth Plan Workshop	\$	5,623.90
EFT112017	20/10/2016 M AND B SALES PTY LTD	Material Supply - MDF	\$	38.49
EFT112018	20/10/2016 S MAJIDI	Staff Reimbursement	\$	199.00
EFT112019	20/10/2016 SOUTH COAST WOODWORKS GALLERY	Merchandise Order - Forts Store	\$	443.33
EFT112020	20/10/2016 ALBANY CITY MOTORS	Material Supply - Filters	\$	701.82
EFT112021	20/10/2016 MANAGEMENT SOLUTIONS (QLD) PTY LTD	SEGRA Conference	\$	1,056.04
EFT112022	20/10/2016 MARSHALL MOWERS	Material Supply - Speed Feed	\$	33.40
EFT112023	20/10/2016 MARKETFORCE LIMITED	Destination Marketing Strategy	\$	7,315.00
EFT112024	20/10/2016 PAUL MAYNARD & ASSOCIATES	Merchandise Order - Visitors Centre	\$	650.37
EFT112025	20/10/2016 MCB CONSTRUCTION PTY LTD	Maintenance and Repairs - Elleker Fire Station	\$	2,651.00
EFT112026	20/10/2016 STEPHEN THOMAS METCALF	Rates Refund	\$	71.00
EFT112027	20/10/2016 MJB INDUSTRIES PTY LTD	Material Supply - Concrete Pipes	\$	3,683.88

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EFT112028	20/10/2016 MOUNT ROMANCE AUSTRALIA PTY LTD	Merchandise Order - Forts Store	\$ 208.37
EFT112029	20/10/2016 NEVILLES HARDWARE & BUILDING SUPPLIES	Material Supply - Lock Joints	\$ 1,600.00
EFT112030	20/10/2016 PN & ER NEWMAN QUALITY CONCRETE PRODUCTS	Material Supply - Concrete Products	\$ 280.50
EFT112031	20/10/2016 ALBANY NEWS DELIVERY	Newspaper Deliveries	\$ 210.84
EFT112032	20/10/2016 NLC PTY LTD	Novated Lease Expenses	\$ 615.31
EFT112033	20/10/2016 OFFICEWORKS SUPERSTORES PTY LTD	Material Supply - HDMI Cable	\$ 250.88
EFT112034	20/10/2016 ORIGIN ENERGY	Gas Purchases	\$ 7,023.70
EFT112035	20/10/2016 OZLITE PTY LTD	Material Supply - LED Tubes	\$ 901.95
EFT112036	20/10/2016 AUSTRALASIAN PERFORMING RIGHT ASSOCIATION LIMITED	Subscriptions	\$ 69.96
EFT112037	20/10/2016 THE PERTH MINT SHOP	Merchandise Order - Forts Store	\$ 533.68
EFT112038	20/10/2016 @THE POOLSIDE	Catering	\$ 388.50
EFT112039	20/10/2016 KRISTIE PORTER	Fitness instruction	\$ 1,215.00
EFT112040	20/10/2016 PORTNER PRESS PTY LTD	Subscription - Law Update	\$ 97.00
EFT112041	20/10/2016 REALFORCE PTY LTD	Rates Refund	\$ 1,037.41
EFT112042	20/10/2016 REECE PTY LTD	Material Supply - Caps	\$ 7.15
EFT112043	20/10/2016 ROAD 'N' FIELD SPANNERS	Repairs and Maintenance - Air Conditioning	\$ 2,190.38
EFT112044	20/10/2016 ROLSH PRODUCTIONS	Merchandise Order - Forts Store	\$ 608.69
EFT112045	20/10/2016 THE ROYAL LIFE SAVING SOCIETY WA INC	Call Charges - September 2016	\$ 256.08
EFT112046	20/10/2016 ROYALS FOOTBALL CLUB	Kid sport Vouchers	\$ 3,165.00
EFT112047	20/10/2016 SKILL HIRE WA PTY LTD	Casual Staff/Apprentice Fees	\$ 22,456.59
EFT112048	20/10/2016 SMITHS ALUMINIUM AND 4WD CENTRE	Material Supply - Planter Boxes	\$ 19,168.00
EFT112049	20/10/2016 S LEFROY	Staff Reimbursement	\$ 258.00
EFT112050	20/10/2016 SMITH CONSTRUCTIONS BUNBURY	CPSP East Precinct - Construction Contract	\$ 801,942.83
EFT112051	20/10/2016 SOIL SOLUTIONS PTY LTD	Material Supply - Washed Metal	\$ 2,458.86
EFT112052	20/10/2016 SOUTHERN TOOL & FASTENER CO	Repairs and Maintenance - Chain Sharpening	\$ 451.93
EFT112053	20/10/2016 SOUTHERN DISTRICTS JUNIOR FOOTBALL ASSOCIATION	Kid Sport Vouchers	\$ 3,360.00
EFT112054	20/10/2016 SOUTHCOAST SECURITY SERVICE	Security Services	\$ 20,517.19
EFT112055	20/10/2016 SOUTH COAST DIVING SUPPLIES	Repairs and Maintenance - Emu Point Marine Shore Line	\$ 970.00
EFT112056	20/10/2016 SOUTH COAST CRANE HIRE	Equipment Hire - Crane at Soccer Ground	\$ 231.00
EFT112057	20/10/2016 SOUTH COAST ENVIRONMENTAL	Tree Removal & Chipping Services - Widen Hand Break at Cosy Corner	\$ 2,314.25
EFT112058	20/10/2016 SPM ASSETS PTY LTD	Subscription Licence November 2016 - January 2017	\$ 7,548.75
EFT112059	20/10/2016 STAR SALES AND SERVICE	Material Supply - Line	\$ 84.15
EFT112060	20/10/2016 ST ANNES FLORIST AND GIFT BASKETS	Supply & Delivery - Flowers	\$ 86.00
EFT112061	20/10/2016 GORDON STEPHENSON	Rates Refund	\$ 71.00
EFT112062	20/10/2016 STIRLING PRINT	Printing Services	\$ 120.00
EFT112063	20/10/2016 ALBANY LOCK SERVICE	Repairs & Maintenance - Locks/Security	\$ 88.80
EFT112064	20/10/2016 T & C SUPPLIES	Material Supply - Spray Gun	\$ 586.74
EFT112065	20/10/2016 TEEDE MORRIS & CO	Catering	\$ 438.00
EFT112066	20/10/2016 THINKWATER ALBANY	Material Supply - Water Pump	\$ 731.78
EFT112067	20/10/2016 THURLBY HERB FARM	Merchandise Order - Forts Store	\$ 657.18
EFT112068	20/10/2016 CAROLINE ELLEN TOMPKIN	Fitness instruction	\$ 135.00
EFT112069	20/10/2016 CAROLYN FRANCIS TRAPNELL	Merchandise Order - Forts Store	\$ 980.00
EFT112070	20/10/2016 RJ AND LF TWEDDLE	Rates Refund	\$ 4,125.29
EFT112071	20/10/2016 ALBANY TYREPOWER	Vehicle Maintenance - Tyres	\$ 130.00
EFT112072	20/10/2016 MATTHEW VAUGHAN	Artist - Big Draw Festival	\$ 1,500.00
EFT112073	20/10/2016 ALBANY & GREAT SOUTHERN WEEKENDER	Advertising	\$ 979.00
EFT112074	20/10/2016 LINDY WEINERT	Fitness instruction	\$ 135.00
EFT112075	20/10/2016 WELLSTEAD AUTOMOTIVE SERVICES	Vehicle Maintenance and Repairs - Emergency Services	\$ 3,664.10
EFT112076	20/10/2016 LANDMARK LIMITED	Material Supply - Prime Emerald	\$ 862.50
EFT112077	20/10/2016 WESTERN POWER CORPORATION	Construction Fee - Unmetered Streetlight Supply Kooyong Road	\$ 21,701.00
EFT112078	20/10/2016 ZENITH LAUNDRY	Laundry Services/Hire	\$ 81.05
EFT112079	20/10/2016 ZIPFORM	Printing - Final Notice Rates 2016/17	\$ 4,143.27
EFT112082	21/10/2016 JANDAKOT INSTRUMENTS	Repairs and Maintenance - Calibration of PAPI Clinometer	\$ 360.25
EFT112083	21/10/2016 KARIN MARSLAND - THE ORIGINAL TREAT COMPANY	Merchandise Order - VAC	\$ 1,000.00
EFT112084	27/10/2016 TELSTRA CORPORATION LIMITED	Telephone Charges - VAC	\$ 99.88
EFT112085	27/10/2016 JADES @ 14 PEELS PLACE	Catering	\$ 617.50
EFT112086	27/10/2016 ACORN TREES AND STUMPS	Tree Maintenance & Removal - Storm Clean-up and Slashing	\$ 14,745.50



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EFT112087	27/10/2016 AD CONTRACTORS PTY LTD	Equipment Hire - Various Locations	\$	22,929.86
EFT112088	27/10/2016 ADVERTISER PRINT	Printing - Business Cards	\$	2,261.00
EFT112089	27/10/2016 AFL SPORTSREADY LTD	Casual Staff/Apprentice Fees	\$	2,127.84
EFT112090	27/10/2016 AIRSERVICES AUSTRALIA	Performance Inspection And Maintenance Jul-Sept 2016	\$	49,713.29
EFT112091	27/10/2016 AIRBORNE MAPPING & PHOTOGRAPHY SERVICES	Professional Services - Aerial Photography Of Town Square	\$	400.00
EFT112092	27/10/2016 ALBANY INDUSTRIAL SERVICES PTY LTD	Equipment Hire - Various Locations	\$	12,571.90
EFT112093	27/10/2016 OPTEON	Property Valuations	\$	660.00
EFT112094	27/10/2016 ALBANY FARM TREE NURSERY	Material Supply - Plants/Nursery	\$	112.64
EFT112095	27/10/2016 ALBANY V-BELT AND RUBBER	Vehicle Parts - Various	\$	1,659.03
EFT112096	27/10/2016 ALBANY SWEEP CLEAN	Carpark Sweeping - September 2016	\$	2,933.00
EFT112097	27/10/2016 ALBANY OFFICE NATIONAL	Merchandise Order - Forts Store	\$	55.60
EFT112098	27/10/2016 ALBANY INDOOR PLANT HIRE	Indoor Plant Hire	\$	1,054.02
EFT112099	27/10/2016 ALBANY GAS CENTRE PTY LTD	Vehicle Repairs and Maintenance - Forklift	\$	243.00
EFT112100	27/10/2016 ALBANY POWDER COATERS	Material Supply - Badminton Poles	\$	440.00
EFT112101	27/10/2016 ALBANY PANEL BEATERS AND SPRAY PAINTERS	Vehicle Repairs and Maintenance - Insurance Excess	\$	300.00
EFT112102	27/10/2016 ALBANY REFRIGERATION	Repairs & Maintenance - Air Conditioning	\$	1,069.35
EFT112103	27/10/2016 ALBANY LANDSCAPE SUPPLIES	Material Supply - Plants/Nursery	\$	52.00
EFT112104	27/10/2016 ALBANY SKIPS AND WASTE SERVICES PTY LTD	Skip Bin Hire - September 2016	\$	562.50
EFT112105	27/10/2016 ALBANY OFFICE PRODUCTS DEPOT	Stationery Supplies - Various Locations	\$	530.41
EFT112106	27/10/2016 ALBANY VOLLEYBALL ASSOCIATION INC	Debtor Refund - Overpayment of Account	\$	573.30
EFT112107	27/10/2016 ALBANY ATHLETICS GROUP INCORPORATED	Kid Sport Vouchers	\$	1,435.00
EFT112108	27/10/2016 ALBANY CITY CABS AND TRANSPORT	Taxi Fares	\$	56.00
EFT112109	27/10/2016 ALBANY MILK DISTRIBUTORS	Milk Deliveries - ALAC	\$	18.30
EFT112110	27/10/2016 ALBANY STAINLESS STEEL	Repairs and Maintenance - Sweep Truck Tank	\$	66.00
EFT112111	27/10/2016 ALBANY DOMESTIC SERVICES	Cleaning Services - Animal Waste	\$	160.00
EFT112112	27/10/2016 ALINTA	Gas Charges - Day Care Centre	\$	382.05
EFT112113	27/10/2016 A PERRYMAN	Staff Reimbursement	\$	28.50
EFT112114	27/10/2016 A CARMICHAEL	Staff Reimbursement	\$	366.34
EFT112115	27/10/2016 APPRENTICE & TRAINEESHIP COMPANY	Casual Staff/Apprentice Fees	\$	1,369.94
EFT112116	27/10/2016 ASHDENE MANUFACTURING PTY LTD	Merchandise Order - Forts Store	\$	5,300.65
EFT112117	27/10/2016 ATC WORK SMART	Casual Staff/Apprentice Fees	\$	14,692.71
EFT112118	27/10/2016 AUSSIE DRAWCARDS PTY LTD	Printing - NAC	\$	736.00
EFT112119	27/10/2016 AUSTRALIA'S SOUTH WEST INCORPORATED	Marketing - Holiday Planner 2017	\$	1,323.00
EFT112120	27/10/2016 GEOFFREY BASTYAN	AWAC Retrieval And Deployment - September 2016	\$	1,801.25
EFT112121	27/10/2016 BAY MERCHANTS	Catering - Surf Life Saving Club	\$	269.00
EFT112122	27/10/2016 BENNETTS BATTERIES	Material Supply - Oil and Batteries	\$	1,460.80
EFT112123	27/10/2016 ADVANCED TRAFFIC MANAGEMENT WA PTY LTD	Traffic Control Services	\$	6,100.82
EFT112124	27/10/2016 BERTOLA HIRE SERVICES ALBANY PTY LTD	Equipment Hire - Mini Excavator	\$	351.45
EFT112125	27/10/2016 BRAEDON PTY LTD TRADING AS BETA SOUVENIRS	Merchandise Order - Forts Store	\$	166.10
EFT112126	27/10/2016 BEWITCHED CLEANING SERVICES	Cleaning Services - VAC	\$	134.75
EFT112127	27/10/2016 BLACK AND WHITE CONCRETING	Construction Services - Mokare Park	\$	5,820.00
EFT112128	27/10/2016 J. BLACKWOOD & SON PTY LTD	Safety Equipment - Bushfire Brigade	\$	1,543.08
EFT112129	27/10/2016 BOND ELECTRICS	Repairs And Maintenance - Conveyor Belt Airport	\$	4,724.50
EFT112130	27/10/2016 BRANDNET PTY LTD T/AS MILITARY SHOP	Merchandise Order - Forts Store	\$	385.00
EFT112131	27/10/2016 COLIN BRINHAM FENCING & RETAINING WALLS	Supply And Installation - Chain Link Fence	\$	4,620.00
EFT112132	27/10/2016 BROCKS	Repairs and Maintenance - Roller Blinds at Day Care Centre	\$	5,621.95
EFT112133	27/10/2016 BUNNINGS GROUP LIMITED	Hardware/Tool Supplies - Various	\$	526.15
EFT112134	27/10/2016 CABCHARGE AUSTRALIA LIMITED	Taxi Fares	\$	766.22
EFT112135	27/10/2016 CALTEX AUSTRALIA PETROLEUM PTY LTD	Diesel Fuel For Depot	\$	33,348.45
EFT112136	27/10/2016 CAMLYN SPRINGS WATER DISTRIBUTORS	Water Container Refills - Various Locations	\$	1,204.00
EFT112137	27/10/2016 J & S CASTLEHOW ELECTRICAL SERVICES	Electrical Services - Various Locations	\$	1,554.42
EFT112138	27/10/2016 CENTIGRADE SERVICES	Repairs And Maintenance - ALAC	\$	2,345.14
EFT112139	27/10/2016 CHURCHILL CAPITAL CONSULTING PTY LTD	Tourism Development Strategy September 2016	\$	28,060.01
EFT112140	27/10/2016 COLES SUPERMARKETS AUSTRALIA PTY LTD	Groceries	\$	139.60
EFT112141	27/10/2016 EVELYN COLLIN	SEGRA Conference 2016	\$	1,406.47
EFT112142	27/10/2016 COURIER AUSTRALIA	Freight Charges	\$	144.60
EFT112143	27/10/2016 HOLCIM (AUSTRALIA) PTY LTD	Material Supply - Concrete Footpath Mix	\$	4,039.20

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EFT112144	27/10/2016	AL CURNOW HYDRAULICS	Repairs and Maintenance - Mini Excavator	\$	168.74
EFT112145	27/10/2016	DATA #3 LIMITED	Software License - Microsoft Enterprise	\$	220,162.92
EFT112146	27/10/2016	CGS QUALITY CLEANING	Public Infrastructure Cleaning - September 2016	\$	42,532.09
EFT112147	27/10/2016	DE LAGE LANDEN PTY LIMITED	Monthly Rental - IT	\$	12,639.00
EFT112148	27/10/2016	LANDGATE - PROPERTY & VALUATIONS	Land Enquiry - Title Searches September 2016	\$	347.90
EFT112149	27/10/2016	JANINE DETERMES	Fitness Instruction	\$	180.00
EFT112150	27/10/2016	CAROLYN DOWLING	Councillor Sitting Fee And Allowances 01/10/2016 To 31/10/2016	\$	2,909.51
EFT112151	27/10/2016	DYLANS ON THE TERRACE	Catering - Executive Meeting	\$	142.00
EFT112152	27/10/2016	DYNAMIC GIFT INTERNATIONAL PTY LTD	Material Supply - Wristbands	\$	92.40
EFT112153	27/10/2016	EASIFLEET MANAGEMENT	Novated Lease Fees	\$	7,159.20
EFT112154	27/10/2016	ECOTECH PTY LTD	Monthly Reporting Cost - Emu Point Anemometer	\$	1,125.30
EFT112155	27/10/2016	EDEN GATE ESTATE	Merchandise Order - Forts Store	\$	138.00
EFT112156	27/10/2016	EURO DIESEL SERVICES PTY LTD	Repairs and Maintenance - Vibrating Roller	\$	1,637.79
EFT112157	27/10/2016	EYERITE SIGNS	Signage - ALAC	\$	70.40
EFT112158	27/10/2016	T FLETT	Staff Reimbursement	\$	52.50
EFT112159	27/10/2016	ALL TRUCK REPAIRS	Vehicle Repairs And Maintenance - Annual Service	\$	1,390.99
EFT112160	27/10/2016	GALLERY 500	Visual Art Supplies - VAC	\$	233.75
EFT112161	27/10/2016	ALISON GOODE	Councillor Sitting Fee And Allowances 01/10/2016 To 31/10/2016	\$	2,909.51
EFT112162	27/10/2016	GRACE REMOVALS GROUP	Freight Charges - VAC	\$	990.00
EFT112163	27/10/2016	ALBANY PEST & WEED CONTROL	Pest Control	\$	110.00
EFT112164	27/10/2016	GREAT SOUTHERN SUPPLIES	Cleaning Supplies - Various	\$	872.38
EFT112165	27/10/2016	GREAT SOUTHERN TURF	Material Supply - Roll On Lawn	\$	4,290.00
EFT112166	27/10/2016	GREEN MAN MEDIA PRODUCTIONS	Design Services - Sportsperson Of The Year	\$	660.00
EFT112167	27/10/2016	GREAT SOUTHERN SOCCER ASSOCIATION	Kid Sport Vouchers	\$	105.00
EFT112168	27/10/2016	PRIME MEDIA GROUP LTD	Advertising - Share the Road	\$	1,543.30
EFT112169	27/10/2016	RAY HAMMOND	Councillor Sitting Fee And Allowances 01/10/2016 To 31/10/2016	\$	2,909.51
EFT112170	27/10/2016	H FELL	Staff Reimbursement	\$	73.77
EFT112171	27/10/2016	HAVOC BUILDERS PTY LTD	Repairs And Maintenance - North Road	\$	165.00
EFT112172	27/10/2016	YOGASUN STUDIO - HELEN LEEDER-CARLSON	Art Classes - VAC	\$	240.00
EFT112173	27/10/2016	BILL HOLLINGWORTH	Councillor Sitting Fee And Allowances 01/10/2016 To 31/10/2016	\$	2,909.51
EFT112174	27/10/2016	B HORNE	Staff Reimbursement	\$	18.90
EFT112175	27/10/2016	H AND H ARCHITECTS	Design Services - Albany Tourism And Information Hub	\$	8,169.59
EFT112176	27/10/2016	HHG LEGAL GROUP	Professional Fees	\$	660.00
EFT112177	27/10/2016	ICKY FINKS WAREHOUSE SALES	Stationery Supplies - VAC	\$	62.91
EFT112178	27/10/2016	IDENTITY CREATIVE	Design Services - Logo for ANZAC	\$	71.50
EFT112179	27/10/2016	JACK THE CHIPPER	Tree Removal - Verge Maintenance	\$	550.00
EFT112180	27/10/2016	JARMAN MCKENNA BARRISTERS AND SOLICITORS	Legal Fees - Coronial Inquest	\$	5,500.00
EFT112181	27/10/2016	JUST SEW EMBROIDERY	Embroidery - ALAC Clothing	\$	59.40
EFT112182	27/10/2016	KESTON TECHNOLOGIES PTY LTD	Business Case Study - Albany Artificial Surf Reef	\$	16,890.50
EFT112183	27/10/2016	LEASE CHOICE	Photocopy Lease	\$	1,246.83
EFT112184	27/10/2016	LEEP DISPLAYS	Material Supply - Fabric Skin	\$	955.00
EFT112185	27/10/2016	LOCKEEZ LUNCHBAR	Catering - Rangers/EMC	\$	232.50
EFT112186	27/10/2016	LOCHNESS LANDSCAPE SERVICES	Lawn Mowing Services	\$	7,300.00
EFT112187	27/10/2016	DIANNE SYLVIA LOFTS-TAYLOR	Services - Art Prize 2016	\$	1,350.00
EFT112188	27/10/2016	LOWER GREAT SOUTHERN HOCKEY ASSOCIATION INC	Kid Sport Vouchers	\$	11,720.00
EFT112189	27/10/2016	ALBANY CITY MOTORS	Vehicle Parts - Various	\$	106.93
EFT112190	27/10/2016	MARKETFORCE LIMITED	marketing - NAC	\$	2,189.30
EFT112191	27/10/2016	MARWICK BROTHERS MEDIA	Photography Services - Art Prize 2016	\$	225.00
EFT112192	27/10/2016	VICKI MICHELLE MARTIN	Fitness Instruction	\$	405.00
EFT112193	27/10/2016	MHW INTEGRATION PTY LTD	AV Maintenance & Support - NAC	\$	6,875.00
EFT112194	27/10/2016	MICROCHIPS AUSTRALIA	Material Supply - Micro Chips	\$	1,400.00
EFT112195	27/10/2016	MIDALIA STEEL PTY LTD	Material Supply - Weldmesh	\$	32.56
EFT112196	27/10/2016	ANTHONY MOIR	Councillor Sitting Fee And Allowances 01/10/2016 To 31/10/2016	\$	2,909.51
EFT112197	27/10/2016	PAUL MONCRIEFF	Services - Public Talk Art Prize 2016	\$	100.00
EFT112198	27/10/2016	MOUNT ROMANCE AUSTRALIA PTY LTD	Merchandise Order - Forts Store	\$	657.56
EFT112199	27/10/2016	NURRUNGA COMMUNICATIONS	Vehicle Maintenance - VHF Radio	\$	1,066.72
EFT112200	27/10/2016	MULE CREATIVE	Staff Training	\$	440.00

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EFT112201	27/10/2016	LGISWA	LGIS Insurance Renewals	\$	602,285.26
EFT112202	27/10/2016	NEC AUSTRALIA PTY LTD	Software Licence	\$	617.10
EFT112203	27/10/2016	ALBANY NEWS DELIVERY	News Paper Deliveries	\$	105.42
EFT112204	27/10/2016	KOMATSU AUSTRALIA PTY LTD	Vehicle Parts - Steps	\$	814.00
EFT112205	27/10/2016	GREAT OAK	De-Installation Of Art Prize 2016	\$	180.00
EFT112206	27/10/2016	OCS SERVICES PTY LTD	Cleaning Services	\$	829.95
EFT112207	27/10/2016	OFFICEWORKS SUPERSTORES PTY LTD	Stationery Supplies - EAP	\$	43.68
EFT112208	27/10/2016	IXOM	Material Supply - Chlorine	\$	337.26
EFT112209	27/10/2016	ORIGIN ENERGY	Material Supply - LPG Propane	\$	5,491.10
EFT112210	27/10/2016	PALMER EARTHMOVING (AUSTRALIA) PTY LTD	Equipment Hire - Various Locations	\$	9,599.50
EFT112211	27/10/2016	PENROSE PROFESSIONAL LAWNCARE	Lawn Mowing Services	\$	308.00
EFT112212	27/10/2016	PERTH THEATRE TRUST	Sponsorship - Community Event	\$	2,200.00
EFT112213	27/10/2016	PERTH SAFETY PRODUCTS PTY LTD	Signage - Various	\$	4,801.50
EFT112214	27/10/2016	KRISTIE PORTER	Fitness Instruction	\$	720.00
EFT112215	27/10/2016	JANELLE PRICE	Councillor Sitting Fee And Allowances 01/10/2016 To 31/10/2016	\$	2,909.51
EFT112216	27/10/2016	PUBLIC LIBRARIES AUSTRALIA LTD	PLA Econnect October Subscription	\$	209.55
EFT112217	27/10/2016	RADIOWEST BROADCASTERS PTY LTD	Advertising - Share The Road Campaign	\$	1,069.20
EFT112218	27/10/2016	RIDING FOR THE DISABLED - ALBANY GROUP	Kid Sport Vouchers	\$	380.00
EFT112219	27/10/2016	SOUTH COAST COUNSELLING SERVICES	Professional Services - EAP	\$	375.00
EFT112220	27/10/2016	THE ROYAL LIFE SAVING SOCIETY WA INC	Watch Around Water Registration 2016/2017	\$	958.50
EFT112221	27/10/2016	RTK NETWORK	VRN Network Subscription 2016/2017	\$	4,400.00
EFT112222	27/10/2016	SAMANTHA ANNE DENNISON	Artist Talk - Albany Art Prize 2016	\$	100.00
EFT112223	27/10/2016	SCHLAGER CONSTRUCTION GROUP	North Road Building Refurbishment - HR Area And Four Offices	\$	32,465.93
EFT112224	27/10/2016	SEEDSIGN STUDIO PTY LTD	Architectural Services	\$	1,741.97
EFT112225	27/10/2016	JOHN SHANHUN	Councillor Sitting Fee And Allowances 01/10/2016 To 31/10/2016	\$	2,909.51
EFT112226	27/10/2016	SHEILAH RYAN	Lawn Mowing Services	\$	350.00
EFT112227	27/10/2016	SKILL HIRE WA PTY LTD	Casual Staff/Apprentice Fees	\$	11,442.33
EFT112228	27/10/2016	SKIPPER TRANSPORT PARTS	Vehicle Parts - UJF Radio	\$	278.51
EFT112229	27/10/2016	SANDIE SMITH	Councillor Sitting Fee And Allowances 01/10/2016 To 31/10/2016	\$	2,909.51
EFT112230	27/10/2016	SOIL SOLUTIONS PTY LTD	Green Waste Services	\$	26,003.24
EFT112231	27/10/2016	SOUTHERN TOOL & FASTENER CO	Hardware Tools/Supplies - Various	\$	954.70
EFT112232	27/10/2016	STATE LAW PUBLISHER	Local Planning Scheme Amendment No 11	\$	195.84
EFT112233	27/10/2016	STEWART AND HEATON CLOTHING PTY LTD	Safety Clothing - Bush Fire Brigades	\$	4,777.34
EFT112234	27/10/2016	STIRLING PRINT	Printing - Space Travel Posters	\$	60.00
EFT112235	27/10/2016	GREGORY BRIAN STOCKS	Deputy Mayoral Sitting Fee And Allowances 01/10/2016 To 31/10/2016	\$	4,760.84
EFT112236	27/10/2016	ALBANY LOCK SERVICE	Lock Services/Repairs And Maintenance	\$	47.65
EFT112237	27/10/2016	ROBERT SUTTON	Councillor Sitting Fee And Allowances 01/10/2016 To 31/10/2016	\$	2,909.51
EFT112238	27/10/2016	SYNERGY	Electricity Charges - Grouped Account	\$	37,690.30
EFT112239	27/10/2016	T & C SUPPLIES	Hardware Tools/Supplies - Various	\$	125.20
EFT112240	27/10/2016	TEEDE MORRIS & CO	Catering - Various	\$	415.00
EFT112241	27/10/2016	PAUL TERRY	Councillor Sitting Fee And Allowances 01/10/2016 To 31/10/2016	\$	2,909.51
EFT112242	27/10/2016	NAKED BEAN COFFEE ROASTERS	Catering - SEGRA	\$	165.00
EFT112243	27/10/2016	THINKWATER ALBANY	Material Supplies - Reticulation Upgrade	\$	35,019.13
EFT112244	27/10/2016	CAROLINE ELLEN TOMPKIN	Fitness Instruction	\$	90.00
EFT112245	27/10/2016	ARCHIVEWISE	Material Supply Archive Boxes	\$	429.00
EFT112246	27/10/2016	CENTAMAN SYSTEMS PTY LTD	Centaman Terminal and API License	\$	20,625.00
EFT112247	27/10/2016	ALBANY TYREPOWER	Vehicle Repairs And Maintenance - Tyres	\$	654.00
EFT112248	27/10/2016	MOORE STEPHENS PTY LTD	Audit Certification - Royalties For Regions CPSP	\$	935.00
EFT112249	27/10/2016	UNITED BOOK DISTRIBUTORS	Merchandise Order - Forts Store	\$	90.97
EFT112250	27/10/2016	MATTHEW VAUGHAN	Artist - Albany Children's Week	\$	500.00
EFT112251	27/10/2016	VERO INSURANCE	Insurance - Excess Payment	\$	300.00
EFT112252	27/10/2016	VICKI JAMES - VICKIE'S CRAFT	Merchandise Order - Visitors Centre	\$	22.00
EFT112253	27/10/2016	VOEGELER CREATIONS	Merchandise Order - Forts Store	\$	1,017.00
EFT112254	27/10/2016	N WALKER	Staff Reimbursement	\$	53.50
EFT112255	27/10/2016	RT & JR WALKER	Merchandise Order - Forts Store	\$	607.00
EFT112256	27/10/2016	WAVESOUND PTY LTD	Online Subscription Renewal - Transparent Language 2016/2017	\$	1,980.00
EFT112257	27/10/2016	ALBANY & GREAT SOUTHERN WEEKENDER	Advertising - Fuel Reduction Burns	\$	301.95

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EFT112258	27/10/2016 DENNIS WELLINGTON	Mayoral Allowances And Sitting Fee 01/10/2016 To 31/10/2016	\$	11,621.67
EFT112259	27/10/2016 LANDMARK LIMITED	Material Supply - Organic Grow	\$	211.20
EFT112260	27/10/2016 WEST COAST ANALYTICAL SERVICES	Water Monitoring - Landfill Facilities	\$	2,897.00
EFT112261	27/10/2016 HOLIDAY GUIDE PTY LTD	Bookings Marketing Fee - Bookeasy September 2016	\$	865.24
EFT112262	27/10/2016 NICOLETTE MULCAHY	Councillor Attendance And Travel Allowance 24/10/2016 - 31/10/2016	\$	727.38
EFT112263	27/10/2016 WORKWISE OCCUPATIONAL HEALTH	Workwise Ergonomic Assessments	\$	1,426.18
EFT112264	27/10/2016 WORKWISE ADVISORY SERVICES	Workplace Investigation	\$	866.25
EFT112265	27/10/2016 WORLD MANAGER PTY LTD	World Manager - Subscription November 2016	\$	2,640.00
EFT112266	27/10/2016 WREN OIL	Oil Waste Disposal	\$	283.25
EFT112267	27/10/2016 ZANZARA	Pest Control Supplies	\$	789.80
EFT112268	27/10/2016 ZENITH LAUNDRY	Laundry Services/Hire	\$	13.99
EFT112269	27/10/2016 ZIPFORM	Printing - Second Instalment Notices Rates 2016	\$	6,202.16
DD24143.1	25/10/2016 WA LOCAL GOVT SUPERANNUATION	Payroll deductions	\$	78,152.02
DD24143.2	25/10/2016 COLONIAL FIRST STATE FIRSTCHOICE SUPER	Superannuation contributions	\$	480.77
DD24143.3	25/10/2016 ASGARD	Superannuation contributions	\$	1,213.18
DD24143.4	25/10/2016 LOCAL GOVERNMENT SUPER	Superannuation contributions	\$	518.00
DD24143.5	25/10/2016 DESMO SUPERANNUATION FUND	Superannuation contributions	\$	599.26
DD24143.6	25/10/2016 CBUS	Superannuation contributions	\$	558.81
DD24143.7	25/10/2016 BT SUPER FOR LIFE	Superannuation contributions	\$	146.55
DD24143.8	25/10/2016 REST SUPERANNUATION	Payroll deductions	\$	1,640.40
DD24143.9	25/10/2016 AMP SUPERANNUATION	Superannuation contributions	\$	333.02
DD24143.10	25/10/2016 TAL SUPERANNUATION LIMITED	Superannuation contributions	\$	198.39
DD24143.11	25/10/2016 WEALTH PERSONAL SUPER	Superannuation contributions	\$	87.80
DD24143.12	25/10/2016 WEALTH PERSONAL SUPER	Superannuation contributions	\$	55.45
DD24143.13	25/10/2016 BT SUPER FOR LIFE	Superannuation contributions	\$	299.18
DD24143.14	25/10/2016 NATIONAL MUTUAL RETIREMENT FUND	Superannuation contributions	\$	121.56
DD24143.15	25/10/2016 PRIME SUPER	Superannuation contributions	\$	639.34
DD24143.16	25/10/2016 HOSTPLUS PTY LTD	Superannuation contributions	\$	437.61
DD24143.17	25/10/2016 MLC MASTERKEY BUSINESS SUPER	Superannuation contributions	\$	733.51
DD24143.18	25/10/2016 SUPERWRAP PERSONAL SUPER	Superannuation contributions	\$	409.98
DD24143.19	25/10/2016 COLONIAL FIRST STATE FIRSTCHOICE SUPER	Superannuation contributions	\$	556.84
DD24143.20	25/10/2016 OAK TREE SUPERANNUATION FUND	Superannuation contributions	\$	211.94
DD24143.21	25/10/2016 BT SUPER FOR LIFE	Superannuation contributions	\$	59.41
DD24143.22	25/10/2016 FIRST SUPER	Superannuation contributions	\$	184.98
DD24143.23	25/10/2016 ABUNDANT SPERANNUATION FUND	Payroll deductions	\$	409.29
DD24143.24	25/10/2016 CARE SUPER PTY LTD	Superannuation contributions	\$	192.08
DD24143.25	25/10/2016 FIRST STATE SUPER	Superannuation contributions	\$	623.57
DD24143.26	25/10/2016 AUSTRALIAN SUPER	Payroll deductions	\$	6,622.83
DD24143.27	25/10/2016 SPECTRUM SUPER	Superannuation contributions	\$	304.09
DD24143.28	25/10/2016 SUPERWRAP PERSONAL SUPER	Superannuation contributions	\$	237.16
DD24143.29	25/10/2016 CULLOTON SUPERANNUATION FUND	Superannuation contributions	\$	55.82
DD24143.30	25/10/2016 NORTH PERSONAL SUPERANNUATION	Superannuation contributions	\$	196.31
DD24143.31	25/10/2016 AJW SUPERANNUATION FUND	Superannuation contributions	\$	239.71
DD24143.32	25/10/2016 TTCSL ATF CRUELTY FREE SUPER	Superannuation contributions	\$	183.05
DD24143.33	25/10/2016 AUSTRALIAN CATHOLIC SUPERANNUATION	Superannuation contributions	\$	171.99
DD24143.34	25/10/2016 SUNSUPER SUPERANNUATION	Superannuation contributions	\$	501.32
DD24143.35	25/10/2016 IOOF EMPLOYEE SUPER	Superannuation contributions	\$	214.28
DD24143.36	25/10/2016 AUSTRALIAN ETHICAL SUPERANNUATION FUND	Superannuation contributions	\$	216.03
DD24143.37	25/10/2016 RUSSELL SUPERSOLUTION	Superannuation contributions	\$	202.58
DD24143.38	25/10/2016 ASGARD	Superannuation contributions	\$	239.40
DD24143.39	25/10/2016 ONEPATH MASTERFUND	Superannuation contributions	\$	254.98
DD24143.40	25/10/2016 MLC MASTERKEY SUPERANNUATION	Superannuation contributions	\$	238.96
DD24143.41	25/10/2016 COMMONWALTH ESSENTIAL SUPER	Superannuation contributions	\$	108.68
DD24143.42	25/10/2016 UNI SUPER	Superannuation contributions	\$	157.90
DD24143.43	25/10/2016 MTAA SUPERANNUATION FUND	Superannuation contributions	\$	204.85
DD24143.44	25/10/2016 THE UNIVERSAL SUPER	Superannuation contributions	\$	188.75
DD24143.45	25/10/2016 IOOF GLOBAL ONE	Superannuation contributions	\$	90.05

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DD24143.46	25/10/2016	AMP RETIREMENT TRUST	Superannuation contributions	\$	193.27
DD24143.47	25/10/2016	MACAULAY SUPER FUND	Superannuation contributions	\$	211.94
DD24143.48	25/10/2016	ANZ SMART CHOICE SUPER	Superannuation contributions	\$	405.21
DD24143.49	25/10/2016	FUTURE SUPER	Superannuation contributions	\$	115.96
DD24143.50	25/10/2016	COLONIAL SUPER RETIREMENT FUND	Superannuation contributions	\$	181.67
DD24143.51	25/10/2016	BT SUPER	Superannuation contributions	\$	227.47
DD24143.52	25/10/2016	BT SUPER FOR LIFE	Superannuation contributions	\$	193.27
DD24143.53	25/10/2016	BT SUPER FOR LIFE	Superannuation contributions	\$	275.95
DD24143.54	25/10/2016	MASON SUPERANNUATION FUND	Superannuation contributions	\$	140.01
DD24143.55	25/10/2016	AMP SUPERANNUATION SAVINGS	Superannuation contributions	\$	749.26
DD24143.56	25/10/2016	HESTA SUPER FUND	Superannuation contributions	\$	711.35
DD24143.57	25/10/2016	KEZ AND JOHN MITCHELL SUPERANNUATION FUND	Superannuation contributions	\$	268.46
DD24143.58	25/10/2016	AMP SUPERANNUATION SAVINGS	Superannuation contributions	\$	1,366.34
DD24143.59	25/10/2016	WEALTH PERSONAL SUPER AND PERSONAL	Payroll deductions	\$	224.85
EFT112422	10/11/2016	JADES @ 14 PEELS PLACE	Catering	\$	221.00
EFT112423	10/11/2016	705 SQUADRON AUSTRALIAN AIR FORCE CADETS	Kid Sport Vouchers	\$	600.00
EFT112424	10/11/2016	ABA SECURITY	Security Services	\$	88.00
EFT112425	10/11/2016	ABBOTTS LIQUID SALVAGE PTY LTD	Equipment Service - Grease Trap	\$	258.50
EFT112426	10/11/2016	ACORN TREES AND STUMPS	Vegetation Control - Stidwell Bridal Trail	\$	660.00
EFT112427	10/11/2016	ACOUSTIGUIDE OF AUSTRALIA PTY LTD	Annual Hardware Maintenance	\$	1,320.00
EFT112428	10/11/2016	AD CONTRACTORS PTY LTD	Progress Claim - Millbrook Road	\$	84,717.18
EFT112429	10/11/2016	SUMER ADDY - THE MENTAL COACH	Dance Performer - The Big Draw	\$	250.00
EFT112430	10/11/2016	ALBANY BRAKE AND CLUTCH	Vehicle Maintenance - Parts	\$	143.00
EFT112431	10/11/2016	SOUTHERN PORTS AUTHORITY - PORT OF ALBANY	Lease - King George Sound	\$	11.00
EFT112432	10/11/2016	ALBANY REFRIGERATION	Air-Conditioning Maintenance - Emu Point Café	\$	194.43
EFT112433	10/11/2016	ALBANY SURF LIFE SAVING CLUB	Kid Sport Vouchers	\$	240.00
EFT112434	10/11/2016	ALBANY OFFICE PRODUCTS DEPOT	Stationery Supplies - Diary Order	\$	2,850.62
EFT112435	10/11/2016	ALBANY JUNIOR CRICKET ASSOCIATION	Kid Sport Vouchers	\$	457.00
EFT112436	10/11/2016	ALBANY ATHLETICS GROUP INCORPORATED	Kid Sport Vouchers	\$	415.00
EFT112437	10/11/2016	ALBANY PSYCHOLOGICAL SERVICES	Professional Services - EAP	\$	880.00
EFT112438	10/11/2016	ALBANY QUALITY LAWNMOWING	Lawn Mowing Services	\$	110.00
EFT112439	10/11/2016	ALBANY MILK DISTRIBUTORS	Milk Deliveries - October 2016	\$	566.45
EFT112440	10/11/2016	ALBANY IRRIGATION & DRILLING	Material Supply - Irrigation Upgrade	\$	3,441.80
EFT112441	10/11/2016	ALBANY RECORDS MANAGEMENT	Archive Storage	\$	717.92
EFT112442	10/11/2016	ALBANY DOMESTIC SERVICES	Cleaning Services	\$	160.00
EFT112443	10/11/2016	ALINTA	Gas Charges	\$	18.55
EFT112444	10/11/2016	ALL EVENTS HIRE AND PRODUCTION	Equipment Hire - The Big Draw	\$	4,192.00
EFT112445	10/11/2016	PAPERBARK MERCHANTS	Material Supply - Literature	\$	80.00
EFT112446	10/11/2016	APPRENTICE & TRAINEESHIP COMPANY	Casual Staff/Apprentice Fees	\$	1,369.94
EFT112447	10/11/2016	ATC WORK SMART	Casual Staff/Apprentice Fees	\$	17,141.59
EFT112448	10/11/2016	AUSTRALIA'S SOUTH WEST INCORPORATED	Advertising - ASW Map	\$	400.00
EFT112449	10/11/2016	AUSTRALIAN FINE JEWELLERY PTY LTD	Merchandise Order - Forts Store	\$	641.57
EFT112450	10/11/2016	AYSEMART	Merchandise Order - Visitors Centre	\$	155.00
EFT112451	10/11/2016	BAKERS FOOD & FUEL	Catering - EMC	\$	216.36
EFT112452	10/11/2016	BENNETTS BATTERIES	Material Supply - Hydraulic Oil	\$	730.40
EFT112453	10/11/2016	ADVANCED TRAFFIC MANAGEMENT WA PTY LTD	Traffic Control Services	\$	4,498.00
EFT112454	10/11/2016	BERTOLA HIRE SERVICES ALBANY PTY LTD	Equipment Hire - Ditchwitch	\$	634.26
EFT112455	10/11/2016	BLOOMIN FLOWERS	Supply & Delivery - Flowers - RSL Memorial	\$	436.95
EFT112456	10/11/2016	ALBANY BOBCAT SERVICES	Equipment Hire - Bobcat	\$	2,945.25
EFT112457	10/11/2016	AIR BP	Aviation Gas Purchases	\$	328.04
EFT112458	10/11/2016	BRANDNET PTY LTD T/AS MILITARY SHOP	Merchandise Order - Forts Store	\$	2,987.83
EFT112459	10/11/2016	COLIN BRINHAM FENCING & RETAINING WALLS	Supply and Installation - Retaining Wall	\$	1,595.00
EFT112460	10/11/2016	BRIDGESTONE AUSTRALIA LTD	Tyre Purchases/Maintenance	\$	255.62
EFT112461	10/11/2016	BUNNINGS GROUP LIMITED	Hardware/Tool Supplies	\$	196.84
EFT112462	10/11/2016	BUDGET RENT A CAR	Car Rental	\$	59.13
EFT112463	10/11/2016	THE BUSH FAIRY	Services - Green Fair On The Square	\$	400.00
EFT112464	10/11/2016	CALTEX AUSTRALIA PETROLEUM PTY LTD	Litres Diesel Fuel For Depot	\$	27,547.79

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EFT112465	10/11/2016 J & S CASTLEHOW ELECTRICAL SERVICES	Electrical Repairs And Maintenance - Various	\$	15,010.34
EFT112466	10/11/2016 GARY CASS - THE SCIENTIFIC CREATIVITY INITIATIVE	Services - Big Draw Festival	\$	990.00
EFT112467	10/11/2016 CENTIGRADE SERVICES	Repairs and Maintenance - ALAC	\$	7,192.29
EFT112468	10/11/2016 CHANEY ARCHITECTURE	Advisory Review - Albany Tourism Hub	\$	550.00
EFT112469	10/11/2016 CLEANAWAY PTY LIMITED	Rubbish Removal Contract	\$	5,110.27
EFT112470	10/11/2016 COLES SUPERMARKETS AUSTRALIA PTY LTD	Groceries - Various	\$	130.10
EFT112471	10/11/2016 HOLCIM (AUSTRALIA) PTY LTD	Material Supply - Concrete Mix	\$	5,789.85
EFT112472	10/11/2016 CYNERGIC COMMUNICATIONS	IT Services - Domain Name	\$	2,149.80
EFT112473	10/11/2016 LANDGATE	Title Searches	\$	1,911.41
EFT112474	10/11/2016 DEPARTMENT OF ENVIRONMENT REGULATION	Annual Fee - Waste Management Facility	\$	5,580.62
EFT112475	10/11/2016 JANINE DETERMES	Fitness Instruction	\$	135.00
EFT112476	10/11/2016 G & M DETERGENTS & HYGIENE SERVICES ALBANY	Cleaning Products	\$	570.00
EFT112477	10/11/2016 SANDRA DIXON	Professional Services - EAP	\$	140.00
EFT112478	10/11/2016 A DUNCAN & T DE LANDGRAFFT	Rates Refund	\$	71.00
EFT112479	10/11/2016 DYLANSON THE TERRACE	Catering - Various	\$	804.00
EFT112480	10/11/2016 ELLEKER GENERAL STORE	Fuel Supplies - EMC	\$	53.66
EFT112481	10/11/2016 EXISLE PUBLISHING	Merchandise Order - Forts Store	\$	899.42
EFT112482	10/11/2016 EYERITE SIGNS	Signage - Health Stickers	\$	334.40
EFT112483	10/11/2016 J FERRELL	Staff Reimbursement	\$	120.00
EFT112484	10/11/2016 THE FIXUPPERY	Cleaning Services	\$	812.52
EFT112485	10/11/2016 FLIPS ELECTRICS	Electrical Services - Connect Cables To Irrigation	\$	143.00
EFT112486	10/11/2016 FLIPZONE	Kid Sport Vouchers	\$	1,245.00
EFT112487	10/11/2016 FOXTEL MANAGEMENT PTY LTD	Subscription Service	\$	420.00
EFT112488	10/11/2016 FRANKS LOADER SERVICE	Equipment Hire - Loader and Bobcat	\$	2,387.00
EFT112489	10/11/2016 JORDAN GARROOD	Fitness Instruction	\$	540.00
EFT112490	10/11/2016 BILL GIBBS EXCAVATIONS	Road maintenance - Shouldering Works	\$	16,313.00
EFT112491	10/11/2016 GNOWERAN SPRAYING	Spraying & Weed Control Services	\$	1,980.00
EFT112492	10/11/2016 ALBANY ASPHALT SERVICES	Supply and Installation - Semi Mountable Kerb	\$	4,527.75
EFT112493	10/11/2016 GREAT SOUTHERN FUEL SUPPLIES	Fuel Supplies - EMC	\$	1,725.57
EFT112494	10/11/2016 GREAT SOUTHERN SUPPLIES	Staff Uniforms	\$	2,515.62
EFT112495	10/11/2016 GREAT SOUTHERN WINE PRODUCERS ASSOCIATION	Sponsorship - Raising Riesling 2016	\$	1,100.00
EFT112496	10/11/2016 APPLIED INDUSTRIAL TECHNOLOGIES	Material Supply - Various Parts	\$	369.20
EFT112497	10/11/2016 H FELL	Staff Reimbursement	\$	1,707.01
EFT112498	10/11/2016 HAPPY FEET FITNESS	Services - Green Fair On The Square	\$	1,120.00
EFT112499	10/11/2016 FIRST NATIONAL REAL ESTATE	Storage Unit Rental	\$	2,002.22
EFT112500	10/11/2016 HELEN MUNT	Advisory Services - Heritage	\$	2,838.00
EFT112501	10/11/2016 HHG LEGAL GROUP	Professional Services	\$	1,293.60
EFT112502	10/11/2016 HUDSON SEWAGE SERVICES	Service Fee - Airport	\$	417.00
EFT112503	10/11/2016 IAP2	Corporate Membership 2016	\$	1,760.00
EFT112504	10/11/2016 ICS GROUP AUTO ELECTRICAL & AIR CONDITIONING PTY LTD	Vehicle Services/Repairs	\$	514.49
EFT112505	10/11/2016 JETBLACK MC	Marketing - Holiday Planner 2017	\$	6,435.00
EFT112506	10/11/2016 JOHN KINNEAR AND ASSOCIATES	Surveying Services	\$	8,931.20
EFT112507	10/11/2016 JONKERLYN - BOOKS GIFTS DIRECT	Material Supply - Literature	\$	65.00
EFT112508	10/11/2016 JUST A CALL DELIVERIES	Internal Mail Deliveries	\$	1,554.56
EFT112509	10/11/2016 KANDOO WINDSCREENS	Building Maintenance - Library Windows	\$	3,597.00
EFT112510	10/11/2016 KLB SYSTEMS	Material Supply - IT Equipment	\$	4,620.00
EFT112511	10/11/2016 LATRO LAWYERS	Professional Services	\$	34.10
EFT112512	10/11/2016 CALTEX ENERGY WA	Bulk Kerosene Purchase	\$	1,148.00
EFT112513	10/11/2016 LOCKEEZ LUNCHBAR	Catering - EMC	\$	111.00
EFT112514	10/11/2016 LORLAINE DISTRIBUTORS PTY LTD	Cleaning Supplies	\$	31.65
EFT112515	10/11/2016 LOWER KING LIQUOR & GENERAL STORE	Catering - Civic Room Supplies	\$	401.96
EFT112516	10/11/2016 M AND B SALES PTY LTD	Material Supply - Timber	\$	1,388.52
EFT112517	10/11/2016 BUCHER MUNICIPAL PTY LTD	Material Supply - Duct Tape	\$	673.84
EFT112518	10/11/2016 ALBANY EVENT HIRE	Equipment Hire - Green Fair On The Square	\$	2,077.90
EFT112519	10/11/2016 ALBANY CITY MOTORS	Vehicle Parts - Filters	\$	111.72
EFT112520	10/11/2016 VICKI MICHELLE MARTIN	Fitness Instruction	\$	135.00
EFT112521	10/11/2016 A MCEWAN	Staff Reimbursement	\$	183.84

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EFT112522	10/11/2016	METROOF ALBANY	Material Supply - Cordeck and Corner Mould	\$	759.85
EFT112523	10/11/2016	WESTERN AUSTRALIAN RANGERS ASSOCIATION INC	Staff Clothing	\$	198.00
EFT112524	10/11/2016	MOSTERT, DJ & H	Merchandise Order - Visitors Centre	\$	35.00
EFT112525	10/11/2016	MOUNT LOCKYER PRIMARY SCHOOL	Donation - Year 6 Graduation	\$	55.00
EFT112526	10/11/2016	PN & ER NEWMAN QUALITY CONCRETE PRODUCTS	Material Supply - Concrete	\$	9,390.15
EFT112527	10/11/2016	ALBANY NEWS DELIVERY	Newspaper Deliveries	\$	210.84
EFT112528	10/11/2016	KOMATSU AUSTRALIA PTY LTD	Vehicle Parts - Filters	\$	395.48
EFT112529	10/11/2016	OCS SERVICES PTY LTD	Cleaning Services - All Locations October 2016	\$	26,580.13
EFT112530	10/11/2016	OKEEFE'S PAINTS	Material Supply - Marking Paint	\$	859.00
EFT112531	10/11/2016	ORIGIN ENERGY	Material Supply - LP Gas	\$	6,934.35
EFT112532	10/11/2016	PALMER EARTHMOVING (AUSTRALIA) PTY LTD	Equipment Hire - C16001	\$	138,702.74
EFT112533	10/11/2016	R PARAM	Staff Reimbursement	\$	25.00
EFT112534	10/11/2016	PATHWAYS PEOPLE DEVELOPMENT PTY LTD	Staff Training - Leadership Development Program	\$	3,063.94
EFT112535	10/11/2016	PAUL ARMSTRONG PANELBEATERS	Vehicle Repairs - Excess Payment	\$	300.00
EFT112536	10/11/2016	AUSTRALASIAN PERFORMING RIGHT ASSOCIATION LIMITED	Licence Fee - Background Music	\$	385.20
EFT112537	10/11/2016	PERTH THEATRE TRUST	Room Hire and Catering - EMT Gateway Review	\$	385.11
EFT112538	10/11/2016	PETER GRAHAM AND COMPANY LTD	Material Supply - Solo Sprayer	\$	579.32
EFT112539	10/11/2016	PLASTICS PLUS	Material Supply - Water Container	\$	17.05
EFT112540	10/11/2016	KRISTIE PORTER	Fitness Instruction	\$	1,035.00
EFT112541	10/11/2016	RADICAL FITNESS	Staff Training - KIMAX Certification	\$	249.00
EFT112542	10/11/2016	RAMPED TECHNOLOGY	IT Services - May and September 2016	\$	7,571.00
EFT112543	10/11/2016	RAPID GLOBAL	OSH Management System	\$	9,900.00
EFT112544	10/11/2016	REECE PTY LTD	Material Supply - Pipe and Fittings	\$	46.48
EFT112545	10/11/2016	WR PAVING - WP REID	Supply and Installation - Concrete Stripfooting	\$	1,100.00
EFT112546	10/11/2016	REPLICA MEDALS & RIBBONS PTY LTD	Merchandise Order - Forts Store	\$	425.70
EFT112547	10/11/2016	REXEL AUSTRALIA	Material Supply - Conduit and Couplings	\$	449.89
EFT112548	10/11/2016	RISING SIGNS	Signage - Waste Services APP	\$	2,090.00
EFT112549	10/11/2016	NATASHA ELLEN ROLFE	Services - The Big Draw Festival	\$	100.00
EFT112550	10/11/2016	ALBANY ROLLER DERBY LEAGUE	Quick Response Grant	\$	990.00
EFT112551	10/11/2016	ROYAL HASKONING	Surf Reef Feasibility Study	\$	21,296.00
EFT112552	10/11/2016	ROYAL AUSTRALIAN ENGINEERS ASSC OF WA INC	Merchandise Order - Forts Store	\$	432.00
EFT112553	10/11/2016	BG, E AND KE RUSS	Supply and Installation - Turf Pitch	\$	3,300.00
EFT112554	10/11/2016	RUSTY ROO	Merchandise Order - Visitors Centre	\$	1,012.25
EFT112555	10/11/2016	SERENA MCLAUCHLAN	Services - Green Fair On The Square	\$	235.00
EFT112556	10/11/2016	CHRISTINE MARY SARGENT	Fitness Instruction	\$	180.00
EFT112557	10/11/2016	SECUREPAY PTY LTD	Web Payment Security	\$	44.88
EFT112558	10/11/2016	KOKOMO PAMELA SISTRUNK	Merchandise Order - NAC	\$	450.00
EFT112559	10/11/2016	SKILL HIRE WA PTY LTD	Casual Staff/Apprentice Fees	\$	9,746.70
EFT112560	10/11/2016	SKIPPER TRANSPORT PARTS	Hardware Tools/Supplies - Ratchet Set	\$	86.90
EFT112561	10/11/2016	SOIL SOLUTIONS PTY LTD	Material Supply - Aggregate	\$	2,160.48
EFT112562	10/11/2016	SOUTHERN TOOL & FASTENER CO	Supply and Install - Pressure Cleaner Pump	\$	2,642.11
EFT112563	10/11/2016	SOUTHCOAST SECURITY SERVICE	Security Services - Big Draw Festival	\$	218.59
EFT112564	10/11/2016	SOUTHERN EDGE ARTS INC	Kid Sport Vouchers	\$	803.00
EFT112565	10/11/2016	STAR SALES AND SERVICE	Hardware Tools/Supplies	\$	21.85
EFT112566	10/11/2016	STATEWIDE BEARINGS	Vehicle Parts - Bearing and Housing	\$	467.31
EFT112567	10/11/2016	STATEWIDE BUILDING CERTIFICATION WA	Building Certification - Sea Container	\$	200.00
EFT112568	10/11/2016	R STOCKDALE	Rates Refund	\$	329.00
EFT112569	10/11/2016	SYNERGY	Electricity Charges	\$	4,059.05
EFT112570	10/11/2016	T & C SUPPLIES	Hardware Tools/Supplies - Various	\$	1,312.45
EFT112571	10/11/2016	TECTONICS CONSTRUCTION GROUP PTY LTD	Construction Services - CPSP	\$	31,858.19
EFT112572	10/11/2016	THE 12 VOLT WORLD	Vehicle Repairs and Maintenance - Batteries	\$	215.50
EFT112573	10/11/2016	THINKWATER ALBANY	Repairs and Maintenance - Leach Pump	\$	268.70
EFT112574	10/11/2016	SJ THORNE	GYM Membership Refund	\$	368.26
EFT112575	10/11/2016	THURLBY HERB FARM	Merchandise Order - Forts Store	\$	364.12
EFT112576	10/11/2016	THE TOFFEE FACTORY	Merchandise Order - Forts Store	\$	842.12
EFT112577	10/11/2016	CAROLINE ELLEN TOMPKIN	Fitness Instruction	\$	90.00
EFT112578	10/11/2016	LAURENCE CRISPIN ELDER TRAVERS	Local Historian - Town Hall Tour	\$	520.00

EFT112579	10/11/2016 TROPICAL SHADE N SAILS	Repairs and Maintenance - Shade Sails at Daycare	\$	550.00
EFT112580	10/11/2016 TRUCKLINE	Vehicle parts	\$	77.00
EFT112581	10/11/2016 TWILIGHT DREAMS	Fitness Instruction	\$	585.00
EFT112582	10/11/2016 ALBANY TYREPOWER	Vehicle Services/Repairs	\$	1,931.00
EFT112583	10/11/2016 MOORE STEPHENS PTY LTD	Roads To Recovery Audit	\$	2,475.00
EFT112584	10/11/2016 UMBRELLA ENTERTAINMENT PTY LTD	Merchandise Order - Forts Store	\$	203.72
EFT112585	10/11/2016 UNITED BOOK DISTRIBUTORS	Merchandise Order - Forts Store	\$	3,056.44
EFT112586	10/11/2016 THE IT VISION USER GROUP (INC)	Membership Subscription	\$	715.00
EFT112587	10/11/2016 VISIT MERCHANDISE PTY LTD	Merchandise Order - Visitors Centre	\$	621.61
EFT112588	10/11/2016 WARREN BENNETT HOMES	Demolition Works - CPSP	\$	16,467.00
EFT112589	10/11/2016 ALBANY & GREAT SOUTHERN WEEKENDER	Advertising - Mental Health Week	\$	929.39
EFT112590	10/11/2016 LINDY WEINERT	Fitness Instruction	\$	225.00
EFT112591	10/11/2016 WELLSTEAD COMMUNITY RESOURCE CENTRE INC	Room Hire	\$	66.00
EFT112592	10/11/2016 WELLSTEAD AUTOMOTIVE SERVICES	Vehicle Services/Repairs - EMC	\$	1,561.45
EFT112593	10/11/2016 WESTRAC EQUIPMENT PTY LTD	Vehicle Parts - Various	\$	267.26
EFT112594	10/11/2016 LANDMARK LIMITED	Material Supply - Pulse Penetrant	\$	1,036.20
EFT112595	10/11/2016 WESTSHRED DOCUMENT DISPOSAL	Document Disposal	\$	294.80
EFT112596	10/11/2016 WEST COAST ANALYTICAL SERVICES	Water Monitoring Services - Landfill Site	\$	14,312.20
EFT112597	10/11/2016 HOLIDAY GUIDE PTY LTD	Marketing Fee - Bookings October 2016	\$	523.10
EFT112598	10/11/2016 WEST AUSTRALIAN NEWSPAPERS LIMITED	Advertising - Albany Art Prize	\$	116.00
EFT112599	10/11/2016 TEENA-LOUISE WILLIAMS	Cleaning Services - Wellstead	\$	1,070.00
EFT112600	10/11/2016 ZENITH LAUNDRY	Laundry Services/Hire	\$	94.48
EFT112601	10/11/2016 TELSTRA CORPORATION LIMITED	Mobile Phone Charges	\$	378.38
EFT112602	15/11/2016 ENVIRONMENTAL HEALTH AUSTRALIA (WA) INC	10 X Foodsafe Training Work Books	\$	149.65
	<b><u>TOTAL</u></b>		<b>\$</b>	<b>3,458,310.23</b>



## Executed Document and Common Seal Records

Document Number	Description	DATE SENT RECD
EDR1657575	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: LIBRARY INTEGRATION PROJECT - CUSTOMER AND INFORMATION SERVICE HUB; JUNIOR LEARNING AREA FIT OUT; UPGRADED DISPLAY AND SHELVING INCLUDING DIGITAL INTEGRATION AND FLEXIBLE SPACES AND TECHNOLOGY PARTIES: GSDC- REGIONAL GRANT SCHEME SIGNED BY THE CEO A SHARPE 1 COPY	17/10/2016
EDR1657726	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: CONSTRUCTION OF BOUNDARY FENCE AT EMU POINT CARAVAN PARK PARTIES: N/A SIGNED BY THE CEO A SHARPE 1 COPY	24/10/2016
EDR1657727	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: BUILDING PERMIT FOR RELOCATION OF DOUBLE ENSUITE AT THE CAMP KENNEDY GROUNDS PARTIES: CAMP KENNEDY BAPTIST YOUTH CAMP SIGNED BY THE CEO A SHARPE 1 COPY	24/10/2016
EDR1657788	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: ROAD EXPENDITURE RETURN FOR 2015-2016 FINANCIAL YEAR, TO SUPPORT WALGA LOBBYING FOR STATE AND FEDERAL INVESTMENT IN ROAD AND TRANSPORT INFRASTRUCTURE PARTIES: N/A SIGNED BY THE CEO A SHARPE 1 COPY	26/10/2016
EDR1657866	COPY OF EXECUTED DOCUMENT ITEM: OCM 23.08.2016 ITEM CSF260 RE: APPROVAL OF A NEW RESIDENTIAL TENANCY FOR THE AIRPORT RESIDENCE 35615 ALBANY HIGHWAY DROME. TERMINATES 20 NOVEMBER 2017.	28/10/2016

	PARTIES: WARREN AND GLORIA PORTER SIGNED BY THE CEO A SHARPE 2 COPIES	
EDR1657967	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: GRANT APPLICATION FOR A WA POLICE COMMUNITY CRIME PREVENTION PROGRAM TOWARDS THE CONTINUATION OF THE FRIDAY NIGHT STRIKE II YOUTH DROP IN PROGRAM PARTIES: WA POLICE COMMUNITY CRIME PREVENTION GRANT SIGNED BY THE CEO A SHARPE 1 COPY	01/11/2016
EDR1657968	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: ALAC APPLYING FOR \$4,000 GRANT FOR MULTI SPORTS ACTIVITIES FOR ALL ABILITIES PROGRAM FROM WHITES RURAL TEAM PARTIES: WHITES RURAL TEAM GRANT SIGNED BY THE CEO A SHARPE 1 COPY	01/11/2016
EDR1658070	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: SPONSORSHIP AGREEMENT WITH PERTH INTERNATIONAL ARTS FESTIVAL (PIAF): FULLY COSTED AS PER 2015-2016 BUDGET. PARTIES: PERTH INTERNATIONAL ARTS FESTIVAL SIGNED BY THE CEO A SHARPE 1 COPY	03/11/2016
EDR1658122	COPY OF EXECUTED DOCUMENT ITEM: N/A RE: STATUTORY DECLARATION FOR LOTS 22 AND 23 LOWER KING ROAD TO BE UPDATED FROM TOWN OF ALBANY TO CITY OF ALBANY BEFORE DEED OF EASEMENT CAN BE LODGED BETWEEN COA AND WATER CORPORATION PARTIES: WATER CORPORATION SIGNED BY THE CEO A SHARPE AND MAYOR 1 COPY	08/11/2016

EDR1658150	<p>COPY OF EXECUTED DOCUMENT                  ITEM: N/A                  RE: APPLICATION FOR DEVELOPMENT APPROVAL FOR GARRISON ROOF                  PARTIES: N/A                  SIGNED BY THE CEO A SHARPE 1 COPY</p>	08/11/2016
EDR1658391	<p>COPY OF EXECUTED DOCUMENT                  ITEM: OCM 24/10/2016 ITEM PD142                  RE: REZONING LOT 1 JASON ROAD AND LOT 476 SIBBALD FROM GENERAL AGRICULTURE OT FUTURE URBAN AND ENVIRONMENTAL CONSERVATION RESERVE: TRANSFERRING LOT 1001 LOWER KING ROAD FROM GENERAL AGRICULTURE ZONE TO ENVIRONMENTAL CONSERVATION RESAVE AND AMEND SCHEME MAPS ACCORDINGLY                  PARTIES: LOWE PTY LTD, DEPARTMENT OF HOUSING AND EM &amp; MB CAMERON                  SIGNED BY THE CEO A SHARPE AND DEPUTY MAYOR 4 COPIES</p>	15/11/2016
EDR1658395	<p>COPY OF EXECUTED DOCUMENT                  ITEM: N/A                  RE: LETTERS AND INVOICES TO GREAT SOUTHERN LOCAL GOVERNMENT SHIRES FOR 2016/2017 REGIONAL LIBRARY CONTRIBUTIONS AS PER ACTIVITY PLAN                  PARTIES: SHIRES OF BROOMEHILL-TAMBELLUP, CRANBROOK, DENMARK, GNOWANGERUP, JERRAMUNGUP, KATANNING, KOJONUP, PLANTAGENET                  SIGNED BY THE CEO A SHARPE 8 COPIES</p>	15/11/2016
NCSR1657580	<p>COPY OF COMMON SEAL                  ITEM: N/A                  RE: SECTION 70A REMOVAL FOR LOT 204 ON DEPOSITED PLAN 76621 - CONTRIBUTION REQUIREMENT MET PRO-RATA FOR THIS LOT ( SYNERGY REF ICR13117257)                  PARTIES: VALERIE J HOTHERSALL                  SIGNED BY THE CEO A SHARPE AND MAYOR 1 COPY</p>	17/10/2016

<p>NCSR1657613</p>	<p>COPY OF COMMON SEAL                  ITEM: N/A                  RE: SECTION 70A NOTIFICATION FOR SUBDIVISION APPROVAL 141209 - NOTICE OF SEWERAGE BEING UNAVAILABLE TO THE LOT 406                  PARTIES: STEPHEN JAMES AND CAROLYN ROSE MITCHELL                  SIGNED BY THE CEO A SHARPE AND MAYOR 1 COPY</p>	<p>18/10/2016</p>
<p>NCSR1657627</p>	<p>COPY OF COMMON SEAL                  ITEM: N/A                  RE: SECTION 70A FOR LOT 107 ON DEPOSITED PLAN 409493 - STORMWATER MANAGEMENT REQUIREMENTS - INSTALLATION OF SOAKWELLS AT TIME OF CONSTRUCTION                  PARTIES: MARIO AND LUCIA BALATTI                  SIGNED BY THE CEO A SHARPE AND MAYOR 1 COPY</p>	<p>18/10/2016</p>
<p>NCSR1657629</p>	<p>COPY OF COMMON SEAL                  ITEM: OCM 22.09.2015 ITEM PD094                  OCM 28.06.2016 ITEM PD134                  RE: REZONING LOT 5 LOWANNA DRIVE, LOT 16 SOUTH COAST HIGHWAY AND LOTS 9 AND 110 GEORGE STREET FROM GENERAL AGRICULTURAL TO RURAL RESIDENTIAL ZONE INCORPORATE WITHIN AREA RR22 AND AMEND SCHEME MAPS                  PARTIES: LJ &amp; R SPAANDERMAN, TG BURGESS, QD KNIGHT. F &amp; J LOMBARDO. MGF KINNEAR, GS &amp; DA HATHAWAY &amp; T &amp; NL SCHOOF                  SIGNED BY THE CEO A SHARPE AND MAYOR 2 COPIES</p>	<p>18/10/2016</p>
<p>NCSR1657630</p>	<p>COPY OF COMMON SEAL                  ITEM: OCM 26.04.2016 ITEM PD121                  OCM 27.09.2016 PD139                  RE: REZONING LOTS 201,202 AND 203 CHESTER PASS ROAD, LANGE FROM GENERAL AGRICULTURE TO SPECIAL USE ZONE SU23 AND AMEND SCHEME MAPS                  PARTIES: N/A                  SIGNED BY THE CEO A SHARPE AND MAYOR 2 COPIES</p>	<p>18/10/2016</p>

NCSR1657872	<p>COPY OF COMMON SEAL                  ITEM: N/A                  RE: RESTRICTIVE COVENANT FOR SUBDIVISION APPROVAL WAPC 153149 LOT 50 ON DP410296 - BUILDING RESTRICTIONS HAVE BEEN SPECIFIED                  PARTIES: DARCY AND REBECCA STEPHENS                  SIGNED BY THE CEO A SHARPE 1 COPY</p>	28/10/2016
NCSR1657873	<p>COPY OF COMMON SEAL                  ITEM: OCM 23.08.2016 ITEM CSF262                  RE: SALE OF 55 BALSTON ROAD TO OWNERS OF 57 BALSTON ROAD - LAND WILL BE AMALGAMATED WITH TITLE.                  PARTIES: K NUNN AND J NEUCOM                  SIGNED BY THE CEO A SHARPE 1 COPY</p>	28/10/2016
NCSR1658123	<p>COPY OF COMMON SEAL                  ITEM: N/A                  RE: NOTIFICATION FOR SUBDIVISION APPROVAL 153149 - NOTICE OF BUSHFIRE MANAGEMENT PLAN REQUIREMENTS APPLICABLE TO LOT 50 ON DEPOSITED PLAN 410296                  PARTIES: DARCY AND REBECCA STEPHENS                  SIGNED BY THE CEO A SHARPE AND MAYOR 1 COPY</p>	08/11/2016
NCSR1658392	<p>COPY OF COMMON SEAL                  ITEM: OCM 28.06.2016 ITEM PD133                  RE: CONSIDERATION OF ADOPTION OF LOCAL PLANNING SCHEME AMENDMENT - LOTS 1005, 9100 91-102 AND 6 CATALINA ROAD, STIRLING VIEW DRIVE AND ESPERANCE CRESCENT, LANGE                  PARTIES: N/A                  SIGNED BY THE CEO A SHARPE AND DEPUTY MAYOR 3 COPIES</p>	15/11/2016

### **Renaming of Coinda Park**

#### Statement & Information provided by Carol Pettersen:

Tommy King's Noongar name is Wandinyilmirng or Norgern. He is well documented as being a political voice for the Menang peoples. He petitioned the Governor of WA about social issues affecting his people and for the return of his land (see attached information)

There is also a photo of him in his camp on what appears to be on the side of My Melville about where the City main water tank is situated, above the Park in discussion.

In a much clearer picture we can see Mt Clarence in the background.

He is also documented as assisting Daisy Bates in her research and with the compilation of the local language which is being used in WA Universities

He is also document as helping Sir Richard Spencer plant a Norfolk Pine at Strawberry Hill which still stands today

I think that officially naming the Park to honour a prominent Noongar person, demonstrates the City's commitment to the Accord and to a process of Reconciliation.

We currently have the dual naming of both Mt Adelaide and Mt Clarence and this process provides for further opportunities to use Noongar Names.

Finally, it was at the request of the local residents in the immediate vicinity that wanted a more appropriate Noongar name.

I again, propose that the Coolinda Park be officially named the Tommy King Park with his Noongar Name added for dual reading purposes



## AN ABORIGINAL ADDRESS.

LAST Sunday evening a party of aborigines headed by Tommy and Jenny King gaily bedecked and painted and carrying bunches of wild flowers, proceeded to the Residency to ask the new Governor for a supply of rations for the aborigines in this district so that they might be able to take part in the general rejoicings on Proclamation Day. The Governor did not see them, but let them know that Mr. Loftie would give them rations if they presented themselves at the Residency on Proclamation Day. Below we give the petition signed by Tommy King on behalf of the aboriginals: "To His Excellency Sir William Francis Cleaver Robinson, K.C.M.G. &c. May it please Your Excellency,—I, Tommy King, on behalf of the few remaining aboriginals of Albany, approach Your Excellency with submission and profound respect, welcoming you to our native shores. We would humbly remind Your Excellency that in the year 1829, all this country belonged to my tribe, of which I, at this date, would have been the Chief, but that Her Most Gracious Majesty the Queen was pleased to take it from us. Since that time we have been gradually deprived of our hunting grounds, and nearly all our kangaroos have been killed by the white men, and we are now in extreme poverty and a deplorable condition. Therefore, on this occasion when all the whitemen are rejoicing at Her Most Gracious Majesty having given over our land to a Constitution, we would humbly ask your Excellency to give us something that we may rejoice. A bag of flour, a box of tea, a bag of sugar and some tobacco would make us all very happy, and if Your Excellency will issue an order to Sergeant Cunninghame to procure us these, we shall be very pleased and remain Your Excellency's most obedient servants. Signed on behalf of the aboriginals of Albany, TOMMY KING."

TOMMY and JENNY KING and some other natives went to the Residency as they were instructed, yesterday to receive rations, and were supplied with tea, sugar, flour, tobacco, etc. by the Government Resident, in order that the natives in this district might celebrate Proclamation Day. Tommy King called for cheers for the Government Resident, Mrs. and Miss Loftie, which the natives heartily gave before leaving with their load, which was as much as each could carry.



## Wandinyil's petition to the Governor, 1890

[Main history page](#)

Wandinyil (Norn) was known as Tommy King. As a small boy in 1826, he came face to face with a pig lately escaped from the French explorer Dumont Durville. In 1833 he helped Sir Richard Spencer plant the Norfolk Island Pine in the front of Strawberry Hill Farm. In 1843, along with Wylie and other young men, he held the town of Albany under siege for six weeks in protest against the slaughter of the right whales. He served several sentences in Rottnest Island prison. He worked for a season as a whaler but mostly made his living entertaining tourists from visiting P & O ships, impressing all with his wizardry with the kylie .

### AN ABORIGINAL ADDRESS

Last Sunday evening a party of Aborigines headed by Tommy and Jenny King gaily bedecked and painted and carrying bunches of wildflowers proceeded to the Residency to ask the new Governor for a supply of rations for the aborigines in this district so that they might be able to take part in the general rejoicing on Proclamation Day. The Governor did not see them but let them know that Mr Loftie would give them rations if they presented themselves at the Residency on Proclamation Day. Below we give the petition signed by Tommy King on behalf of the aboriginals. To His Excellency Sir William Robinson Cleaver K.C.M.G. May it please your Excellency, I, Tommy King, on behalf of the few remaining aboriginals of Albany, approach your Excellency with submission and profound respect welcoming you to our native shores. We would humbly remind Your Excellency that in the year 1829, all this country belonged to my tribe of which I, at this date, would have been chief, but that Her Most gracious Majesty the Queen was pleased to take it from us. Since that time we have been gradually deprived of our hunting grounds and nearly all our kangaroos have been killed by the white man, and we are now in extreme poverty and a deplorable condition. Therefore on this occasion when all the white men are rejoicing at Her Most Gracious Majesty having given over our land to a Constitution we would humbly ask your Excellency to give us something that we may rejoice. A bag of flour, a box of tea, a bag of sugar and some tobacco would make us all very happy and if Your Excellency would issue an order to Sargent Cunningham to procure us these we shall be very pleased and remain Your Excellency's most obedient servant. Signed on behalf of the Aborigines of Albany, TOMMY KING Tommy and Jenny King went to the Residency as they were instructed yesterday to receive rations and were supplied with tea, flour, sugar, tobacco, etc. by the Government Resident in order that the natives in this district might celebrate Proclamation Day. Tommy King called for cheers for the Government Resident, Mr & Mrs Loftie which the natives heartily gave before leaving with their load which was as much as each could carry.

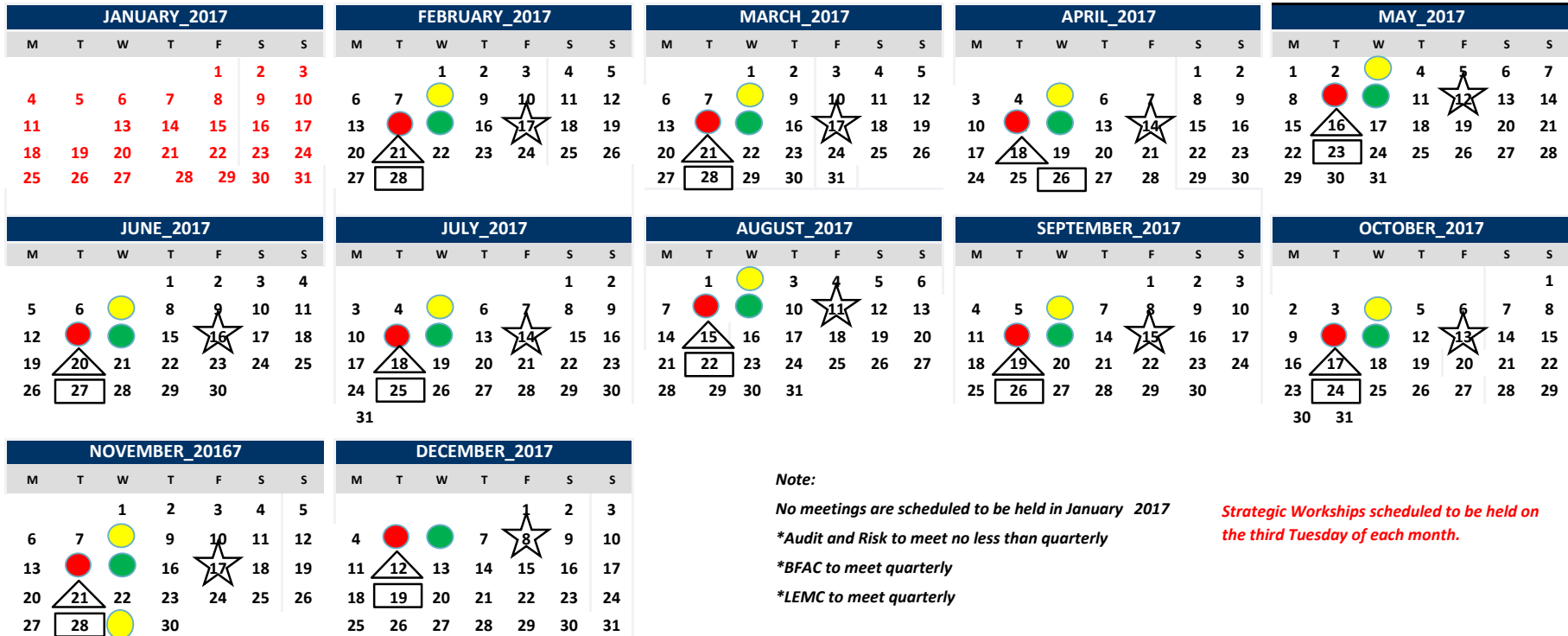
*Bob Howards pages are proudly hosted by [kippleonline.net](http://kippleonline.net)  
Feedback is always welcome.*



## 2017 City of Albany Ordinary Council & Committee Meeting Calendar

- Commercial, Community and Corporate Services Committee 6.00pm
- Development & Infrastructure Services Committee 6.00pm
- Committee Agenda Distribution target date

- Ordinary Council Meeting 6.00pm scheduled date
- ★ Reports that have not been through committee distribution target date
- ▲ OCM Agenda sent to Elected members electronically target date



**Note:**

No meetings are scheduled to be held in January 2017

\*Audit and Risk to meet no less than quarterly

\*BFAC to meet quarterly

\*LEMC to meet quarterly

*Strategic Workshops scheduled to be held on the third Tuesday of each month.*

**Public holidays:**

	New Year's Day	Australia Day	Labour Day	Good Friday	Easter Monday	ANZAC Day	Western Australia Day	Queens Birthday*	Christmas Day	Boxing Day**
2016									Monday 25 December	Tuesday 26 December
2017	Sunday 1 January	Thursday 26 January	Monday 6 March	Friday 14 April	Monday 17 April	Tuesday 25 April	Monday 5 June	Monday 25 September	Monday 25 December	Tuesday 26 December

## COUNCIL COMMITTEE & EXTERNAL COMMITTEE MEMBERSHIP

### INTERNAL COMMITTEES

#### AUDIT AND RISK COMMITTEE

**Membership:** *Minimum of 4 and a maximum of 7 elected members.*

- **Councillor Stocks**
- **Councillor Hollingworth (Chair)**
- **Mayor Wellington**
- **Councillor Goode, JP**
- **Councillor Sutton**
- **Councillor Hammond**
- **Councillor Price**

**Directorate:** Corporate Services

**Executive Representatives:** CEO (Andrew Sharpe), Executive Director Corporate Services (Michael Cole), Manager Governance & Risk (Stuart Jamieson), and Manager Finance (Duncan Olde)

**Synergy File Reference:** FM.MEE.3

#### COMMERCIAL, COMMUNITY AND CORPORATE SERVICES COMMITTEE

**Membership:** *All elected members appointed to the Committee.*

- **All Elected Members**

**Directorates:** Commercial, Community & Corporate Services

**Executive Representatives:**

- **Commercial & Economic:** Executive Director Commercial Services (Cameron Woods), Community: Executive Manager (Adam Cousins)
- **Community Services:** Executive Manager Community Services (Adam Cousins)
- **Corporate Services:** Executive Director Corporate Services (Michael Cole), Manager Finance (Duncan Olde)

**Synergy File Reference:** CS.MEE.9 (Community Services), CM.MEE.9 (Corporate Services), ED.MEE.10 (Economic Development),

#### LOCAL EMERGENCY MANAGEMENT COMMITTEE

**Membership:** *Minimum of 2 elected members.*

- **Mayor Wellington**
- **Councillor Shanhun**

**Directorate:** Development Services, Corporates Services

**Executive Representatives:** Executive Director (Paul Camins), Executive Director (Michael Cole), Manager Ranger & Emergency Services (Tony Ward), Community Emergency Safety Manager – CESM (Brendan Gordon)

**Synergy File Reference:** ES.MEE.5

**AIRPORT EMERGENCY COMMITTEE**

**Membership:** *Minimum of 2 elected members.*

- **Mayor Wellington**
- **Councillor Sutton**
- **Councillor Smith**

**Directorate:** Commercial Services

**Executive Representative:** Executive Director (Cameron Woods), Manager Tourism Development and Services (Matthew Bird), Senior Airport Reporting Officer (Anna Page)

**Synergy File Reference:** ES.MEE.5

**BUSH FIRE ADVISORY COMMITTEE**

**Membership:** *Minimum of 2 and a maximum of 4 elected members.*

- **Councillor Smith**
- **Councillor Hollingworth**
- **Councillor Shanhun**

**Other members:**

- **City of Albany Volunteer – Chief Bush Fire Control Officer**
- **City of Albany Volunteer – Chair of Bush Fire Advisory Group**
- **Department of Fire & Emergency Services (Representative)**
- **Department of Parks & Wildlife (Representative)**

**Directorate:** Development Services

**Executive Representatives:** Executive Director (Paul Camins), Manager Ranger & Emergency Services (Tony Ward), CESM (Brendan Gordon)

**Synergy File Reference:** ES.MEE.1

**DEVELOPMENT & INFRASTRUCTURE SERVICES COMMITTEE**

**Membership:** *All elected members appointed to the Committee.*

- **All Elected Members**

**Directorate:** Development Services, Works & Services

**Executive Representatives:**

- **Development Services:** Executive Director (Paul Camins), Manager Planning (Jan van der Mescht), Senior Planners
- **Infrastructure Services:** Executive Director (Matthew Thomson), Manager City Engineering (David King)

**Synergy File Reference:** LP.MEE.1 (Development Services), RD.MEE.6 (Works & Services)

**EXTERNAL COMMITTEES**

**ALBANY ENTERTAINMENT CENTRE (AEC) OPERATIONAL ADVISORY COMMITTEE**

- Mayor Wellington
- Councillor Goode, JP
- Councillor Smith

**Directorate:** Office of CEO

**Contact Officer:** Personal Assistant to Mayor and Councillors (Rebecca “Becky” Stephens)

**GREAT SOUTHERN JOINT DEVELOPMENT ASSESSMENT PANEL**

- Mayor Wellington
- Councillor Sutton
- Councillor Hollingworth (Reserve)
- Councillor Stocks (Reserve)

**Directorate:** Development Services

**Contact Officer:** PA to ED Planning and Development (Jennifer Cobbold)

**GREAT SOUTHERN RECREATIONAL ADVISORY GROUP (GSRAG)**

- Councillor Terry
- Councillor Moir

**Directorate:** Commercial Services

**Contact Officer:** Manager Recreation Services (Samantha Stevens)

**GREAT SOUTHERN REGIONAL ROAD GROUP (GSRRG)**

- Councillor Hollingworth
- Councillor Price

**Directorate:** Works & Services

**Contact Officer:** Executive Director (Matthew Thomson), PA to ED Works & Services (Annabel Paulley)

**ROADWISE ADVISORY COMMITTEE**

- Councillor Terry
- Councillor Smith

**Directorate:** Works and Services

**Contact Officer:** Executive Director (Matthew Thomson), PA to ED Works & Services (Annabel Paulley)

**SOUTH COAST MANAGEMENT GROUP**

- Councillor Smith
- Councillor Hollingworth

**Directorate:** Works & Services

**Contact Officer:** Manager Reserves (Mark Ford), Reserve Officers

**WA LOCAL GOVERNMENT ASSOCIATION (WALGA)**

- Mayor Wellington
- Councillor Hollingworth
- Councillor Price
- Councillor Moir

**Directorate:** Office of CEO

**Contact Officer:** PA to Mayor and Councillors (Rebecca “Becky” Stephens), EA to Chief Executive Officer (Rae Batten)

**City of Albany**  
**MONTHLY FINANCIAL REPORT**  
**For the Period Ended 30th November 2016**

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

City of Albany  
Compilation Report  
For the Period Ended 30th November 2016

**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**

Is presented on page 3 and shows a surplus For the Period Ended 30th November 2016 of \$34,964,362.

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

**Preparation**

Prepared by: P Martin  
Reviewed by: D Olde  
Date prepared: 6/12/2016

**City of Albany**  
**STATEMENT OF FINANCIAL ACTIVITY**  
**(Nature or Type)**  
**For the Period Ended 30th November 2016**

	Note	Original Annual Budget	Revised Annual Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)	Var. % (b)-(a)/(b)	
<b>Operating Revenues</b>			\$	\$	\$	\$	%	
Rate Revenue		34,118,692	34,118,692	33,707,897	33,825,762	117,865	0.3%	▲
Grants & Subsidies		4,559,247	4,683,216	2,311,452	2,496,556	185,104	7.4%	▲
Contributions, Donations & Reimbursements		504,935	504,935	211,180	798,200	587,020	73.5%	▲
Profit on Asset Disposal		108,584	108,584	39,795	49,113	9,318	19.0%	▲
Fees and Charges		16,401,086	16,401,086	10,396,771	10,822,286	425,514	3.9%	▲
Service Charges		0	0	0	0	0		
Interest Earnings		1,042,690	1,042,690	488,021	584,915	96,894	16.6%	▲
Other Revenue		370,960	1,049,001	835,698	787,746	(47,952)	(6.1%)	
<b>Total</b>		<b>57,106,194</b>	<b>57,908,204</b>	<b>47,990,814</b>	<b>49,364,576</b>	<b>1,255,898</b>		
<b>Operating Expense</b>								
Employee Costs		(25,036,655)	(25,046,655)	(10,046,425)	(9,880,394)	166,031	1.7%	▼
Materials and Contracts		(18,193,633)	(18,940,565)	(8,380,860)	(6,483,933)	1,896,927	29.3%	▼
Utilities Charges		(1,791,020)	(1,791,020)	(674,564)	(611,462)	63,102	10.3%	▼
Depreciation (Non-Current Assets)		(15,912,428)	(15,912,428)	(6,628,540)	(6,919,779)	(291,239)	(4.2%)	▲
Interest Expenses		(938,708)	(938,708)	(220,633)	(47,419)	173,214	365.3%	▲
Insurance Expenses		(820,550)	(820,550)	(813,309)	(748,543)	64,766	8.7%	▼
Loss on Asset Disposal		(48,372)	(48,372)	0	(54,691)	(54,691)	(100.0%)	▲
Other Expenditure		(2,494,649)	(2,494,649)	(1,393,669)	(1,519,521)	(125,852)	(8.3%)	▲
Less Allocated to Infrastructure		809,491	809,491	287,585	453,242	165,657	36.5%	▲
<b>Total</b>		<b>(64,426,524)</b>	<b>(65,183,456)</b>	<b>(27,870,415)</b>	<b>(25,812,498)</b>	<b>2,057,917</b>		
<b>Contributions for the Development of Assets</b>								
Grants & Subsidies		21,040,875	20,341,115	9,802,123	9,744,711	(57,412)	(0.6%)	▼
Contributions, Donations & Reimbursements		620,000	570,000	12,495	181,623	169,128	93.1%	▲
<b>Net Operating Result</b>		<b>14,340,545</b>	<b>13,635,863</b>	<b>29,935,017</b>	<b>33,478,412</b>	<b>3,256,403</b>		
<b>Funding Balance Adjustment</b>								
Add Back Depreciation		15,912,428	15,912,428	6,628,540	6,919,779	291,239	4.2%	▲
Adjust (Profit)/Loss on Asset Disposal		(60,212)	(60,212)	(39,795)	5,578	(45,373)	813.5%	▲
Movement From Current to Non-Current		0	0	0	0	0		
Add back Carrying Value of Investment Land		0	0	0	0	0		
<b>Funds Demanded From Operations</b>		<b>30,192,761</b>	<b>29,488,080</b>	<b>36,523,762</b>	<b>40,403,769</b>	<b>3,880,007</b>		
<b>Capital Revenues</b>								
Proceeds from Disposal of Assets		544,219	544,219	296,665	377,557	80,892	21.4%	▲
<b>Total</b>		<b>544,219</b>	<b>544,219</b>	<b>296,665</b>	<b>377,557</b>	<b>80,892</b>		
<b>Acquisition of Fixed Assets</b>								
Land and Buildings	5	(14,273,125)	(14,269,377)	(4,532,852)	(3,306,410)	1,226,442	37.1%	▼
Plant and Equipment	5	(2,858,500)	(2,877,500)	(1,428,767)	(970,492)	458,275	47.2%	▼
Furniture and Equipment	5	(647,028)	(647,028)	(250,817)	(49,663)	201,154	405.0%	▼
Infrastructure Assets - Roads	5	(7,434,182)	(6,994,750)	(1,150,771)	(652,861)	497,910	76.3%	▼
Infrastructure Assets - Other	5	(12,181,788)	(11,921,007)	(4,676,016)	(2,685,530)	1,990,486	74.1%	▼
<b>Total</b>		<b>(37,394,623)</b>	<b>(36,709,662)</b>	<b>(12,039,223)</b>	<b>(7,664,956)</b>	<b>4,374,267</b>		
<b>Financing/Borrowing</b>								
Debt Redemption		(2,018,571)	(2,018,571)	(408,320)	(230,115)	178,205	77.4%	▼
Loan Drawn Down		1,500,000	1,500,000	0	0	0		
Profit on Sale of Investments		0	0	0	0	0		
Self-Supporting Loan Principal		0	0	0	0	0		
Self Supporting Loan Issued		0	0	0	0	0		
<b>Total</b>		<b>(518,571)</b>	<b>(518,571)</b>	<b>(408,320)</b>	<b>(230,115)</b>	<b>178,205</b>		
<b>Demand for Resources</b>		<b>(7,176,214)</b>	<b>(7,195,935)</b>	<b>24,372,884</b>	<b>32,886,254</b>	<b>8,513,370</b>		
<b>Restricted Funding Movements</b>								
Opening Funding Surplus(Deficit)		1,725,566	2,078,542	2,078,542	2,078,108	(434)	(0.0%)	
Transfer to Reserves		(11,501,252)	(11,920,433)	0	0	0		
Transfer from Reserves		16,951,900	17,085,429	0	0	0		
<b>Closing Funding Surplus(Deficit)</b>	2	<b>0</b>	<b>47,604</b>	<b>26,451,426</b>	<b>34,964,362</b>	<b>8,512,936</b>		



# REPORT ITEM CSF 290 REFERS

**City of Albany**  
**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY**  
**For the Period Ended 30th November 2016**

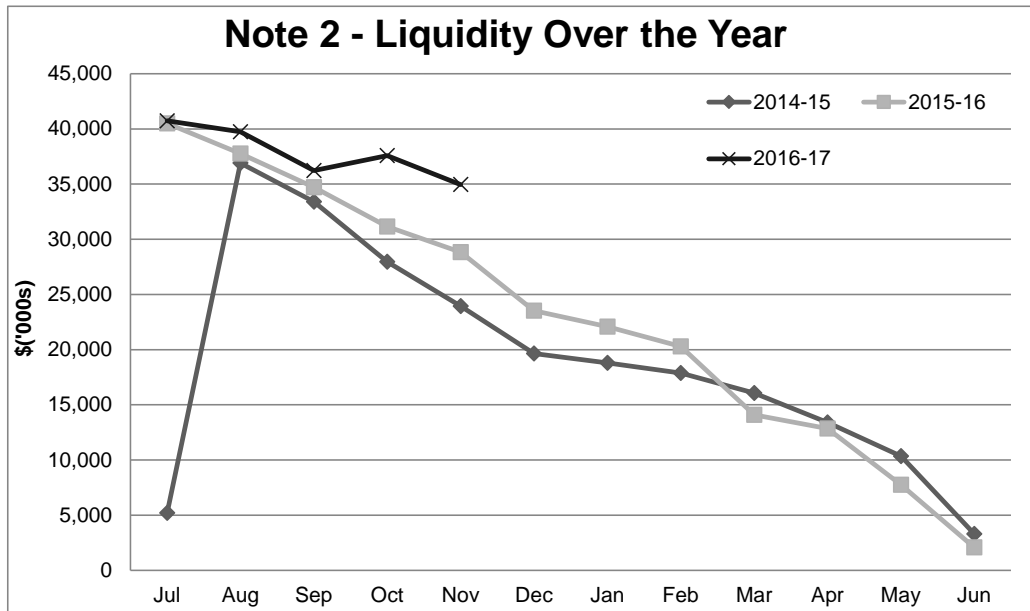
**Note 1: EXPLANATION OF MATERIAL VARIANCES IN EXCESS OF \$50,000**

	Var.	Var.	Timing/ Permanent	Explanation of Variance
	\$			
<b>1.1 Operating Revenues</b>				
Rate Revenue	117,865	▲	Permanent	Interim rates over budget. Interim rates are raised when the valuation for a specific property changes during the year, generally after a significant change or improvement. Over the course of the year this may be to budget, as it is difficult to know the increases or decreases in valuations that will occur during the year.
Grants & Subsidies	185,104	▲	Timing	Number of smaller grants. Australia Day, New Years Eve, Events, and bushfire grants.
Contributions, Donations & Reimbursements	587,020	▲	Permanent	Invoices raised for NAC/Heritage Park maintenance. Proceeds to be placed in reserve. Will be addressed in budget review.
Profit on Asset Disposal	9,318			No material variance.
Fees and Charges	425,514	▲	Timing	A number of areas performing well, primarily planning and waste collection fees.
Interest Earnings	96,894	▲	Timing	No one interest class. Small amounts over budget for instalment, penalty and investment interest. Interest on investment is budgeted conservatively due to the predicted low interest rates for the next year.
Other Revenue	(47,952)			No material variance.
<b>1.2 Operating Expense</b>				
Employee Costs	166,031	▼	Timing	Expect to be to budget, timing issue with allocation of costs to projects based on timesheets mid-pay run, actual wages not yet paid, per pay cycle.
Materials and Contracts	1,896,927	▼	Timing	Drainage work under budget YTD - \$200 000. Road maintenance work under budget YTD - \$150 000. Building maintenance under budget YTD - \$150 000. Paths under budget YTD - \$150 000. Vehicle repairs - \$100 000. All impacted by weather and focus on capital works. Prior years indicates the bulk of this work is done Dec - April. Payment for AAS Waste lease site termination budgeted, not yet transacted.
Utilities Charges	63,102	▼	Timing	Timing of receipt of invoices. Expect to be to budget over the year.
Depreciation (Non-Current Assets)	(291,239)	▲	Permanent	Depreciation over year to date budget due to Fair Value revaluation at 30th June of plant and equipment. To be addressed in January budget review. Non-cash item.
Interest Expenses	173,214	▼	Timing	Timing of loan repayments. Will be to budget at 31 December.
Insurance Expenses	64,766	▼	Timing	Insurance invoice received for 2016/17. Under budget, however, expect to be close to budget over the year as minor updates to insurance schedule are undertaken.
Loss on Asset Disposal	(54,691)	▲	Timing	A budgeted amount is allowed for loss on sale of assets, however not allocated on a year-to-date basis.
Other Expenditure	(125,852)	▲	Timing	Primarily the cost of land sold at Cull Road brought to account - to be addressed in budget review. Balance a number of smaller items, primarily timing issue. Many items subject to budget review.
Less Allocated to Infrastructure	165,657	▲	Timing	Reflects the recent focus on capital projects, and costing of employees to those projects.
<b>1.3 Contributions for the Development of Assets</b>				
Grants & Subsidies	(57,412)	▼	Timing	Primarily timing of budgeted receipt of roads and bridge grants, offset by actual receipt of DSR pool grant and CCTV grant, and other smaller capital grants.
Contributions, Donations & Reimbursements	169,128	▲	Permanent	Receipt of developer contribution, budgeted later in the year.
<b>1.4 Funding Balance Adjustment</b>				
Add Back Depreciation	291,239	▲	Permanent	Depreciation over year to date budget due to Fair Value revaluation at 30th June of plant and equipment. To be addressed in January budget review. Non-cash item.
Adjust (Profit)/Loss on Asset Disposal	(45,373)			No material variance.
<b>1.5 Capital Revenues</b>				
Proceeds from Disposal of Assets	80,892	▲	Permanent	Sale of a block of land in the Cull Road subdivision, plus minor plant and equipment.
<b>1.6 Acquisition of Fixed Assets</b>				
Land and Buildings	1,226,442	▼	Timing	Awaiting completion and invoicing for new Stadium. Expect a timing difference until February.
Plant and Equipment	458,275	▼	Timing	Primarily timing on the changeover of cars and utes, and heavy plant.
Furniture and Equipment	201,154	▼	Timing	Timing of invoicing for VOIP telephone upgrade. Work being undertaken now.
Infrastructure Assets - Roads	497,910	▼	Timing	Timing in the commencement of road projects.
Infrastructure Assets - Other	1,990,486	▼	Timing	Timing difference between the projected completion of various Centennial Park projects and the actual completion.
<b>1.7 Financing/Borrowing</b>				
Debt Redemption	178,205	▼	Timing	Timing of loan repayments. Will be to budget at 31 December.
Loan Drawn Down	0			No material variance.
<b>1.8 Restricted Funding Movements</b>				
Opening Funding Surplus(Deficit)	(434)		Timing	To be adjusted in September Budget Review.
Transfer to Reserves	0			No material variance.
Transfer from Reserves	0			No material variance.

**City of Albany**  
**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY**  
**For the Period Ended 30th November 2016**

**Note 2: NET CURRENT FUNDING POSITION**

				Positive=Surplus (Negative=Deficit)		
				2016-17		
	Note	This Period	Last Period	Same Period Last Year		
		\$	\$	\$		
<b>Current Assets</b>						
Cash Unrestricted		27,167,890	28,092,276	22,952,336		
Cash Restricted		18,798,857	18,732,927	16,848,189		
Receivable - Rates and Rubbish	4	10,762,833	13,755,566	10,191,204		
Receivables - Other		2,633,256	1,826,115	1,422,981		
Investments - LG Unit Trust Shares		205,605	205,605	205,605		
Accrued Income		312,026	295,038	185,576		
Prepaid Expenses		75,525	75,525	21,895		
Investment Land		229,609	229,609	303,950		
Stock on Hand		818,704	707,170	740,807		
		<b>61,004,306</b>	<b>63,919,830</b>	<b>52,872,542</b>		
<b>Less: Current Liabilities</b>						
Payables		(5,284,243)	(5,426,838)	(4,487,808)		
Accrued Expenses		(13,725)	(16,022)	(8,123)		
Income in advance		(36,461)	(47,023)	(107,396)		
Provisions		(3,705,395)	(3,830,744)	(3,664,538)		
Retentions		(181,578)	(271,504)	(279,751)		
		<b>(9,221,402)</b>	<b>(9,592,131)</b>	<b>(8,547,617)</b>		
Add Back: Loans		1,817,761	1,909,608	1,683,537		
Less: Cash Restricted		(18,213,089)	(18,213,089)	(16,670,358)		
Unutilised - Loan		0	0	0		
Investment land		(229,609)	(229,609)	(303,950)		
Investments - LG Unit Trust Shares		(205,605)	(205,605)	(205,605)		
<b>Net Current Funding Position</b>		<b>34,952,362</b>	<b>37,589,004</b>	<b>28,828,549</b>		



Comments - Net Current Funding Position

**City of Albany  
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
For the Period Ended 30th November 2016**

**Note 3: CASH INVESTMENTS**

Deposit Ref	Institution	Rating	Deposit Date	Term (Days)	Invested Interest rates	Amount Invested	Expected Interest
<b>General Municipal</b>							
984361721	NAB	AA	8/09/2016	90	2.60%	2,000,000.00	12,822
TD082889585	AMP	A	8/09/2016	90	2.75%	2,000,000.00	13,562
406551	Westpac	AA	8/09/2016	91	2.75%	2,000,000.00	13,712
10381214	NAB	AA	21/09/2016	90	2.63%	2,000,000.00	12,970
406973	Westpac	AA	21/09/2016	91	2.68%	2,000,000.00	13,363
TD315085803-397178	AMP	A	20/09/2016	120	2.65%	2,000,000.00	17,425
10400482	NAB	AA	23/11/2016	90	2.72%	2,000,000.00	13,414
33822504	CBA	AA	20/09/2016	149	2.58%	2,000,000.00	21,064
419304	Bank of Queensland	A	8/09/2016	180	2.70%	2,000,000.00	26,630
777483822	NAB	AA	14/10/2016	180	2.70%	2,500,000.00	33,288
423914	BOQ	A	14/10/2016	181	2.75%	2,500,000.00	34,092
					<b>Subtotal</b>	<b>23,000,000</b>	<b>212,342</b>
<b>Restricted</b>							
906638297	NAB	AA	3/08/2016	90	2.77%	2,000,000	13,661
721358563	NAB	AA	22/08/2016	91	2.62%	2,500,000	16,331
B33822505	CBA	AA	26/08/2016	90	2.50%	3,000,000	18,493
33822504	CBA	AA	30/09/2016	90	2.55%	3,000,000	18,863
406578	Westpac	AA	8/09/2016	123	2.75%	3,000,000	27,801
4524027	Bankwest	AA	31/10/2016	182	2.55%	2,000,000	25,430
430127	Bank of Queensland	A	28/11/2016	182	2.80%	1,000,000	13,962
					<b>Subtotal</b>	<b>16,500,000</b>	<b>134,542</b>
					<b>Total Funds Invested</b>	<b>39,500,000</b>	<b>346,884</b>

Amount Invested (Days)		
0 - 3 Months	3 - 6 Months	6 - 12 Months
2,000,000.00		
2,000,000.00		
2,000,000.00		
2,000,000.00		
	2,000,000.00	
2,000,000.00		
	2,000,000.00	
		2,000,000.00
	2,500,000.00	
	2,500,000.00	
<b>12,000,000</b>	<b>9,000,000</b>	<b>2,000,000</b>
2,000,000		
2,500,000		
3,000,000		
3,000,000		
	3,000,000	
	2,000,000	
		1,000,000
<b>10,500,000</b>	<b>6,000,000</b>	<b>0</b>
<b>22,500,000</b>	<b>15,000,000</b>	<b>2,000,000</b>

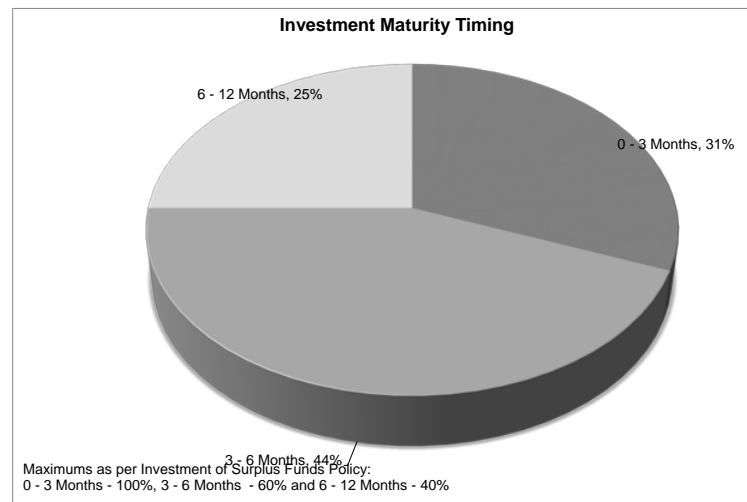
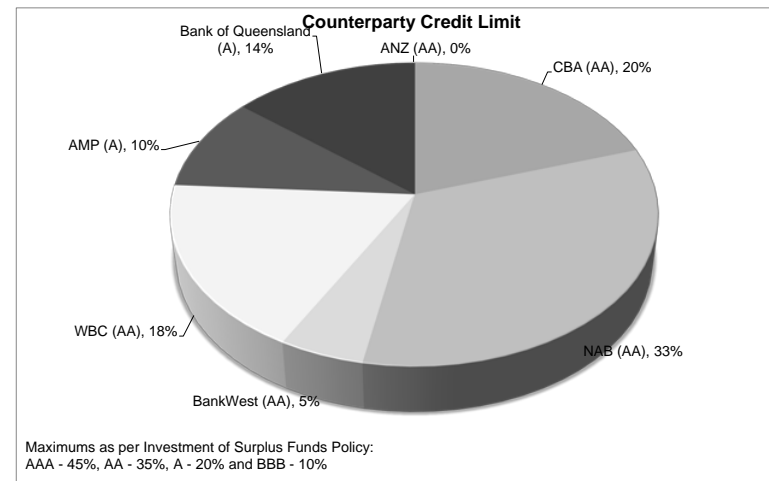
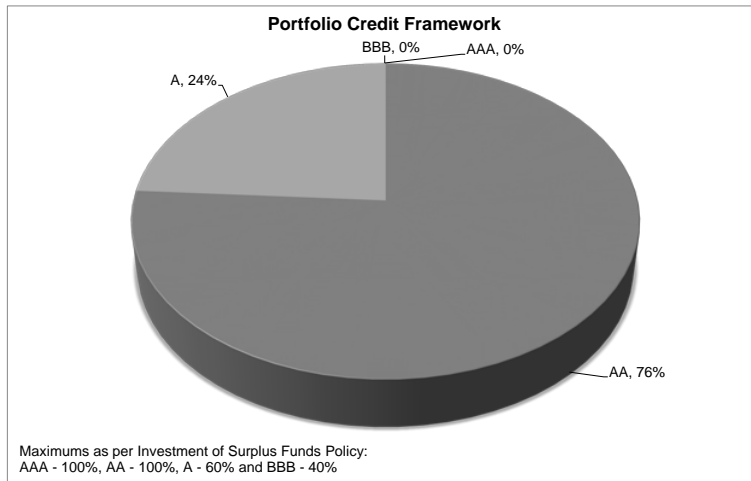
Comparative rate	
Prior Month Interest Rate	Interest Rate at time of Report
0%	2.60%
0%	2.75%
0%	2.75%
0%	2.63%
0%	2.68%
0%	2.65%
0%	2.72%
0%	2.58%
0%	2.70%
0%	2.70%
0%	2.75%
2.77%	2.77%
2.62%	2.62%
2.50%	2.50%
0.00%	2.55%
0.00%	2.75%
2.55%	2.55%
3.00%	2.80%

Budget v Actual		
Year to Date Budget	Year to Date Actual	Var.\$
<b>117,788</b>	<b>145,856</b>	<b>28,068</b>
<b>166,600</b>	<b>183,849</b>	<b>17,249</b>
<b>284,388</b>	<b>329,705</b>	<b>45,317</b>

Comments/Notes - Cash Investments

City of Albany  
 Monthly Investment Report  
 For the Period Ended 30th November 2016

**Note 3A: GRAPHICAL REPRESENTATION - CASH INVESTMENTS**



**City of Albany**  
**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY**  
 For the Period Ended 30th November 2016

**Note 4: RECEIVABLES**

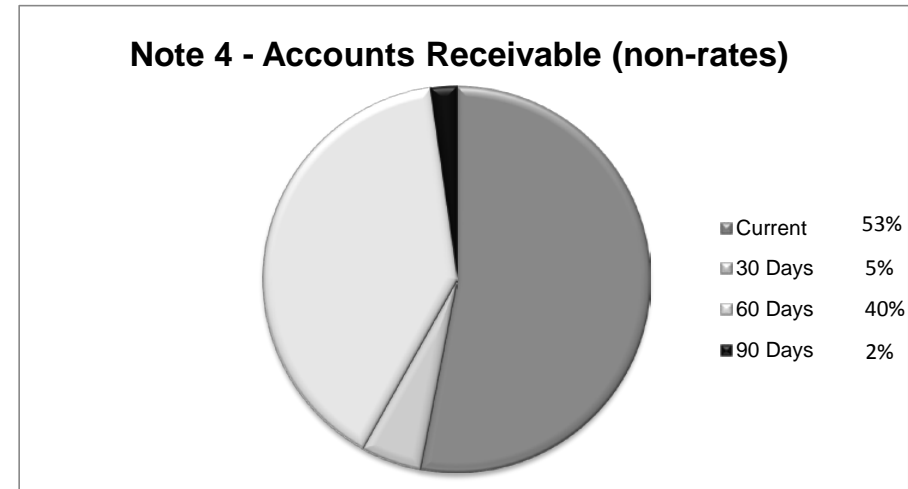
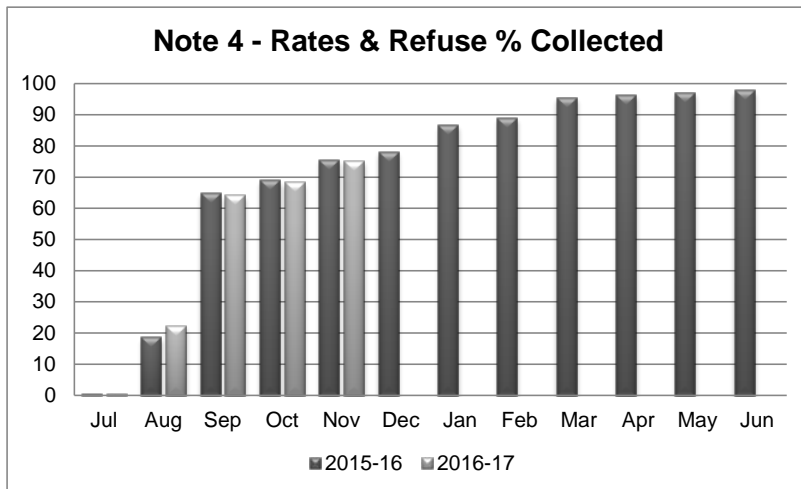
**Receivables - Rates and Refuse**

	Current 2016-17	Previous 2015-16	Total
	\$	\$	\$
Opening Arrears Previous Years		892,621	892,621
Rates Levied this year	33,825,762		33,825,762
Refuse Levied	5,855,048		5,855,048
ESL Levied	2,675,174		2,675,174
Other Charges Levied	331,549		331,549
Less Collections to date	(32,357,913)	(459,407)	(32,817,320)
<b>Equals Current Outstanding</b>	<b>10,329,619</b>	<b>433,213</b>	<b>10,762,833</b>
<b>Total Rates &amp; Charges Collectable</b>			<b>10,762,833</b>
% Collected			75.30%

**Receivables - General**

	Current	30 Days	60 Days	90 Days
	\$	\$	\$	\$
	1,241,208	118,815	929,658	51,031
<b>Total Outstanding</b>				<b>2,340,712</b>

Amounts shown above include GST (where applicable)



Comments/Notes - Receivables Rates and Refuse

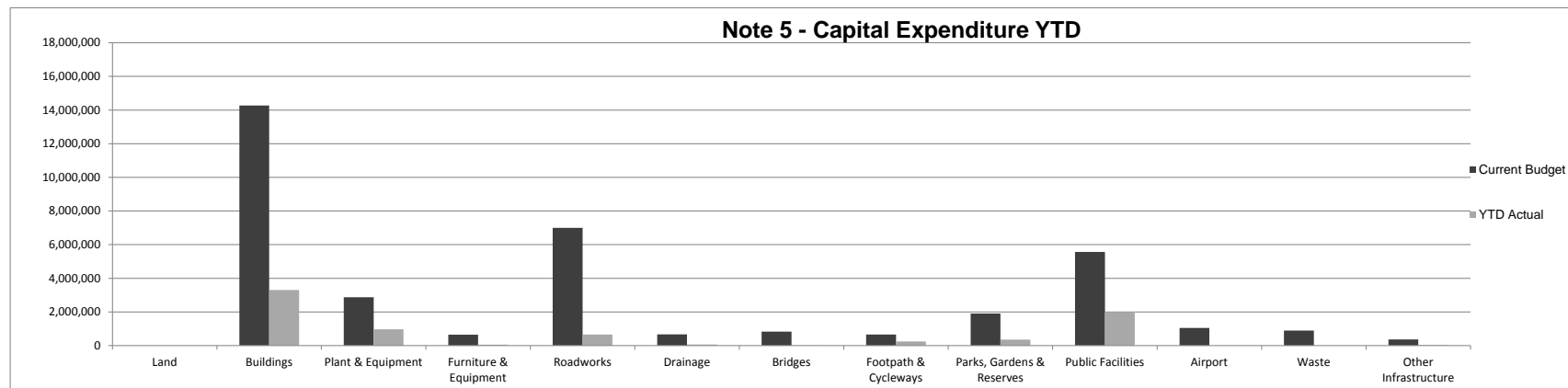
Comments/Notes - Receivables General

City of Albany  
 NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
 For the Period Ended 30th November 2016

Note 5: CAPITAL ACQUISITIONS

Contributions Information					Summary Acquisitions	Original Budget	Current Budget	YTD Budget	Actual	Variance
Grants	Reserves	Borrowing	Restricted	Total		\$	\$	\$	\$	\$
\$	\$	\$		\$	<b>Property, Plant &amp; Equipment</b>					
0	0	0	0	0	Land	0	0	0	0	0
1,327,500	770,000	1,000,000	0	3,097,500	Buildings	14,273,125	14,269,377	4,532,852	3,306,410	(1,226,442) ▼
50,000	0	0	0	50,000	Plant & Equipment	2,858,500	2,877,500	1,428,767	970,492	(458,275) ▼
0	0	0	0	0	Furniture & Equipment	647,028	647,028	250,817	49,663	(201,154) ▼
					<b>Infrastructure</b>					
5,212,583	200,000	0	0	5,412,583	Roadworks	7,434,182	6,994,750	1,150,771	652,861	(497,910) ▼
0	175,000	0	0	175,000	Drainage	669,155	669,155	367,344	60,382	(306,962) ▼
825,000	0	0	0	825,000	Bridges	825,000	825,000	0	266	266 ▲
20,000	0	0	0	20,000	Footpath & Cycleways	664,932	652,474	348,169	245,706	(102,463) ▼
605,700	483,300	0	0	1,089,000	Parks, Gardens & Reserves	1,904,042	1,906,408	467,188	358,936	(108,252) ▼
13,035,092	467,820	500,000	0	14,002,912	Public Facilities	5,793,664	5,563,965	3,321,063	1,997,244	(1,323,819) ▼
0	0	0	0	0	Airport	1,070,000	1,049,010	24,753	0	(24,753) ▼
0	890,000	0	0	890,000	Waste	890,000	890,000	65,000	0	(65,000) ▼
0	0	0	0	0	Other Infrastructure	364,995	364,995	82,499	22,995	(59,504) ▼
<b>21,075,875</b>	<b>2,986,120</b>	<b>1,500,000</b>	<b>0</b>	<b>25,561,995</b>	<b>Totals</b>	<b>37,394,623</b>	<b>36,709,662</b>	<b>12,039,223</b>	<b>7,664,956.03</b>	<b>(4,374,267)</b>

Comments - Capital Acquisitions



**CITY OF ALBANY**  
**FINANCIAL REPORT**  
**FOR THE YEAR ENDED 30TH JUNE 2016**

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Principal place of business:  
102 North Road,  
Yakamia, WA 6330

CITY OF ALBANY

FINANCIAL REPORT

FOR THE YEAR ENDED 30TH JUNE 2016

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

STATEMENT BY CHIEF EXECUTIVE OFFICER

The attached financial report of the City of Albany being the annual financial report and supporting notes and other information for the financial year ended 30th June 2016 are in my opinion properly drawn up to present fairly the financial position of the City of Albany at 30th June 2016 and the results of the operations for the financial year then ended in accordance with the Australian Accounting Standards and comply with the provisions of the Local Government Act 1995 and the Regulations under that Act.

Signed as authorisation of issue on the 21<sup>st</sup> day of NOVEMBER 2016

  
\_\_\_\_\_  
Andrew Sharpe  
Chief Executive Officer



REPORT ITEM AR 028 REFERS  
**CITY OF ALBANY**  
**STATEMENT OF COMPREHENSIVE INCOME**  
**BY NATURE OR TYPE**  
**FOR THE YEAR ENDED 30TH JUNE 2016**

	NOTE	2016 \$	2016 Budget \$	2015 \$
<b>Revenue</b>				
Rates	<a href="#">23</a>	32,708,653	32,446,624	30,756,331
Operating Grants, Subsidies and Contributions	<a href="#">30</a>	3,559,260	3,365,102	9,348,576
Fees and Charges	<a href="#">29</a>	17,517,404	16,773,408	17,936,177
Interest Earnings	<a href="#">2(a)</a>	1,159,678	1,067,515	1,185,941
Other Revenue		972,467	367,000	439,971
		<u>55,917,462</u>	<u>54,019,649</u>	<u>59,666,996</u>
<b>Expenses</b>				
Employee Costs		(23,836,176)	(24,064,424)	(22,770,575)
Materials and Contracts		(14,865,402)	(17,352,798)	(17,789,734)
Utility Charges		(1,680,981)	(1,880,911)	(1,672,869)
Depreciation on Non-Current Assets	<a href="#">2(a)</a>	(15,798,714)	(15,906,098)	(13,110,730)
Interest Expenses	<a href="#">2(a)</a>	(1,034,463)	(1,031,072)	(955,295)
Insurance Expenses		(816,102)	(807,919)	(772,747)
Other Expenditure		(2,443,485)	(2,438,340)	(2,192,754)
		<u>(60,475,323)</u>	<u>(63,481,562)</u>	<u>(59,264,704)</u>
		(4,557,861)	(9,461,913)	402,292
Non-Operating Grants, Subsidies and Contributions	<a href="#">30</a>	15,313,379	21,111,747	21,803,455
Impairment Loss - Land	<a href="#">7</a>	(1,000,000)	0	0
Loss on Revaluation of Fixed Assets	<a href="#">7</a>	0	0	(14,133)
Reversal of prior year loss on revaluation of furniture & equipment	<a href="#">7</a>	84,068	0	0
Fair Value adjustment to Financial Assets at fair value through profit or loss	<a href="#">4</a>	0	0	(26,946)
Profit/(Loss) on Sale of Investment Land	<a href="#">33</a>	0	0	(10,615)
Profit/(Loss) on Asset Disposals	<a href="#">21</a>	627,000	776,016	(67,450)
		<u>10,466,586</u>	<u>12,425,850</u>	<u>22,086,603</u>
<b>Net Result</b>				
<b>Other Comprehensive Income</b>				
<i>Items that will not be reclassified subsequently to profit or loss</i>				
Changes on revaluation of non-current assets	<a href="#">13</a>	4,209,798	0	222,107,019
Changes on revaluation of non-current assets - Impairment of Revalued Assets	<a href="#">13</a>	(4,301,504)	0	0
<b>Total Other Comprehensive Income</b>		<u>(91,706)</u>	<u>0</u>	<u>222,107,019</u>
<b>Total Comprehensive Income</b>		<u><u>10,374,880</u></u>	<u><u>12,425,850</u></u>	<u><u>244,193,622</u></u>

This statement is to be read in conjunction with the accompanying notes.

**CITY OF ALBANY**  
**STATEMENT OF COMPREHENSIVE INCOME**  
**BY PROGRAM**  
**FOR THE YEAR ENDED 30TH JUNE 2016**

	NOTE	2016 \$	2016 Budget \$	2015 \$
<b>Revenue</b>				
	<a href="#">2(a)</a>			
Governance		4,173	6,700	34,595
General Purpose Funding		35,864,703	35,482,162	38,062,412
Law, Order, Public Safety		601,184	399,425	525,691
Health		117,119	96,700	106,609
Education and Welfare		1,087,986	1,105,752	1,058,204
Community Amenities		8,353,541	7,667,032	7,903,167
Recreation and Culture		2,801,374	3,121,039	5,074,349
Transport		2,653,995	2,989,812	3,169,901
Economic Services		2,696,359	2,268,730	2,615,449
Other Property and Services		1,737,028	882,297	1,116,619
		<u>55,917,462</u>	<u>54,019,649</u>	<u>59,666,996</u>
<b>Expenses</b>				
	<a href="#">2(a)</a>			
Governance		(4,158,843)	(4,327,166)	(4,152,664)
General Purpose Funding		(703,233)	(655,681)	(644,131)
Law, Order, Public Safety		(2,427,685)	(2,377,705)	(1,999,435)
Health		(656,489)	(643,116)	(610,828)
Education and Welfare		(1,499,298)	(1,567,492)	(1,442,807)
Community Amenities		(8,589,995)	(10,171,160)	(8,177,059)
Recreation and Culture		(13,095,435)	(13,026,786)	(16,026,149)
Transport		(21,292,923)	(23,138,461)	(18,999,531)
Economic Services		(4,584,958)	(4,518,344)	(3,815,700)
Other Property and Services		(2,432,001)	(2,024,580)	(2,441,105)
		<u>(59,440,860)</u>	<u>(62,450,490)</u>	<u>(58,309,409)</u>
<b>Finance Costs</b>				
	<a href="#">2(a)</a>			
Community Amenities		(7,220)	(7,891)	(9,556)
Recreation and Culture		(452,457)	(466,773)	(396,306)
Transport		(423,657)	(410,939)	(424,897)
Economic Services		(47,197)	(49,899)	(49,987)
Other Property and Services		(103,932)	(95,570)	(74,549)
		<u>(1,034,463)</u>	<u>(1,031,072)</u>	<u>(955,295)</u>
Non-Operating Grants, Subsidies and Contributions	<a href="#">30</a>	15,313,379	21,111,747	21,803,455
Impairment Loss - Land	<a href="#">7</a>	(1,000,000)	0	0
Loss on Revaluation of Fixed Assets	<a href="#">7</a>	0	0	(14,133)
Reversal of prior year loss on revaluation of furniture & equipment	<a href="#">7</a>	84,068	0	0
Fair Value adjustment to Financial Assets at fair value through profit or loss	<a href="#">4</a>	0	0	(26,946)
Profit/(Loss) on Sale of Investment Land	<a href="#">33</a>	0	0	(10,615)
Profit/(Loss) on Asset Disposals	<a href="#">21</a>	627,000	776,016	(67,450)
		<u>10,466,586</u>	<u>12,425,850</u>	<u>22,086,603</u>
<b>Net Result</b>				
<b>Other Comprehensive Income</b>				
<i>Items that will not be reclassified subsequently to profit or loss</i>				
Changes on revaluation of non-current assets	<a href="#">13</a>	4,209,798	0	222,107,019
Changes on revaluation of non-current assets - Impairment of Revalued Assets	<a href="#">13</a>	(4,301,504)	0	0
<b>Total Other Comprehensive Income</b>		<u>(91,706)</u>	<u>0</u>	<u>222,107,019</u>
<b>Total Comprehensive Income</b>		<u><u>10,374,880</u></u>	<u><u>12,425,850</u></u>	<u><u>244,193,622</u></u>

This statement is to be read in conjunction with the accompanying notes.

**CITY OF ALBANY  
STATEMENT OF FINANCIAL POSITION  
FOR THE YEAR ENDED 30TH JUNE 2016**

	NOTE	2016 \$	2015 \$
<b>CURRENT ASSETS</b>			
Cash and Cash Equivalents	<a href="#">3</a>	25,799,880	26,219,390
Investments	<a href="#">4</a>	205,605	205,605
Trade and Other Receivables	<a href="#">5</a>	2,827,945	3,917,323
Inventories	<a href="#">6</a>	949,977	1,073,994
<b>TOTAL CURRENT ASSETS</b>		<b>29,783,407</b>	<b>31,416,312</b>
<b>NON-CURRENT ASSETS</b>			
Other Receivables	<a href="#">5</a>	524,408	489,151
Property, Plant and Equipment	<a href="#">7</a>	141,600,242	136,863,083
Infrastructure	<a href="#">8</a>	449,327,487	442,659,254
<b>TOTAL NON-CURRENT ASSETS</b>		<b>591,452,137</b>	<b>580,011,488</b>
<b>TOTAL ASSETS</b>		<b>621,235,544</b>	<b>611,427,800</b>
<b>CURRENT LIABILITIES</b>			
Trade and Other Payables	<a href="#">9</a>	5,204,612	4,843,371
Current Portion of Long Term Borrowings	<a href="#">10</a>	2,047,877	1,857,727
Provisions	<a href="#">11</a>	3,778,049	3,500,652
<b>TOTAL CURRENT LIABILITIES</b>		<b>11,030,538</b>	<b>10,201,750</b>
<b>NON-CURRENT LIABILITIES</b>			
Long Term Borrowings	<a href="#">10</a>	14,494,376	15,942,253
Provisions	<a href="#">11</a>	532,889	480,936
<b>TOTAL NON-CURRENT LIABILITIES</b>		<b>15,027,265</b>	<b>16,423,189</b>
<b>TOTAL LIABILITIES</b>		<b>26,057,803</b>	<b>26,624,939</b>
<b>NET ASSETS</b>		<b>595,177,741</b>	<b>584,802,861</b>
<b>EQUITY</b>			
Retained Surplus		295,734,180	286,810,325
Reserves - Cash Backed	<a href="#">12</a>	18,213,089	16,670,358
Revaluation Surplus	<a href="#">13</a>	281,230,472	281,322,178
<b>TOTAL EQUITY</b>		<b>595,177,741</b>	<b>584,802,861</b>

This statement is to be read in conjunction with the accompanying notes.

**CITY OF ALBANY  
STATEMENT OF CHANGES IN EQUITY  
FOR THE YEAR ENDED 30TH JUNE 2016**

	NOTE	RETAINED SURPLUS \$	RESERVES CASH/ INVESTMENT BACKED \$	REVALUATION SURPLUS \$	TOTAL EQUITY \$
Balance as at 1 July 2014		268,285,604	13,108,476	59,215,159	340,609,239
Comprehensive Income					
Net Result		22,086,603	0	0	22,086,603
Changes on Revaluation of Non-Current Assets	<a href="#">13</a>	0	0	222,107,019	222,107,019
Total Comprehensive Income		<u>22,086,603</u>	<u>0</u>	<u>222,107,019</u>	<u>244,193,622</u>
Reserve Transfers		(3,561,882)	3,561,882	0	0
<b>Balance as at 30 June 2015</b>		<b><u>286,810,325</u></b>	<b><u>16,670,358</u></b>	<b><u>281,322,178</u></b>	<b><u>584,802,861</u></b>
Comprehensive Income					
Net Result		10,466,586	0	0	10,466,586
Changes on Revaluation of Non-Current Assets	<a href="#">13</a>	0	0	(91,706)	(91,706)
Total Comprehensive Income		<u>10,466,586</u>	<u>0</u>	<u>(91,706)</u>	<u>10,374,880</u>
Transfers from/(to) Reserves		(1,542,731)	1,542,731	0	0
<b>Balance as at 30 June 2016</b>		<b><u><u>295,734,180</u></u></b>	<b><u><u>18,213,089</u></u></b>	<b><u><u>281,230,472</u></u></b>	<b><u><u>595,177,741</u></u></b>

This statement is to be read in conjunction with the accompanying notes.

**CITY OF ALBANY  
STATEMENT OF CASH FLOWS  
FOR THE YEAR ENDED 30TH JUNE 2016**

	NOTE	2016 \$	2016 Budget \$	2015 \$
<b>Cash Flows From Operating Activities</b>				
<b>Receipts</b>				
Rates		32,850,499	32,747,279	30,720,447
Operating Grants, Subsidies and Contributions		3,559,260	3,375,701	9,348,576
Fees and Charges		18,456,802	16,773,408	17,599,839
Interest Earnings		1,159,678	1,087,560	1,185,941
Goods and Services Tax		2,620,114	400,000	2,930,184
Other Revenue		972,467	367,000	898,517
		<u>59,618,820</u>	<u>54,750,948</u>	<u>62,683,504</u>
<b>Payments</b>				
Employee Costs		(23,314,900)	(24,218,424)	(22,174,601)
Materials and Contracts		(14,620,820)	(18,007,674)	(18,250,130)
Utility Charges		(1,680,981)	(1,880,911)	(1,672,869)
Insurance Expenses		(816,102)	(807,919)	(772,747)
Interest expenses		(1,038,913)	(1,035,392)	(957,402)
Goods and Services Tax		(2,594,037)	(400,000)	(2,594,037)
Other Expenditure		(2,329,256)	(2,438,340)	(2,524,018)
		<u>(46,395,009)</u>	<u>(48,788,660)</u>	<u>(48,945,804)</u>
<b>Net Cash Provided By Operating Activities</b>	<a href="#">14(b)</a>	<u>13,223,811</u>	<u>5,962,288</u>	<u>13,737,700</u>
<b>Cash Flows from Investing Activities</b>				
Payment for Purchase of Property, Plant and Equipment		(10,083,888)	(11,359,716)	(7,823,979)
Payment for Construction of Infrastructure Assets		(18,872,147)	(28,207,868)	(14,939,090)
Non-Operating Grants, Subsidies and Contributions		15,313,379	21,111,747	8,276,134
Proceeds from Sale of Assets		1,257,062	1,528,590	505,113
<b>Net Cash Provided By/(Used In) Investing Activities</b>		<u>(12,385,594)</u>	<u>(16,927,247)</u>	<u>(13,981,822)</u>
<b>Cash Flows from Financing Activities</b>				
Repayment of Debentures		(1,857,727)	(1,819,703)	(1,521,937)
Proceeds from New Debentures		600,000	600,000	1,970,000
<b>Net Cash (Used In) Financing Activities</b>		<u>(1,257,727)</u>	<u>(1,219,703)</u>	<u>448,063</u>
<b>Net Increase/(Decrease) in Cash Held</b>		(419,510)	(12,184,663)	203,941
Cash at Beginning of Year		26,219,390	25,091,738	26,015,449
<b>Cash and Cash Equivalents at the End of the Year</b>	<a href="#">14(a)</a>	<u>25,799,880</u>	<u>12,907,075</u>	<u>26,219,390</u>

This statement is to be read in conjunction with the accompanying notes.

REPORT ITEM AR 028 REFERS

CITY OF ALBANY  
RATE SETTING STATEMENT  
FOR THE YEAR ENDED 30TH JUNE 2016

	NOTE	2016 Actual \$	2016 Budget \$	2015 Actual \$
<b>Revenue</b>				
Operating Grants, Subsidies and Contributions		3,559,260	3,365,102	9,348,576
Fees and Charges		17,517,404	16,773,408	17,936,177
Profit on Asset Disposal		819,007	778,817	128,436
Interest Earnings		1,159,678	1,067,515	1,185,941
Other Revenue		972,467	367,000	898,516
		<u>24,027,816</u>	<u>22,351,842</u>	<u>29,497,646</u>
<b>Expenses</b>				
Employee Costs		(23,836,176)	(24,064,424)	(22,770,575)
Materials and Contracts		(14,865,402)	(17,352,798)	(17,818,583)
Utility Charges		(1,680,981)	(1,880,911)	(1,672,869)
Depreciation on Non-Current Assets		(15,798,714)	(15,906,098)	(13,110,730)
Interest Expenses		(1,034,463)	(1,031,072)	(955,295)
Insurance Expenses		(816,102)	(807,919)	(772,747)
Loss On Sale of Assets		(192,007)	(2,801)	(195,886)
Other Expenditure		(3,443,485)	(2,438,340)	(2,633,065)
		<u>(61,667,330)</u>	<u>(63,484,363)</u>	<u>(59,929,750)</u>
<b>Net Result Excluding Rates</b>		(37,639,514)	(41,132,521)	(30,432,104)
<b>Operating activities excluded from budget</b>				
(Profit)/Loss on Asset Disposals	<u>21</u>	(627,000)	(776,016)	67,450
Movement in Deferred Pensioner Rates (Non-Current)		(35,257)	0	(27,216)
Movement in Employee Benefit Provisions (Non-Current)		51,953	0	(18,135)
Work in Progress Expensed		114,229	0	137,897
Impairment Loss	<u>7</u>	1,000,000	0	0
Carrying Value of Investment Land Sold		0	0	429,600
Depreciation on Assets	<u>2(a)</u>	15,798,714	15,906,098	13,110,730
<b>Amounts attributable to operating activities</b>		<u>16,302,639</u>	<u>15,130,082</u>	<u>13,700,326</u>
<b>INVESTING ACTIVITIES</b>				
Capital Grants and Contributions	<u>30</u>	15,313,379	21,111,747	21,803,455
Proceeds from Disposal of Assets	<u>21</u>	1,257,062	1,528,590	566,474
Purchase Land and Buildings		(5,990,109)	(5,475,609)	(12,828,662)
Purchase Infrastructure Assets		(18,872,147)	(28,207,868)	(17,772,954)
Purchase Plant and Equipment		(3,497,091)	(5,082,613)	(3,262,431)
Purchase Furniture and Equipment		(596,688)	(801,494)	(2,487,703)
<b>Amounts attributable to investing activities</b>		<u>(12,385,594)</u>	<u>(16,927,247)</u>	<u>(13,981,821)</u>
<b>FINANCING ACTIVITIES</b>				
Repayment of Debentures	<u>22(a)</u>	(1,857,727)	(1,819,703)	(1,521,937)
Proceeds from New Debentures	<u>22(a)</u>	600,000	600,000	1,970,000
Restricted Cash - Loan Drawn Down Unspent	<u>22(c)</u>	0	0	(1,220,000)
Restricted Cash Utilised		2,708,963	2,712,556	2,021,219
Transfers to Reserves (Restricted Assets)	<u>12</u>	(14,931,885)	(12,688,842)	(17,688,075)
Transfers from Reserves (Restricted Assets)	<u>12</u>	13,389,154	18,529,624	14,126,193
<b>Amounts attributable to financing activities</b>		<u>(91,495)</u>	<u>7,333,635</u>	<u>(2,312,600)</u>
<b>Net current assets at start of financial year - surplus/(deficit)</b>	<u>24</u>	3,183,413	3,149,428	5,453,281
<b>Surplus/(deficiency) before general rates</b>		(33,813,964)	(35,596,051)	(33,026,199)
<b>Total Amount Raised from General Rate</b>	<u>23(a)</u>	32,708,653	32,446,624	30,756,331
<b>Net current assets at end of financial year - surplus/(deficit)</b>	<u>24</u>	<u>2,078,102</u>	<u>0</u>	<u>3,183,413</u>

This statement is to be read in conjunction with the accompanying notes.

**CITY OF ALBANY**  
**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT**  
**FOR THE YEAR ENDED 30TH JUNE 2016**

**1. SIGNIFICANT ACCOUNTING POLICIES****(a) Basis of Preparation**

The financial report comprises general purpose financial statements which has been prepared in accordance with Australian Accounting Standards (as they apply to local governments and not-for-profit entities), Australian Accounting Interpretations, other authoritative pronouncements of the Australian Accounting Standards Board, the Local Government Act 1995 and accompanying regulations. Material accounting policies which have been adopted in the preparation of this financial report are presented below and have been consistently applied unless stated otherwise.

Except for cash flow and rate setting information, the report has also been prepared on the accrual basis and is based on historical costs, modified, where applicable, by the measurement at fair value of the selected non-current assets, financial assets and liabilities.

**Critical Accounting Estimates**

The preparation of a financial report in conformity with Australian Accounting Standards requires management to make judgements, estimates and assumptions that effect the application of policies and reported amounts of assets and liabilities, income and expenses.

The estimates and associated assumptions are based on historical experience and various other factors that are believed to be reasonable under the circumstances; the results of which form the basis of making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

**The Local Government Reporting Entity**

All Funds through which the City controls resources to carry on its functions have been included in the financial statements forming part of this financial report.

In the process of reporting on the local government as a single unit, all transactions and balances between those funds (for example, loans and transfers between Funds) have been eliminated.

All monies held in the Trust Fund are excluded from the financial statements. A separate statement of those monies appears at Note 20 to these financial statements.

**(b) Goods and Services Tax (GST)**

Revenues, expenses and assets are recognised net of the amount of GST, except where the amount of GST incurred is not recoverable from the Australian Taxation Office (ATO).

Receivables and payables are stated inclusive of GST receivable or payable. The net amount of GST recoverable from, or payable to the ATO, is included with receivables or payables in the statement of financial position.

Cash flows are presented on a gross basis. The GST components of cash flows arising from investing or financing activities which are recoverable from, or payable to the ATO, are presented as operating cash flows.

**(c) Cash and Cash Equivalents**

Cash and cash equivalents include cash on hand, cash at bank, deposits available on demand with banks, other short term highly liquid investments that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value and bank overdrafts.

Bank overdrafts are reported as short term borrowings in current liabilities in the statement of financial position.

**CITY OF ALBANY**  
**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT**  
**FOR THE YEAR ENDED 30TH JUNE 2016**

**1. SIGNIFICANT ACCOUNTING POLICIES (Continued)****(d) Trade and Other Receivables**

Trade and other receivables include amounts due from ratepayers for unpaid rates and service charges and other amounts due from third parties for goods sold and services performed in the ordinary course of business.

Receivables expected to be collected within 12 months of the end of the reporting period are classified as current assets. All other receivables are classified as non-current assets.

Collectability of trade and other receivables is reviewed on an ongoing basis. Debts that are known to be uncollectible are written off when identified. An allowance for doubtful debts is raised when there is objective evidence that they will not be collectible.

**(e) Inventories****General**

Inventories are measured at the lower of cost and net realisable value.

Net realisable value is the estimated selling price in the ordinary course of business less the estimated costs of completion and the estimated costs necessary to make the sale.

**Land Held for Sale**

Land held for development and sale is valued at the lower of cost and net realisable value. Cost includes the cost of acquisition, development, borrowing costs and holding costs until completion of development. Finance costs and holding charges incurred after development is completed are expensed.

Gains and losses are recognised in the profit & loss income at the time of signing an unconditional contract of sale if significant risks and rewards, and effective control over the land, are passed on to the buyer at this point.

Land held for sale is classified as current except where it is held as non-current based on Council's intention to release for sale.

**(f) Fixed Assets**

Each class of fixed assets within either property, plant and equipment or infrastructure, is carried at cost or fair value as indicated less, where applicable, any accumulated depreciation or impairment losses.

**Mandatory Requirement to Revalue Non-Current Assets**

Effective from 1 July 2012, the Local Government (Financial Management) Regulations were amended and the measurement of non-current assets at fair value became mandatory.

During the year ended 30 June 2013, the City commenced the process of adopting Fair Value in accordance with the Regulations.

Whilst the amendments initially allowed for a phasing in of fair value in relation to fixed assets over three years, as at 30 June 2015 all non-current assets were carried at Fair Value in accordance with the requirements.

Thereafter, each asset class must be revalued in accordance with the regulatory framework established and the City revalues its asset classes in accordance with this mandatory timetable.

Relevant disclosures, in accordance with the requirements of Australian Accounting Standards, have been made in the financial report as necessary.



**CITY OF ALBANY**  
**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT**  
**FOR THE YEAR ENDED 30TH JUNE 2016**

**1. SIGNIFICANT ACCOUNTING POLICIES (Continued)****(f) Fixed Assets (Continued)*****Land Under Control***

In accordance with local Government (Financial Management) Regulation 16 (a), the City of Albany was required to include as an asset (by 30 June 2013), Crown Land operated by the local government as a golf course, showground, racecourse or other sporting or recreational facility of State or regional significance.

Upon initial recognition, these assets are recorded at cost in accordance with AASB 116. They were then classified as Land and revalued along with other land in accordance with other policies detailed in this Note.

***Initial Recognition and Measurement between Mandatory Revaluation Dates***

All assets are initially recognised at cost and subsequently revalued in accordance with the mandatory measurement framework detailed above.

In relation to this initially measurement, cost is determined as the fair value of the assets given as consideration plus costs incidental to the acquisition. For assets acquired at no cost or for nominal consideration, cost is determined as fair value at the date of acquisition. The cost of non-current assets constructed by the City of Albany includes the cost of all materials used in construction, direct labour on the project and an appropriate proportion of variable and fixed overheads.

Individual assets acquired between initial recognition and the next revaluation of the asset class in accordance with the mandatory measurement framework detailed above, are carried at cost less accumulated depreciation as management believes this approximates fair value. They will be subject to subsequent revaluation at the next anniversary date in accordance with the mandatory measurement framework detailed above.

***Revaluation***

Increases in the carrying amount arising on revaluation of assets are credited to a revaluation surplus in equity. Decreases that offset previous increases in the same asset are recognised against revaluation surplus directly in equity. All other decreases are recognised as profit or loss.

***Land under Roads***

In Western Australia, all land under roads is Crown Land, the responsibility for managing which, is vested in the local government.

Effective as at 1 July 2008, City of Albany elected not to recognise any value for land under roads acquired on or before 30 June 2008. This accords with the treatment available in Australian Accounting Standard AASB 1051 - Land Under Roads and the fact Local Government (Financial Management) Regulation 16(a)(i) prohibits local governments from recognising such land as an asset.

In respect of land under roads acquired on or after 1 July 2008, as detailed above, Local Government (Financial Management) Regulation 16(a)(i) prohibits local governments from recognising such land as an asset.

Whilst such treatment is inconsistent with the requirements of AASB 1051, Local Government (Financial Management) Regulation 4(2) provides, in the event of such an inconsistency, the Local Government (Financial Management) Regulations prevail.

Consequently, any land under roads acquired on or after 1 July 2008 is not included as an asset of the City of Albany.

**CITY OF ALBANY**  
**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT**  
**FOR THE YEAR ENDED 30TH JUNE 2016**

**1. SIGNIFICANT ACCOUNTING POLICIES (Continued)****(f) Fixed Assets (Continued)*****Depreciation***

The depreciable amount of all fixed assets including buildings but excluding freehold land, are depreciated on a straight-line basis over the individual asset's useful life from the time the asset is held ready for use. Leasehold improvements are depreciated over the shorter of either the unexpired period of the lease or the estimated useful life of the improvements.

When an item of property, plant and equipment is revalued, any accumulated depreciation at the date of the revaluation is treated in one of the following ways:

a) Restated proportionately with the change in the gross carrying amount of the asset so that the carrying amount of the asset after revaluation equals its revalued amount; or

b) Eliminated against the gross carrying amount of the asset and the net amount restated to the revalued amount of the asset.

Major depreciation periods are:

Buildings	30 to 50 years
Furniture and Equipment	4 to 10 years
Information Technology Equipment	3 to 5 years
Plant and Equipment	5 to 15 years
Sealed roads and streets formation	not depreciated
pavement	90 years
seal	
- bituminous seals	25 years
- asphalt surfaces	40 years
Gravel roads formation	not depreciated
pavement	90 years
Formed roads (unsealed) formation	not depreciated
pavement	90 years
Footpaths - slab	80 years
Sewerage piping	100 years
Water supply piping and drainage systems	75 years

The assets residual values and useful lives are reviewed, and adjusted if appropriate, at the end of each reporting period.

An asset's carrying amount is written down immediately to its recoverable amount if the asset's carrying amount is greater than its estimated recoverable amount.

Gains and losses on disposals are determined by comparing proceeds with the carrying amount. These gains and losses are included in the statement of comprehensive income in the period in which they arise.

***Capitalisation Threshold***

Expenditure on items of equipment under \$5,000 is not capitalised. Rather, it is recorded on an asset inventory listing.

**CITY OF ALBANY**  
**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT**  
**FOR THE YEAR ENDED 30TH JUNE 2016**

**1. SIGNIFICANT ACCOUNTING POLICIES (Continued)****(g) Fair Value of Assets and Liabilities**

When performing a revaluation, the City of Albany uses a mix of both independent and management valuations using the following as a guide:

Fair Value is the price that the City of Albany would receive to sell the asset or would have to pay to transfer a liability, in an orderly (i.e. unforced) transaction between independent, knowledgeable and willing market participants at the measurement date.

As fair value is a market-based measure, the closest equivalent observable market pricing information is used to determine fair value. Adjustments to market values may be made having regard to the characteristics of the specific asset or liability. The fair values of assets that are not traded in an active market are determined using one or more valuation techniques. These valuation techniques maximise, to the extent possible, the use of observable market data.

To the extent possible, market information is extracted from either the principal market for the asset (i.e. the market with the greatest volume and level of activity for the asset or liability) or, in the absence of such a market, the most advantageous market available to the entity at the end of the reporting period (i.e. the market that maximises the receipts from the sale of the asset after taking into account transaction costs and transport costs).

For non-financial assets, the fair value measurement also takes into account a market participant's ability to use the asset in its highest and best use or to sell it to another market participant that would use the asset in its highest and best use.

***Fair Value Hierarchy***

AASB 13 requires the disclosure of fair value information by level of the fair value hierarchy, which categorises fair value measurement into one of three possible levels based on the lowest level that an input that is significant to the measurement can be categorised into as follows:

**Level 1**

Measurements based on quoted prices (unadjusted) in active markets for identical assets or liabilities that the entity can access at the measurement date.

**Level 2**

Measurements based on inputs other than quoted prices included in Level 1 that are observable for the asset or liability, either directly or indirectly.

**Level 3**

Measurements based on unobservable inputs for the asset or liability.

The fair values of assets and liabilities that are not traded in an active market are determined using one or more valuation techniques. These valuation techniques maximise, to the extent possible, the use of observable market data. If all significant inputs required to measure fair value are observable, the asset or liability is included in Level 2. If one or more significant inputs are not based on observable market data, the asset or liability is included in Level 3.

***Valuation techniques***

The City of Albany selects a valuation technique that is appropriate in the circumstances and for which sufficient data is available to measure fair value. The availability of sufficient and relevant data primarily depends on the specific characteristics of the asset or liability being measured. The valuation techniques selected by the City of Albany are consistent with one or more of the following valuation approaches:

**Market approach**

Valuation techniques that use prices and other relevant information generated by market transactions for identical or similar assets or liabilities.

**Income approach**

Valuation techniques that convert estimated future cash flows or income and expenses into a single discounted present value.

**CITY OF ALBANY**  
**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT**  
**FOR THE YEAR ENDED 30TH JUNE 2016**

**1. SIGNIFICANT ACCOUNTING POLICIES (Continued)****(g) Valuation techniques (Continued)****Cost approach**

Valuation techniques that reflect the current replacement cost of an asset at its current service capacity.

Each valuation technique requires inputs that reflect the assumptions that buyers and sellers would use when pricing the asset or liability, including assumptions about risks. When selecting a valuation technique, the City gives priority to those techniques that maximise the use of observable inputs and minimise the use of unobservable inputs. Inputs that are developed using market data (such as publicly available information on actual transactions) and reflect the assumptions that buyers and sellers would generally use when pricing the asset or liability and considered observable, whereas inputs for which market data is not available and therefore are developed using the best information available about such assumptions are considered unobservable.

As detailed above, the mandatory measurement framework imposed by the Local Government (Financial Management) Regulations requires, as a minimum, all assets carried at a revalued amount to be revalued in accordance with the regulatory framework.

**(h) Financial Instruments****Initial Recognition and Measurement**

Financial assets and financial liabilities are recognised when the City of Albany becomes a party to the contractual provisions to the instrument. For financial assets, this is equivalent to the date that the City of Albany commits itself to either the purchase or sale of the asset (i.e. trade date accounting is adopted).

Financial instruments are initially measured at fair value plus transaction costs, except where the instrument is classified at fair value through profit or loss, in which case transaction costs are expensed to profit or loss immediately.

**Classification and Subsequent Measurement**

Financial instruments are subsequently measured at fair value, amortised cost using the effective interest rate method or at cost.

Amortised cost is calculated as:

- (a) the amount in which the financial asset or financial liability is measured at initial recognition;
- (b) less principal repayments and any reduction for impairment; and
- (c) plus or minus the cumulative amortisation of the difference, if any, between the amount initially recognised and the maturity amount calculated using the effective interest rate method.

The effective interest rate method is used to allocate interest income or interest expense over the relevant period and is equivalent to the rate that discounts estimated future cash payments or receipts (including fees, transaction costs and other premiums or discounts) through the expected life (or when this cannot be reliably predicted, the contractual term) of the financial instrument to the net carrying amount of the financial asset or financial liability. Revisions to expected future net cash flows will necessitate an adjustment to the carrying value with a consequential recognition of an income or expense in profit or loss.

**(i) Financial assets at fair value through profit and loss**

Financial assets are classified at "fair value through profit or loss" when they are held for trading for the purpose of short-term profit taking. Such assets are subsequently measured at fair value with changes in carrying amount being included in profit or loss. Assets in this category are classified as current assets.

**(ii) Loans and receivables**

Loans and receivables are non-derivative financial assets with fixed or determinable payments that are not quoted in an active market and are subsequently measured at amortised cost. Gains or losses are recognised in profit or loss.

**CITY OF ALBANY**  
**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT**  
**FOR THE YEAR ENDED 30TH JUNE 2016**

**1. SIGNIFICANT ACCOUNTING POLICIES (Continued)****(h) Financial Instruments (Continued)*****Classification and Subsequent Measurement (Continued)***

Loans and receivables are included in current assets where they are expected to mature within 12 months after the end of the reporting period.

***(iii) Held-to-maturity investments***

Held-to-maturity investments are non-derivative financial assets with fixed maturities and fixed or determinable payments and fixed maturities that the City of Albany's management has the positive intention and ability to hold to maturity. They are subsequently measured at amortised cost. Gains or losses are recognised in profit or loss.

Held-to-maturity investments are included in current assets where they are expected to mature within 12 months after the end of the reporting period. All other investments are classified as non-current.

***(iv) Available-for-sale financial assets***

Available-for-sale financial assets, are non-derivative financial assets that are either not suitable to be classified into other categories of financial assets due to their nature, or they are designated as such by management. They comprise investments in the equity of other entities where there is neither a fixed maturity, nor fixed or determinable payments.

They are subsequently measured at fair value with changes in such fair value (i.e. gains or losses) recognised in other comprehensive income (except for impairment losses). When the financial asset is derecognised, the cumulative gain or loss pertaining to the asset previously recognised in other comprehensive income, is reclassified into profit or loss.

Available-for-sale financial assets are included in current assets where they are expected to be sold within 12 months after the end of the reporting period. All other available-for-sale financial assets are classified as non-current.

***(v) Financial liabilities***

Non-derivative financial liabilities (excluding financial guarantees) are subsequently measured at amortised cost. Gains or losses are recognised in profit or loss.

***Impairment***

A financial asset is deemed to be impaired if, and only if, there is objective evidence of impairment as a result of one or more events (a "loss event") having occurred, which will have an impact on the estimated future cash flows of the financial asset(s).

In the case of available-for-sale financial instruments, a significant or prolonged decline in the market value of the instrument is considered a loss event. Impairment losses are recognised in profit or loss immediately. Also, any cumulative decline in fair value previously recognised in other comprehensive income is reclassified into profit or loss at this point.

In the case of financial assets carried at amortised cost, loss events may include: indications that the debtors or a group of debtors are experiencing significant financial difficulty, default or delinquency in interest or principal payments; indications that they will enter bankruptcy or other financial reorganisation; and changes in arrears or economic conditions that correlate with defaults.

For financial assets carried at amortised cost (including loans and receivables), a separate allowance account is used to reduce the carrying amount of financial assets impaired by credit losses. After having taken all possible measures of recovery, if management establishes that the carrying amount cannot be recovered by any means, at that point the written-off amounts are charged to the allowance account or the carrying amount of impaired financial assets is reduced directly if no impairment amount was previously recognised in the allowance account.

**CITY OF ALBANY**  
**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT**  
**FOR THE YEAR ENDED 30TH JUNE 2016**

**1. SIGNIFICANT ACCOUNTING POLICIES (Continued)****(h) Financial Instruments (Continued)*****Derecognition***

Financial assets are derecognised where the contractual rights to receipt of cash flows expire or the asset is transferred to another party whereby the City of Albany no longer has any significant continued involvement in the risks and benefits associated with the asset.

**(h) Financial Instruments (Continued)**

Financial liabilities are derecognised where the related obligations are discharged, cancelled or expire. The difference between the carrying amount of the financial liability extinguished or transferred to another party and the fair value of the consideration paid, including the transfer of non-cash assets or liabilities assumed, is recognised in profit or loss.

**(i) Impairment of Assets**

In accordance with Australian Accounting Standards the City's assets, other than inventories, are assessed at each reporting date to determine whether there is any indication they may be impaired.

Where such an indication exists, an impairment test is carried out on the asset by comparing the recoverable amount of the asset, being the higher of the asset's fair value less costs to sell and value in use, to the asset's carrying amount.

Any excess of the asset's carrying amount over its recoverable amount is recognised immediately in profit or loss, unless the asset is carried at a revalued amount in accordance with another standard (e.g. AASB 116) whereby any impairment loss of a revalued asset is treated as a revaluation decrease in accordance with that other Standard.

For non-cash generating assets such as roads, drains, public buildings and the like, value in use is represented by the depreciated replacement cost of the asset.

**(j) Trade and Other Payables**

Trade and other payables represent liabilities for goods and services provided to the City of Albany prior to the end of the financial year that are unpaid and arise when the City of Albany becomes obliged to make future payments in respect of the purchase of these goods and services. The amounts are unsecured, are recognised as a current liability and are normally paid within 30 days of recognition.

**(k) Employee Benefits****Short-Term Employee Benefits**

Provision is made for the City of Albany's obligations for short-term employee benefits. Short-term employee benefits are benefits (other than termination benefits) that are expected to be settled wholly before 12 months after the end of the annual reporting period in which the employees render the related service, including wages, salaries and sick leave. Short-term employee benefits are measured at the (undiscounted) amounts expected to be paid when the obligation is settled.

The City of Albany's obligations for short-term employee benefits such as wages, salaries and sick leave are recognised as a part of current trade and other payables in the statement of financial position. The City of Albany's obligations for employees' annual leave and long service leave entitlements are recognised as provisions in the statement of financial position.

**CITY OF ALBANY**  
**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT**  
**FOR THE YEAR ENDED 30TH JUNE 2016**

**1. SIGNIFICANT ACCOUNTING POLICIES (Continued)****(k) Employee Benefits (continued)****Other Long-Term Employee Benefits**

Provision is made for employees' long service leave and annual leave entitlements not expected to be settled wholly within 12 months after the end of the annual reporting period in which the employees render the related service. Other long-term employee benefits are measured at the present value of the expected future payments to be made to employees. Expected future payments incorporate anticipated future wage and salary levels, durations or service and employee departures and are discounted at rates determined by reference to market yields at the end of the reporting period on government bonds that have maturity dates that approximate the terms of the obligations. Any remeasurements for changes in assumptions of obligations for other long-term employee benefits are recognised in profit or loss in the periods in which the changes occur.

The City of Albany's obligations for long-term employee benefits are presented as non-current provisions in its statement of financial position, except where the City of Albany does not have an unconditional right to defer settlement for at least 12 months after the end of the reporting period, in which case the obligations are presented as current provisions.

**(l) Borrowing Costs**

Borrowing costs are recognised as an expense when incurred except where they are directly attributable to the acquisition, construction or production of a qualifying asset. Where this is the case, they are capitalised as part of the cost of the particular asset until such time as the asset is substantially ready for its intended use or sale.

**(m) Provisions**

Provisions are recognised when the City of Albany has a present legal or constructive obligation, as a result of past events, for which it is probable that an outflow of economic benefits will result and that outflow can be reliably measured.

Provisions are measured using the best estimate of the amounts required to settle the obligation at the end of the reporting period.

**(n) Leases**

Leases of fixed assets where substantially all the risks and benefits incidental to the ownership of the asset, but not legal ownership, are transferred to the City, are classified as finance leases.

Finance leases are capitalised recording an asset and a liability at the lower amounts equal to the fair value of the leased property or the present value of the minimum lease payments, including any guaranteed residual values. Lease payments are allocated between the reduction of the lease liability and the lease interest expense for the period.

Leased assets are depreciated on a straight line basis over the shorter of their estimated useful lives or the lease term.

Lease payments for operating leases, where substantially all the risks and benefits remain with the lessor, are charged as expenses in the periods in which they are incurred.

Lease incentives under operating leases are recognised as a liability and amortised on a straight line basis over the life of the lease term.

**CITY OF ALBANY**  
**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT**  
**FOR THE YEAR ENDED 30TH JUNE 2016**

**1. SIGNIFICANT ACCOUNTING POLICIES (Continued)****(o) Investments in Associates**

An associate is an entity over which the City of Albany has significant influence. Significant influence is the power to participate in the financial operating policy decisions of that entity but is not control or joint control of those policies. Investments in associates are accounted for in the financial statements by applying the equity method of accounting, whereby the investment is initially recognised at cost and adjusted thereafter for the post-acquisition change in the City of Albany's share of net assets of the associate. In addition, the City's share of the profit or loss of the associate is included in the City's profit or loss

The carrying amount of the investment includes, where applicable, goodwill relating to the associate. Any discount on acquisition, whereby the City of Albany's share of the net fair value of the associate exceeds the cost of investment, is recognised in profit or loss in the period in which the investment is acquired.

Profits and losses resulting from transactions between the City of Albany and the associate are eliminated to the extent of the City of Albany's interest in the associate.

When the City of Albany's share of losses in an associate equals or exceeds its interest in the associate, the City of Albany discontinues recognising its share of further losses unless it has incurred legal or constructive obligations or made payments on behalf of the associate. When the associate subsequently makes profits, the City of Albany will resume recognising its share of those profits once its share of the profits equals the share of the losses not recognised.

**(p) Interests in Joint Arrangements**

Joint arrangements represent the contractual sharing of control between parties in a business venture where unanimous decisions about relevant activities are required.

Separate joint venture entities providing joint venturers with an interest to net assets are classified as a joint venture and accounted for using the equity method. Refer to note 1(o) for a description of the equity method of accounting.

Joint venture operations represent arrangements whereby joint operators maintain direct interests in each asset and exposure to each liability of the arrangement. The City of Albany's interests in the assets, liabilities, revenue and expenses of joint operations are included in the respective line items of the financial statements. Information about the joint ventures is set out in Note 17.

**(q) Rates, Grants, Donations and Other Contributions**

Rates, grants, donations and other contributions are recognised as revenues when the local government obtains control over the assets comprising the contributions.

Control over assets acquired from rates is obtained at the commencement of the rating period or, where earlier, upon receipt of the rates.

Where contributions recognised as revenues during the reporting period were obtained on the condition that they be expended in a particular manner or used over a particular period, and those conditions were undischarged as at the reporting date, the nature of and amounts pertaining to those undischarged conditions are disclosed in Note 2(c). That note also discloses the amount of contributions recognised as revenues in a previous reporting period which were obtained in respect of the local government's operation for the current reporting period.

**(r) Superannuation**

The City of Albany contributes to a number of superannuation funds on behalf of employees. All funds to which the City of Albany contributes are defined contribution plans.



**CITY OF ALBANY**  
**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT**  
**FOR THE YEAR ENDED 30TH JUNE 2016**

**1. SIGNIFICANT ACCOUNTING POLICIES (Continued)**

**(s) Current and Non-Current Classification**

In the determination of whether an asset or liability is current or non-current, consideration is given to the time when each asset or liability is expected to be settled. The asset or liability is classified as current if it is expected to be settled within the next 12 months, being the Council's operational cycle. In the case of liabilities where the City of Albany does not have the unconditional right to defer settlement beyond 12 months, such as vested long service leave, the liability is classified as current even if not expected to be settled within the next 12 months. Inventories held for trading are classified as current even if not expected to be realised in the next 12 months except for land held for resale where it is held as non-current based on Council's intentions to release for sale.

**(t) Rounding Off Figures**

All figures shown in this annual financial report, other than a rate in the dollar, are rounded to the nearest dollar.

**(u) Comparative Figures**

Where required, comparative figures have been adjusted to conform with changes in presentation for the current financial year.

When the City of Albany applies an accounting policy retrospectively, makes a retrospective restatement or reclassifies items in its financial statement, an additional (third) statement of financial position as at the beginning of the preceding period in addition to the minimum comparative financial statements is presented.

**(v) Budget Comparative Figures**

Unless otherwise stated, the budget comparative figures shown in this annual financial report relate to the original budget estimate for the relevant item of disclosure.

**CITY OF ALBANY**  
**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT**  
**FOR THE YEAR ENDED 30TH JUNE 2016**

**1. SIGNIFICANT ACCOUNTING POLICIES (Continued)**

**(w) New Accounting Standards and Interpretations for Application in Future Periods**

The AASB has issued a number of new and amended Accounting Standards and Interpretations that have mandatory application dates for future reporting periods, some of which are relevant to the City of Albany.

Management's assessment of the new and amended pronouncement that are relevant to the City of Albany, applicable to future reporting periods and which have not yet been adopted are set out as follows.

	<b>Title and Topic</b>	<b>Issued</b>	<b>Applicable (*)</b>	<b>Impact</b>
(i)	AASB 9 – Financial Instruments (incorporating AASB 2014-7 and AASB 2014-8)	December 2014	01 January 2018	Nil – The objective of this Standard is to improve and simplify the approach for classification and measurement of financial assets compared with the requirements of AASB 139. Given the nature of the financial assets of the City of Albany, it is not anticipated the standard will have any material effect.
(ii)	AASB 15 Revenue from Contracts with Customers	December 2014	01 January 2018	<p>This Standard establishes principles for entities to apply to report useful information to users of financial statements about the nature, amount, timing and uncertainty of revenue and cash flows arising from a contract with a customer.</p> <p>The effect of this Standard will depend upon the nature of future transactions the City of Albany has with those third parties it has dealings with. It may or may not be significant.</p>
(iii)	AASB 16 Leases	February 2016	1 January 2019	<p>Under AASB 16 there is no longer a distinction between finance and operating leases. Lessees will now bring to account a right-to-use asset and lease liability onto their statement of financial position for all leases. Effectively this means the vast majority of operating leases as defined by the current AASB 117 Leases which currently do not impact the statement of financial position will be required to be capitalised on the statement of financial position once AASB 16 is adopted.</p> <p>Currently, operating lease payments are expensed as incurred. This will cease and will be replaced by both depreciation and interest charges. Based on the current number of operating leases held by the City, the impact is not expected to be significant.</p>

**CITY OF ALBANY  
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2016**

**1. SIGNIFICANT ACCOUNTING POLICIES (Continued)**

**(w) New Accounting Standards and Interpretations for Application in Future Periods (Continued)**

Title and Topic	Issued	Applicable (*)	Impact
(iv) AASB 2014-3 Amendments to Australian Accounting Standards - Accounting for Acquisitions of Interests in Joint Operations  [AASB 1 & AASB 11]	August 2014	1 January 2016	This Standard amends AASB 11: Joint Arrangements to require the acquirer of an interest (both initial and additional) in a joint operation in which the activity constitutes a business, as defined in AASB 3: Business Combinations, to apply all of the principles on combinations accounting in AASB 3 and other Australian business Accounting Standards except for those principles that conflict with the guidance in AASB 11; and disclose the information required by AASB 3 and other Australian Accounting Standards for business combinations.  Since adoption of this Standard would impact only acquisitions of interests in joint operations on or after 1 January 2016, believes it is impracticable at this stage to provide a reasonable estimate of such impact on the City of Albany's financial statements.
(v) AASB 2014-4 Amendments to Australian Accounting Standards - Clarification of Acceptable Methods of Depreciation and Amortisation  [AASB 116 & 138]	August 2014	1 January 2016	This Standard amends AASB 116 and AASB 138 to establish the principle for the basis of depreciation and amortisation as being the expected pattern of consumption of the future economic benefits of an asset. It also clarifies the use of revenue-based methods to calculate the depreciation of an asset is not appropriate nor is revenue generally an appropriate basis for measuring the consumption of the economic benefits embodied in an intangible asset.  Given the City of Albany currently uses the expected pattern of consumption of the future economic benefits of an asset as the basis of calculation of depreciation, it is not expected to have a significant impact.
(vi) AASB 2014-5 Amendments to Australian Accounting Standards arising from AASB15	December 2014	1 January 2017	Consequential changes to various Standards arising from the issuance of AASB 15. It will require changes to reflect the impact of AASB 15.

**CITY OF ALBANY  
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2016**

**1. SIGNIFICANT ACCOUNTING POLICIES (Continued)**

**(w) New Accounting Standards and Interpretations for Application in Future Periods (Continued)**

Title and Topic	Issued	Applicable (*)	Impact
<p>(vii) AASB 2015-2 Amendments to Australian Accounting Standards – Disclosure Initiative: Amendments to AASB 101</p> <p>[AASB 7, 101, 134 &amp; 1049]</p>	<p>January 2015</p>	<p>1 January 2016</p>	<p>This Standard amends AASB 101 to provide clarification regarding the disclosure requirements in AASB 101. Specifically, the Standard proposes narrow-focus amendments to address some of the concerns expressed about existing presentation and disclosure requirements and to ensure entities are able to use judgement when applying a Standard in determining what information to disclose in their financial statements.</p> <p>This Standard also makes editorial and consequential amendments as a result of amendments to the Standards listed in the title column.</p> <p>It is not anticipated it will have any significant impact on disclosures and any changes will relate to presentation.</p>
<p>(viii) AASB 2015-6 Amendments to Australian Accounting Standards - Extending Related Party Disclosures to Not-for-Profit Public Sector Entities</p> <p>[AASB 10, 124 &amp; 1049]</p>	<p>March 2015</p>	<p>1 July 2016</p>	<p>The objective of this Standard is to extend the scope of AASB 124 Related Party Disclosures to include not-for-profit sector entities.</p> <p>The Standard is expected to have a significant disclosure impact on the financial report of the City of Albany as both Elected Members and Senior Management will be deemed to be Key Management Personnel and resultant disclosures will be necessary.</p>

Notes:

(1) Applicable to reporting periods commencing on or after the given date.

**CITY OF ALBANY  
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2016**

**1. SIGNIFICANT ACCOUNTING POLICIES (Continued)**

**(x) Adoption of New and Revised Accounting Standards**

During the current year, the City of Albany adopted all of the new and revised Australian Accounting Standards and Interpretations which were complied, became mandatory and which were applicable to its operations.

These new and revised standards were:

- AASB 2015-3 Amendments to Australian Accounting Standards arising from the withdrawal of AASB 1031 Materiality
- AASB 2015-7 Amendments to Australian Accounting Standards - Fair Value Disclosures of Not-for-Profit Public Sector Entities

**CITY OF ALBANY**  
**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT**  
**FOR THE YEAR ENDED 30TH JUNE 2016**

**2. REVENUE AND EXPENSES**

**2016**  
\$

**2015**  
\$

**(a) Net Result**

The Net Result includes:

(i) Charging as an Expense:

**Significant expense**

**Impairment Losses**

Land

	1,000,000	0
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This significant expense relates to the impairment of land (refer to Note 7(b) for further details)

**Auditors Remuneration**

During the year the following fees were paid or payable for services provided by the following auditors of the City:

*Moore Stephens*

- Audit of the financial report 2014/15	21,057	47,187
- Audit of the financial report 2015/16	19,235	0
- Internal Audit	21,199	20,120
- Grant Acquittals	7,200	17,250
- Professional Services	3,290	0
- Training/conferences	7,322	0
	79,303	84,557

**Depreciation**

Buildings	1,997,175	1,746,113
Furniture and Equipment	510,437	395,534
Plant and Equipment	1,795,294	1,830,802
Roads	7,005,410	6,599,806
Footpaths	739,531	471,326
Drainage	955,390	416,685
Infrastructure - Other	2,795,477	1,650,464
	15,798,714	13,110,730

**Interest Expenses (Finance Costs)**

[Debentures \(refer Note 22\(a\)\)](#)

	1,034,463	955,295
	1,034,463	955,295

(ii) Crediting as Revenue:

	<b>2016</b> \$	<b>2016</b> <b>Budget</b> \$	<b>2015</b> \$
<b>Interest Earnings</b>			
Investments			
- Reserve Funds	435,714	200,000	418,661
- Other Funds	409,080	627,515	450,335
<a href="#">Other Interest Revenue (refer note 28)</a>	314,884	240,000	316,945
	1,159,678	1,067,515	1,185,941

**CITY OF ALBANY**  
**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT**  
**FOR THE YEAR ENDED 30TH JUNE 2016**

**2. REVENUE AND EXPENSES (Continued)****(b) Statement of Objective**

The City of Albany is dedicated to providing high quality services to the community through the various service orientated programs which it has established.

**GOVERNANCE****Objective:**

To provide a decision making process for the efficient allocation of scarce resources.

**Activities:**

Includes the activities of members of the council and the administrative support available to the council for the provision of governance of the district. Other costs relate to the task of assisting elected members and ratepayers on matters which do not concern specific council services.

**GENERAL PURPOSE FUNDING****Objective:**

To collect revenue to allow for the provision of services.

**Activities:**

Rates, general purpose government grants and interest revenue.

**LAW, ORDER, PUBLIC SAFETY****Objective:**

To provide services to help ensure a safer and environmentally conscious community.

**Activities:**

Supervision and enforcement of various local laws relating to fire prevention, animal control and other aspects of public safety including emergency services.

**HEALTH****Objective:**

To provide an operational framework for environmental and community health.

**Activities:**

Inspection of food outlets and their control, provision of meat inspection services, noise control and waste disposal compliance.

**EDUCATION AND WELFARE****Objective:**

To provide services to disadvantaged persons, the elderly, children and youth.

**Activities:**

Elderly person's activities and support, community services planning, disabled persons, youth services, aboriginal issues, playgroup, pre-schools and other welfare and voluntary persons.

**COMMUNITY AMENITIES****Objective:**

To provide services required by the community.

**Activities:**

Refuse collection services, including recycling, greenwaste and hardwaste. Operation of tip facilities, administration of the Town Planning Scheme, public amenities and urban stormwater drainage works. Protection of the environment, coastline and waterways. Environmental planning.

**CITY OF ALBANY**  
**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT**  
**FOR THE YEAR ENDED 30TH JUNE 2016**

**2. REVENUE AND EXPENSES (Continued)****(b) Statement of Objective****RECREATION AND CULTURE****Objective:**

To establish and effectively manage infrastructure and resource which will help the social well being of the community.

**Activities:**

Maintenance of halls, recreation and cultural facilities, including sportsgrounds, parks, gardens, reserves, playgrounds and foreshore amenities. Maintenance of boat ramps and jetties. Townscape works. Operation of the Library, Albany Leisure Centre, Vancouver, Art Centre, and other cultural activities.

**TRANSPORT****Objective:**

To provide safe, effective and efficient transport services to the community.

**Activities:**

Construction & maintenance of roads, drainage, footpaths, bridges, and traffic signs. Maintenance of pump stations and road verges. Strategic planning for transport and traffic flows. Street lighting and street cleaning. Airport operation. Parking control and car park maintenance.

**ECONOMIC SERVICES****Objective:**

To help promote the city and its economic well being.

**Activities:**

Tourism and area promotion, operation of the Visitor Centre, Sister City expenses, City marketing and economic development, implementation of building control, operation of plant nursery.

**OTHER PROPERTY AND SERVICES****Objective:**

To monitor and control council's overheads operating accounts.

**Activities:**

Private works operation, plant repair, Public works overhead, land acquisition (including town planning schemes) and subdivision development and sales.



CITY OF ALBANY  
 NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
 FOR THE YEAR ENDED 30TH JUNE 2016

2. REVENUE AND EXPENSES (Continued)

(c) Conditions Over Grants/Contributions

Grant/Contribution	Function/ Activity	Opening Balance <sup>(1)</sup> 1/07/14 \$	Received <sup>(2)</sup> 2014/15 \$	Expended <sup>(3)</sup> 2014/15 \$	Closing Balance <sup>(1)</sup> 30/06/15 \$	Received <sup>(2)</sup> 2015/16 \$	Expended <sup>(3)</sup> 2015/16 \$	Closing Balance 30/06/16 \$
Crime Prevention Grant	Law, Order, Public Safety	0	25,000	0	25,000	0	(25,000)	0
Cat Act Grant - Sterilisation Subsidy	Law, Order, Public Safety	21,126	0	(1,547)	19,579	0	(19,579)	0
Fire Equipment Grant	Law, Order, Public Safety	0	167,524	(167,524)	0	0	0	0
Bushfire Brigade Operating Grant	Law, Order, Public Safety	86,254	217,466	(266,827)	36,893	235,826	(211,943)	60,776
SES Operating Grant	Law, Order, Public Safety	10,415	42,490	(41,915)	10,990	45,355	(42,450)	13,895
Community Emergency Risk Management	Law, Order, Public Safety	25,255	0	(17,378)	7,877	0	0	7,877
Fire Management Strategies (Stage 1)	Recreation and Culture	0	20,369	(11,746)	8,623	20,369	(28,992)	0
Tobacco Control Grant	Health	1,725	0	0	1,725	0	(1,725)	0
Day Care Centre - Playground Upgrade	Education and Welfare	0	63,311	(63,311)	0	15,000	(13,580)	1,420
Disability Awareness Project	Education and Welfare	0	13,100	(327)	12,773	0	(3,382)	9,391
Torbay Fire Management Strategy	Education and Welfare	0	15,000	0	15,000	0	(15,000)	0
Youth Friendly Communities	Education and Welfare	0	0	0	0	10,000	(3,710)	6,290
Seniors Strategy Initiatives	Education and Welfare	0	0	0	0	4,273	(4,273)	0
Emu Point Coastal Works	Community Amenities	20,987	0	0	20,987	0	(20,987)	0
Accessible Public Toilets	Community Amenities	0	0	0	0	63,636	0	63,636
Sport 4 All Kidsport Program	Recreation and Culture	66,833	70,000	(136,833)	0	120,000	(116,402)	3,598
Library - Finding My Place Grant	Recreation and Culture	0	4,800	0	4,800	0	(4,800)	0
Library - Seniors & Special Needs Program	Recreation and Culture	0	0	0	0	1,000	(1,000)	0
Children's Book Council of Australia	Recreation and Culture	0	5,396	(5,396)	0	0	0	0
Country Arts WA	Recreation and Culture	18,500	18,500	(37,000)	0	0	0	0
Library - SLWA Regional Subsidy	Recreation and Culture	0	14,757	(14,757)	0	15,896	(15,896)	0
Club Development Initiative	Recreation and Culture	0	50,000	(50,000)	0	50,000	(50,000)	0
Centennial Park Upgrade	Recreation and Culture	102,865	1,766,406	(1,869,271)	0	7,063,000	(6,753,965)	309,035
Centennial Park Living Stream	Recreation and Culture	18,250	0	(18,250)	0	0	0	0
Anzac Centenary - Mt Clarence Grant	Recreation and Culture	61,668	0	(61,668)	0	0	0	0
Vintage Vancouver Grant	Recreation and Culture	0	1,000	(1,000)	0	0	0	0
Little Grove Boat Facilities Grant	Recreation and Culture	0	142,516	(142,516)	0	0	0	0
Anzac Centenary Event	Recreation and Culture	0	1,307,500	(1,307,500)	0	0	0	0
Anzac Day Event	Recreation and Culture	0	200,000	(200,000)	0	0	0	0
Christmas, New Year and Australia Day Events Grant	Recreation and Culture	0	17,410	(17,410)	0	32,455	(32,455)	0
Coastal Monitoring Program	Recreation and Culture	49,063	0	(45,832)	3,231	61,933	(65,164)	0
Cheyne Beach Rehabilitation	Recreation and Culture	14,670	0	(12,069)	2,601	19,382	(21,983)	0
Lower King Foreshore Maintenance	Recreation and Culture	2,025	225	0	2,250	0	0	2,250
Cheyne Beach - Upgrade 4WD Tracks	Recreation and Culture	39,936	0	(39,936)	0	0	0	0
Mt. Melville Community Fauna Survey	Recreation and Culture	21,909	0	(21,909)	0	2,853	(2,853)	0
Charles Darwin Signage Ellen Cove	Recreation and Culture	0	0	0	0	8,007	(8,007)	0
Cycle Strategy Bicycle Counters Grant	Recreation and Culture	0	0	0	0	20,150	(20,150)	0
Expert Skills Clinic in Albany	Recreation and Culture	0	0	0	0	4,500	(4,500)	0
Albany Entertainment Centre - Projects	Recreation and Culture	0	0	0	0	24,639	(24,639)	0
Shark Barrier Middleton Beach	Recreation and Culture	0	0	0	0	200,000	(200,000)	0
Betty Beach Reserve - Upgrade Tracks	Recreation and Culture	0	1,000	(1,000)	0	0	0	0
Mill Park Upgrade	Recreation and Culture	0	5,735	(5,735)	0	0	0	0
Eyre Park - Upgrade Playground Equipment	Recreation and Culture	0	0	0	0	49,960	(49,960)	0
Quarantine Hill Tower Maintenance	Recreation and Culture	0	0	0	0	10,450	(10,450)	0
Upgrade of Town Square	Recreation and Culture	0	286,250	(286,250)	0	0	0	0
Walk Trails Strategic Plan & Development	Recreation and Culture	0	6,015	(6,015)	0	0	0	0
Smart Clubs - Presidents Forums and Education	Recreation and Culture	0	4,000	(4,000)	0	4,000	(4,000)	0

CITY OF ALBANY  
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 FOR THE YEAR ENDED 30TH JUNE 2016

2. REVENUE AND EXPENSES (Continued)

(c) Conditions Over Grants/Contributions

Grant/Contribution	Function/ Activity	Opening	Received <sup>(2)</sup>	Expended <sup>(3)</sup>	Closing	Received <sup>(2)</sup>	Expended <sup>(3)</sup>	Closing
		Balance <sup>(1)</sup> 1/07/14 \$	2014/15 \$	2014/15 \$	Balance <sup>(1)</sup> 30/06/15 \$	2015/16 \$	2015/16 \$	Balance 30/06/16 \$
Travel Smart Officer Grant	Recreation and Culture	0	38,513	0	38,513	1,000	(39,513)	0
Share the Road Education Programme	Recreation and Culture	0	0	0	0	37,956	(10,849)	27,107
Memorial Gardens/Entry at Albany Heritage Park	Recreation and Culture	0	50,000	(50,000)	0	0	0	0
Vancouver Arts Centre Country Arts	Recreation and Culture	0	0	0	0	68,500	(68,500)	0
Vancouver Arts Centre Workshops/Projects	Recreation and Culture	0	16,000	(16,000)	0	17,370	(17,370)	0
Vancouver Street Festival	Recreation and Culture	0	24,090	(24,090)	0	23,045	(23,045)	0
Bella Kelly Retrospective	Recreation and Culture	0	15,670	0	15,670	0	(15,670)	0
Emu Point Coastal Park - Ocean Side Revegetation	Recreation and Culture	0	17,100	(4,574)	12,526	1,900	(14,426)	0
Get Set Go	Recreation and Culture	0	0	0	0	5,000	0	5,000
ALAC Heat Reclaim Unit & AHU Grant	Recreation and Culture	0	30,000	(18,281)	11,719	0	(11,719)	0
ALAC Capital Upgrades	Recreation and Culture	0	40,827	(40,827)	0	0	0	0
ALAC - DSR Pool Grant	Recreation and Culture	0	0	0	0	32,000	(28,449)	3,551
Hunton Bridge	Transport	90,398	0	(16,947)	73,451	0	0	73,451
Elleker Grassmere Bridge/Lower King Bridge	Transport	54,000	0	(54,000)	0	0	0	0
Wheelon/Blue Gum Bridge	Transport	0	0	0	0	506,682	(506,682)	0
Main Roads Direct Grant	Transport	0	343,100	(343,100)	0	372,900	(372,900)	0
Roads to Recovery	Transport	0	819,631	(819,631)	0	2,272,257	(2,272,257)	0
Federal Black Spot Funding	Transport	0	0	0	0	287,723	(287,723)	0
State Black Spot Funding	Transport	0	189,164	(189,164)	0	205,600	(205,600)	0
Drainage Masterplan	Transport	104,262	0	(104,262)	0	0	0	0
Path Funding	Transport	92,600	1,028,500	(1,121,100)	0	171,339	(171,339)	0
Commodity Funding	Transport	0	268,393	(268,393)	0	252,000	(252,000)	0
Regional Road Group	Transport	78,706	803,583	(882,289)	0	887,372	(887,372)	0
Road Funding - Flood Damage	Transport	0	38,617	(38,617)	0	0	0	0
Stirling Terrace Upgrade	Transport	0	173,750	(173,750)	0	0	0	0
Airport Terminal Upgrade	Transport	311,608	1,125,000	(1,436,608)	0	0	0	0
Bus Stops - Bayonet Head	Transport	0	15,000	(15,000)	0	0	0	0
Street Lighting	Transport	0	0	0	0	47,219	(47,219)	0
Urban Verge Mowing	Transport	0	0	0	0	15,000	(15,000)	0
Campervan & Motorhome Club of Australia Event Grant	Economic Services	0	10,000	(10,000)	0	0	0	0
Clipper Host Port	Economic Services	0	0	0	0	31,501	(31,501)	0
Camping Grounds Capital Works	Economic Services	0	0	0	0	255,000	(255,000)	0
Albany Visitors Centre Building Construction	Other Property and Services	0	0	0	0	54,690	0	54,690
Westrail Barracks	Other Property and Services	0	26,357	(26,357)	0	0	0	0
<b>Total</b>		<b>1,293,055</b>	<b>9,539,065</b>	<b>(10,507,912)</b>	<b>324,208</b>	<b>13,628,738</b>	<b>(13,310,979)</b>	<b>641,967</b>

Notes:

(1) - Grants/contributions recognised as revenue in a previous reporting period which were not expended at the close of the previous reporting period.

(2) - New grants/contributions which were recognised as revenues during the reporting period and which had not yet been fully expended in the manner specified by the contributor.

(3) - Grants/contributions which had been recognised as revenues in a previous reporting period or received in the current reporting period and which were expended in the current reporting period in the manner specified by the contributor.

**CITY OF ALBANY**  
**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT**  
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	NOTE	2016 \$	2015 \$
<b>3 CASH AND CASH EQUIVALENTS</b>			
Unrestricted		7,584,073	6,515,651
Restricted		18,215,807	19,703,739
		<u>25,799,880</u>	<u>26,219,390</u>
The following restrictions have been imposed by regulations or other externally imposed requirements:			
Airport Reserve	<a href="#">12</a>	1,972,536	1,559,597
Albany Entertainment Reserve	<a href="#">12</a>	450,475	439,053
ALAC Synthetic Surface "Carpet" Reserve	<a href="#">12</a>	204,424	179,748
Albany Classics Reserve	<a href="#">12</a>	32,864	48,530
Bayonet Head Infrastructure Reserve	<a href="#">12</a>	149,898	148,303
Car Parking Reserve	<a href="#">12</a>	155,285	95,536
Capital Seed Funding for Sporting Club Reserve	<a href="#">12</a>	0	5,841
Emu Point Boat Pens Development Reserve	<a href="#">12</a>	316,317	241,833
Masterplan Funding Reserve	<a href="#">12</a>	239,183	267,235
National Anzac Centre Reserve	<a href="#">12</a>	538,100	182,042
Parks Development Reserve	<a href="#">12</a>	0	21,245
Parks and Recreations Grounds	<a href="#">12</a>	253,054	50,000
Plant Replacement Reserve	<a href="#">12</a>	1,125,889	1,399,481
Roadwork's Reserve	<a href="#">12</a>	1,302,929	1,229,845
Waste Management Reserve	<a href="#">12</a>	2,766,813	2,053,817
Refuse Collection & Waste Minimisation Reserve	<a href="#">12</a>	1,292,635	889,941
Building Restoration Reserve	<a href="#">12</a>	921,695	713,143
Debt Management Reserve	<a href="#">12</a>	3,673,896	3,002,455
Land Acquisition	<a href="#">12</a>	269,760	279,652
Coastal Management Reserve	<a href="#">12</a>	462,696	353,500
Information Technology Reserve	<a href="#">12</a>	433,069	398,900
Prepaid Rates Reserve	<a href="#">12</a>	600,371	533,726
Destination Marketing & Economic Development Reserve	<a href="#">12</a>	72,983	130,000
Albany Heritage Park Infrastructure Reserve	<a href="#">12</a>	300,000	100,000
Unspent Grants Reserve	<a href="#">12 / 2 (c)</a>	641,967	2,346,935
Cheynes Beach Reserve	<a href="#">12</a>	36,250	0
National Anzac Centre Donations		2,718	210
Unspent Grants	<a href="#">2 (c)</a>	0	324,208
Unspent Loans	<a href="#">22 (c)</a>	0	2,708,963
		<u>18,215,807</u>	<u>19,703,739</u>
<b>4. INVESTMENTS</b>			
Financial assets at fair value through profit or loss		<u>205,605</u>	<u>205,605</u>
<b>Financial assets at fair value through profit or loss</b>			
At beginning of the year		205,605	232,551
Revaluation to Income Statement		0	(26,946)
Disposals		0	0
At end of the year		<u>205,605</u>	<u>205,605</u>
<b>Held for trading</b>			
Local Government House Unit Trust Shares		<u>205,605</u>	<u>205,605</u>
		<u>205,605</u>	<u>205,605</u>

**CITY OF ALBANY**  
**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT**  
**FOR THE YEAR ENDED 30TH JUNE 2016**

	NOTE	2016 \$	2015 \$
<b>5. TRADE AND OTHER RECEIVABLES</b>			
<b>Current</b>			
Rates Outstanding		892,621	1,069,724
Sundry Debtors		873,325	2,029,846
Prepaid Expenses		333,338	266,468
Other Accrued Income		431,485	228,032
GST Receivable		297,176	323,253
		<u>2,827,945</u>	<u>3,917,323</u>
<b>Non-Current</b>			
Rates Outstanding - Pensioners		524,408	489,151
		<u>524,408</u>	<u>489,151</u>
<b>6. INVENTORIES</b>			
<b>Current</b>			
Fuel and Materials		470,584	592,696
ALAC Stock		3,768	9,543
Albany Visitor Centre Stock		54,281	56,563
Albany Heritage Park		95,530	70,296
Other		21,864	40,946
		<u>646,027</u>	<u>770,044</u>
Land Held for Resale - Cost			
Cost of Acquisition		77,500	77,500
Development Costs		3,568,537	3,568,537
Transfer roads to Infrastructure		(723,577)	(723,577)
Disposals		(2,051,484)	(2,051,484)
Adjustment to Realisable Value		(567,026)	(567,026)
<b>Total Land Held for Resale</b>		<u>303,950</u>	<u>303,950</u>
<b>Inventories Total</b>		<u>949,977</u>	<u>1,073,994</u>

**CITY OF ALBANY**  
**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT**  
**FOR THE YEAR ENDED 30TH JUNE 2016**

	2016 \$	2015 \$
<b>7(a). PROPERTY, PLANT AND EQUIPMENT</b>		
Land and Buildings		
Freehold Land at:		
- Independent Valuation 2014 - Level 2	55,236,647	60,045,998
- Additions after Valuation at Cost	<u>1,767,483</u>	<u>1,001,977</u>
	57,004,130	61,047,975
Land Vested In and Under the Control of Council at:		
- Independent Valuation 2014 - Level 3	<u>1,015,100</u>	<u>1,015,100</u>
	1,015,100	1,015,100
<b>Total Land</b>	<u><u>58,019,230</u></u>	<u><u>62,063,075</u></u>
Buildings at:		
- Independent Valuation 2014 - Level 2	15,829,537	15,829,537
- Independent Valuation 2014 - Level 3	30,391,961	30,391,961
- Management Valuation 2014 - Level 3	1,789,394	1,789,394
- Additions after Valuation at Cost	15,387,191	13,295,984
Less: Accumulated Depreciation	<u>(3,743,288)</u>	<u>(1,746,113)</u>
	59,654,795	59,560,763
<b>Total Buildings</b>	<u><u>59,654,795</u></u>	<u><u>59,560,763</u></u>
<b>Total Land and Buildings</b>	<u><u>117,674,025</u></u>	<u><u>121,623,838</u></u>
Furniture and Equipment at		
- Management Valuation 2016 - Level 3	151,425	0
- Independent Valuation 2016 - Level 3	4,262,058	0
- Management Valuation 2013 - Level 3	0	1,356,286
- Additions after Valuation at Cost	0	2,378,678
Less: Accumulated Depreciation	<u>0</u>	<u>(676,056)</u>
	4,413,483	3,058,908
Plant and Equipment at		
- Independent Valuation 2016 - Level 2	10,687,443	0
- Independent Valuation 2016 - Level 3	1,140,965	0
- Management Valuation 2016 - Level 3	2,932,392	0
- Management Valuation 2013 - Level 3	0	7,254,898
- Additions after Valuation at Cost	0	6,729,603
Less Accumulated Depreciation	<u>0</u>	<u>(3,464,653)</u>
	14,760,800	10,519,848
Paintings		
- Management Valuation 2015 - Level 3	313,613	313,613
- Additions after Valuation at Cost	<u>20,000</u>	<u>0</u>
	333,613	313,613
<b>Total Property, Plant &amp; Equipment</b>	<u><u>137,181,921</u></u>	<u><u>135,516,207</u></u>
Work in Progress yet to be Classified	<u>4,418,321</u>	<u>1,046,876</u>
<b>Total Property, Plant &amp; Equipment, Work in Progress</b>	<u><u>141,600,242</u></u>	<u><u>136,563,083</u></u>

The fair value of property, plant and equipment is determined at least every three years in accordance with legislative requirements. Additions since the date of valuation are shown as cost. Given they were acquired at arms length and any accumulated depreciation reflects the usage of service potential, it is considered the recorded written down value approximates fair value. At the end of each intervening period the valuation is reviewed and where appropriate the fair value is updated to reflect current market conditions. This process is considered to be in accordance with Local Government (Financial Management) Regulation 17A (2) which requires property, plant and equipment to be shown at fair value.

**CITY OF ALBANY**  
**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT**  
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**7. PROPERTY, PLANT AND EQUIPMENT (Continued)****(b) Movements in Carrying Amounts**

Movement in the carrying amounts of each class of property, plant and equipment between the beginning and the end of the current financial year.

	Balance at the Beginning of the Year \$	Additions \$	(Disposals) \$	Revaluation Increments/ (Decrements) \$	Impairment (Losses)/ Reversals \$	Depreciation (Expense) \$	Transfers \$	Work in Progress Expensed \$	Carrying Amount at the End of Year \$
Freehold land	61,047,975	765,506	(210,351)	0	(4,599,000)	0	0	0	57,004,130
Land vested in and under the control of City of Albany	1,015,100	0	0	0	0	0	0	0	1,015,100
<b>Total land</b>	<b>62,063,075</b>	<b>765,506</b>	<b>(210,351)</b>	<b>0</b>	<b>(4,599,000)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>58,019,230</b>
Buildings	59,560,763	1,943,171	0	0	0	(1,997,175)	148,036	0	59,654,795
<b>Total buildings</b>	<b>59,560,763</b>	<b>1,943,171</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(1,997,175)</b>	<b>148,036</b>	<b>0</b>	<b>59,654,795</b>
<b>Total land and buildings</b>	<b>121,623,838</b>	<b>2,708,677</b>	<b>(210,351)</b>	<b>0</b>	<b>(4,599,000)</b>	<b>(1,997,175)</b>	<b>148,036</b>	<b>0</b>	<b>117,674,025</b>
Plant and Equipment	10,519,848	3,477,091	(419,711)	2,978,866	0	(1,795,294)	0	0	14,760,800
Furniture and Equipment	3,358,908	231,731	0	1,315,000	0	(510,437)	18,281	0	4,413,483
Paintings and Artwork	313,613	20,000	0	0	0	0	0	0	333,613
Work in Progress	1,046,876	3,646,389	0	0	0	0	(166,317)	(108,627)	4,418,321
<b>Total Property, Plant and Equipment</b>	<b>136,863,083</b>	<b>10,083,888</b>	<b>(630,062)</b>	<b>4,293,866</b>	<b>(4,599,000)</b>	<b>(4,302,906)</b>	<b>0</b>	<b>(108,627)</b>	<b>141,600,242</b>

**Impairment of land asset - 2 Toll Place, Port Albany**

Under a Memorandum of Understanding for construction of the Albany Entertainment Centre (AEC), the City paid \$1,000,000 to the State Government on 30 June 2012 for the title to the land on which the building is situated. Subsequent to this, an independent valuation was undertaken on this land as part of the fair value assessment, with fair value determined at \$4,599,000. The State Government continues to own and operate the AEC, and in recognition of this fact, Council resolved to transfer the title back to the State Government for nil consideration. The legal transfer has not yet been completed, but is likely to be completed by 30 June 2017.

CITY OF ALBANY  
 NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
 FOR THE YEAR ENDED 30TH JUNE 2016

7. PROPERTY, PLANT AND EQUIPMENT (Continued)

(c) Fair Value Measurements

Asset Class	Fair Value Hierarchy	Valuation Technique	Basis of valuation	Date of last Valuation	Inputs used
<b>Land</b>					
Freehold land	2	Market Approach using recent market data for similar properties / income approach using discounted cashflow methodology	Independent Registered Valuers	June 2014	Price per hectare / market borrowing rate
Land vested in and under the control of Council	2	Market Approach using recent market data for similar properties / income approach using discounted cashflow methodology	Independent Registered Valuers	June 2014	Price per hectare / market borrowing rate
<b>Buildings</b>					
- Independent Valuation - Level 2	2	Market Approach using recent market data for similar properties / income approach using discounted cashflow methodology	Independent Registered Valuers	June 2014	Price per square metre / market borrowing rate
- Independent Valuation - Level 3	3	Improvements to land valued using cost approach using depreciated replacement cost	Independent Registered Valuers	June 2014	Improvements to land using construction costs and current condition (Level 2), residual values and remaining useful life assessments (Level 3) inputs.
- Management Valuation - Level 3	3	Cost Approach using depreciated replacement cost	Management Valuation	June 2014	Construction costs and current condition (Level 2), residual values and remaining useful life assessments (Level 3) inputs.
<b>Furniture and Equipment</b>	3	Cost Approach using depreciated replacement cost	Independent valuers and Management valuation	June 2016	Purchase costs and current condition (Level 2), residual values and remaining useful life assessments (Level 3) inputs.
<b>Plant and Equipment</b>					
- Independent Valuation - Level 2	2	Market Approach using recent market data for similar properties	Independent Registered Valuers	June 2016	Market price per item.
- Independent/Management Valuation - Level 3	3	Cost Approach using depreciated replacement cost	Independent valuers and Management valuation	June 2016	Purchase costs and current condition (Level 2), residual values and remaining useful life assessments (Level 3) inputs.
<b>Paintings and Artwork</b>	2	Market Approach using recent auction information for similar pieces of artwork	Management Valuation	June 2015	Recent auction sales

Level 3 inputs are based on assumptions with regards to future values and patterns of consumption utilising current information. If the basis of these assumptions were varied, they have the potential to result in a significantly higher or lower fair value measurement.

During the period there was a change in the valuation techniques used by the local government to determine the fair value of property, plant and equipment using either level 2 or level 3 inputs, as there was new market data available which is more representative of the fair value in those circumstances.

**CITY OF ALBANY**  
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	<b>2016</b>	<b>2015</b>
	<b>\$</b>	<b>\$</b>
<b>8(a). INFRASTRUCTURE</b>		
Roads at:		
- Management Valuation 2015 - Level 3	230,748,564	230,748,564
- Additions after valuation - cost	4,874,014	0
Less accumulated depreciation	<u>(7,005,410)</u>	<u>0</u>
	228,617,168	230,748,564
Footpaths at:		
- Management Valuation 2015 - Level 3	40,293,377	40,293,377
- Additions after valuation - cost	1,593,322	0
Less accumulated depreciation	<u>(739,531)</u>	<u>0</u>
	41,147,168	40,293,377
Drainage at:		
- Management Valuation 2015 - Level 3	49,584,492	49,584,492
- Additions after valuation - cost	1,654,054	0
Less accumulated depreciation	<u>(955,390)</u>	<u>0</u>
	50,283,156	49,584,492
Parks, Gardens and Reserves at:		
- Management Valuation 2015 - Level 3	30,050,476	30,050,476
- Additions after valuation - cost	3,235,809	0
Less accumulated depreciation	<u>(533,065)</u>	<u>0</u>
	32,753,220	30,050,476
Other Infrastructure at:		
- Management Valuation 2015 - Level 3	87,347,680	88,050,184
- Additions after valuation - cost	2,058,140	0
Less accumulated depreciation	<u>(2,262,412)</u>	<u>0</u>
	87,143,408	88,050,184
Work in Progress yet to be Classified	9,383,367	3,932,161
Total Infrastructure and Work in Progress	<u><u>449,327,487</u></u>	<u><u>442,659,254</u></u>

The fair value of infrastructure is determined at least every three years in accordance with legislative requirements. Additions since the date of valuation are shown as cost. Given they were acquired at arms length and any accumulated depreciation reflects the usage of service potential, it is considered the recorded written down value approximates fair value. At the end of each intervening period the valuation is reviewed and, where appropriate, the fair value is updated to reflect current market conditions.

This process is considered to be in accordance with Local Government (Financial Management) Regulation 17A (2) which requires infrastructure to be shown at fair value.



**CITY OF ALBANY**  
**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT**  
**FOR THE YEAR ENDED 30TH JUNE 2016**

**8. INFRASTRUCTURE (Continued)****(b) Movements in Carrying Amounts**

Movement in the carrying amounts of each class of infrastructure between the beginning and the end of the current financial year.

	<b>Balance at the Beginning of the Year</b>	<b>Additions</b>	<b>(Disposals)</b>	<b>Impairment (Losses)/ Reversals</b>	<b>Depreciation (Expense)</b>	<b>Transfers</b>	<b>Work in Progress Expensed</b>	<b>Carrying Amount at the End of Year</b>
	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>
Roads	230,748,564	4,761,295	0	0	(7,005,410)	112,719	0	228,617,168
Footpaths	40,293,377	947,261	0	0	(739,531)	646,061	0	41,147,168
Drainage	49,584,492	1,584,775	0	0	(955,390)	69,279	0	50,283,156
Parks, Gardens and Reserves	30,050,476	3,020,213	0	0	(533,065)	215,596	0	32,753,220
Other Infrastructure	88,050,184	1,911,890	0	(702,504)	(2,262,412)	146,250	0	87,143,408
Work in Progress	3,932,161	6,646,713	0	0	0	(1,189,905)	(5,602)	9,383,367
<b>Total Infrastructure</b>	<b><u>442,659,254</u></b>	<b><u>18,872,147</u></b>	<b><u>0</u></b>	<b><u>(702,504)</u></b>	<b><u>(11,495,808)</u></b>	<b><u>0</u></b>	<b><u>(5,602)</u></b>	<b><u>449,327,487</u></b>

**Impairment of Emu Point Boat Pens**

In June 2016, the deterioration in condition of a jetty for the Emu Point Boat Pens was determined to be extensive enough to cease using 19 of the 59 pens, pending remedial works. A condition assessment was undertaken, and an impairment amount of \$702,504 was applied to this asset.

CITY OF ALBANY  
 NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
 FOR THE YEAR ENDED 30TH JUNE 2016

8. INFRASTRUCTURE (Continued)

(c) Fair Value Measurements

Asset Class	Fair Value Hierarchy	Valuation Technique	Basis of valuation	Date of last Valuation	Inputs used
Roads	3	Cost Approach using depreciated replacement cost	Management Valuation	June 2015	Construction costs and current condition (Level 2), residual values and remaining useful life assessments (Level 3) inputs.
Footpaths	3	Cost Approach using depreciated replacement cost	Management Valuation	June 2015	Construction costs and current condition (Level 2), residual values and remaining useful life assessments (Level 3) inputs.
Drainage	3	Cost Approach using depreciated replacement cost	Management Valuation	June 2015	Construction costs and current condition (Level 2), residual values and remaining useful life assessments (Level 3) inputs.
Parks, Gardens and Reserves	3	Cost Approach using depreciated replacement cost	Management Valuation	June 2015	Construction costs and current condition (Level 2), residual values and remaining useful life assessments (Level 3) inputs.
Other Infrastructure	3	Cost Approach using depreciated replacement cost	Management Valuation	June 2015	Construction costs and current condition (Level 2), residual values and remaining useful life assessments (Level 3) inputs.

Level 3 inputs are based on assumptions with regards to future values and patterns of consumption utilising current information. If the basis of these assumptions were varied , they have the potential to result in a significantly higher or lower fair value measurement.

During the period there were no changes in the valuation techniques used by the local government to determine the fair value of property, plant and equipment using either level 2 or level 3 inputs.

**CITY OF ALBANY**  
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**FOR THE YEAR ENDED 30TH JUNE 2016**

	2016	2015
	\$	\$
<b>9. TRADE AND OTHER PAYABLES</b>		
<b>Current</b>		
Sundry Creditors	3,386,047	3,646,502
Sundry Accruals	747,493	292,818
Provision - Gravel Pit Regeneration	146,501	153,286
Income Received in advance	277,077	290,747
Accrued Interest	41,255	45,705
Accrued Salaries and Wages	606,239	414,313
	<u>5,204,612</u>	<u>4,843,371</u>
<b>10. LONG-TERM BORROWINGS</b>		
<b>Current</b>		
Secured by Floating Charge Debentures	<u>2,047,877</u>	<u>1,857,727</u>
	<u>2,047,877</u>	<u>1,857,727</u>
<b>Non-Current</b>		
Secured by Floating Charge Debentures	<u>14,494,376</u>	<u>15,942,253</u>
	<u>14,494,376</u>	<u>15,942,253</u>
Additional detail on borrowings is provided in Note 22.		

**11. PROVISIONS**

	Provision for Annual Leave \$	Provision for Long Service Leave \$	Total \$
<b>Opening balance as at 1 July 2015</b>	1,757,220	1,743,432	3,500,652
Non-current provisions	<u>0</u>	<u>480,936</u>	<u>480,936</u>
	1,757,220	2,224,368	3,981,588
Additional provisions	1,680,805	458,920	2,139,725
Amounts used	<u>(1,547,551)</u>	<u>(262,824)</u>	<u>(1,810,375)</u>
<b>Balance at 30 June 2016</b>	<u>1,890,474</u>	<u>2,420,464</u>	<u>4,310,938</u>
<b>Comprises</b>			
Current	1,890,474	1,887,575	3,778,049
Non-current	<u>0</u>	<u>532,889</u>	<u>532,889</u>
	<u>1,890,474</u>	<u>2,420,464</u>	<u>4,310,938</u>

CITY OF ALBANY  
 NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
 FOR THE YEAR ENDED 30TH JUNE 2016

12. RESERVES - CASH BACKED

	Actual 2016				Budget 2016				Actual 2015			
	Opening Balance	Transfer to Reserve	Transfer from Reserve	Closing Balance	Opening Balance	Transfer to Reserve	Transfer from Reserve	Closing Balance	Opening Balance	Transfer to Reserve	Transfer from Reserve	Closing Balance
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Airport Reserve	1,559,597	2,550,807	(2,137,868)	1,972,536	1,385,051	3,456,677	(4,276,848)	564,880	1,603,743	4,168,064	(4,212,210)	1,559,597
Albany Entertainment Reserve	439,053	11,422	0	450,475	349,058	6,283	(120,000)	235,341	440,000	14,053	(15,000)	439,053
ALAC Synthetic Surface "Carpet" Reserve	179,748	24,676	0	204,424	189,494	25,000	0	214,494	164,494	15,254	0	179,748
Albany Classics Reserve	48,530	1,263	(16,929)	32,864	47,861	861	0	48,722	47,028	1,502	0	48,530
ANZAC Centenary Reserve	0	0	0	0	0	0	0	0	547,827	9,610	(557,437)	0
Bayonet Head Infrastructure Reserve	148,303	1,595	0	149,898	60,458	1,088	0	61,546	59,406	88,897	0	148,303
Car Parking Reserve	95,536	59,749	0	155,285	84,219	15,000	0	99,219	92,579	2,957	0	95,536
Capital Seed Funding for Sporting Club Reserve	5,841	0	(5,841)	0	35,920	0	0	35,920	0	60,000	(54,159)	5,841
Emu Point Boat Pens Development Reserve	241,833	83,575	(9,091)	316,317	208,583	87,999	(16,972)	279,610	330,691	0	(88,858)	241,833
Masterplan Funding Reserve	267,235	6,948	(35,000)	239,183	76,712	0	(76,712)	0	267,235	0	0	267,235
National Anzac Centre Reserve	182,042	356,058	0	538,100	150,000	0	(50,000)	100,000	0	182,042	0	182,042
Parks Development Reserve	21,245	555	(21,800)	0	21,996	0	(21,996)	0	20,586	659	0	21,245
Parks and Recreations Grounds	50,000	203,054	0	253,054	5,000	101,753	0	106,753	0	50,000	0	50,000
Plant Replacement Reserve	1,399,481	76,408	(350,000)	1,125,889	1,406,941	40,000	(889,485)	557,456	1,331,941	492,540	(425,000)	1,399,481
Roadwork's Reserve	1,229,845	220,137	(147,053)	1,302,929	721,646	44,286	(272,000)	493,932	1,016,398	506,446	(292,999)	1,229,845
Waste Management Reserve	2,053,817	1,064,670	(351,674)	2,766,813	2,077,351	1,039,984	(2,231,390)	885,945	1,830,766	999,716	(776,665)	2,053,817
Refuse Collection & Waste Minimisation Reserve	889,941	6,898,764	(6,496,070)	1,292,635	2,255,820	6,291,840	(6,566,144)	1,981,516	1,107,162	6,313,875	(6,531,096)	889,941
Building Restoration Reserve	713,143	208,552	0	921,695	403,143	50,000	0	453,143	165,138	548,005	0	713,143
Debt Management Reserve	3,002,455	871,441	(200,000)	3,673,896	2,621,491	343,864	(890,444)	2,074,911	2,998,803	464,365	(460,713)	3,002,455
Land Acquisition	279,652	547,275	(557,167)	269,760	97,000	540,000	0	637,000	0	279,652	0	279,652
Coastal Management Reserve	353,500	109,196	0	462,696	253,500	50,000	0	303,500	253,500	100,000	0	353,500
Information Technology Reserve	398,900	59,169	(25,000)	433,069	318,900	48,792	(268,688)	99,004	200,000	349,900	(151,000)	398,900
Prepaid Rates Reserve	533,726	600,371	(533,726)	600,371	459,450	459,450	(459,450)	459,450	0	533,726	0	533,726
Destination Marketing & Economic Development Reserve	130,000	97,983	(155,000)	72,983	130,000	85,966	(100,000)	115,966	0	130,000	0	130,000
Albany Heritage Park Infrastructure Reserve	100,000	200,000	0	300,000	50,000	0	0	50,000	0	100,000	0	100,000
Unspent Grants Reserve	2,346,935	641,967	(2,346,935)	641,967	2,333,288	0	(2,289,496)	43,792	631,179	2,276,812	(561,056)	2,346,935
Cheyne Beach Reserve	0	36,250	0	36,250	0	0	0	0	0	0	0	0
	16,670,358	14,931,885	(13,389,154)	18,213,089	15,742,882	12,688,843	(18,529,625)	9,902,100	13,108,476	17,688,075	(14,126,193)	16,670,358

All of the reserve accounts are supported by money held in financial institutions and match the amount shown as restricted cash in Note 3 to this financial report.

CITY OF ALBANY  
 NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
 FOR THE YEAR ENDED 30TH JUNE 2016

12. RESERVES - CASH BACKED (Continued)

In accordance with council resolutions in relation to each reserve account, the purpose for which the reserves are set aside and their anticipated date of use are as follows:

Name of Reserve	Anticipated date of use	Purpose of the reserve
Airport Reserve	Ongoing	To facilitate the future development and improvements at the Albany Airport.
Albany Entertainment Reserve	Ongoing	To provide for future funding requirements of the Albany Entertainment Centre.
ALAC Synthetic Surface "Carpet" Reserve	Ongoing	To provide a replacement of the synthetic surface "carpet".
Albany Classics Reserve	Ongoing	To provide funding for the roadside barriers for the Albany Classic Event.
Bayonet Head Infrastructure Reserve	Ongoing	To hold owner funding for infrastructure items and works within the Bayonet Head.
Car Parking Reserve	Ongoing	To provide for the acquisition of land, the development of land for car parking within the Central Business District.
Capital Seed Funding for Sporting Club Reserve	Ongoing	To receipt funds which are unspent at year end to be expended in a future financial year.
Emu Point Boat Pens Development Reserve	Ongoing	To provide for the development/redevelopment of the Emu Point Boat Pens.
Masterplan Funding Reserve	Ongoing	To provide for funding of asset masterplans.
National Anzac Centre Reserve	Ongoing	To receipt funds for the ongoing management and building renewal for (AIC).
Parks Development Reserve	Ongoing	To provide for the planning, development and enhancement of parks and park facilities.
Parks and Recreations Grounds	Ongoing	To facilitate the funding of future works associated with parks and recreation grounds.
Plant Replacement Reserve	Ongoing	To provide for the future replacement of plant, and reduce dependency on loans for this purpose.
Roadwork's Reserve	Ongoing	To facilitate the funding of road and drainage works associated with roads.
Waste Management Reserve	Ongoing	To facilitate the funding of future waste management the rehabilitation, redevelopment and development of refuse sites.
Refuse Collection & Waste Minimisation Reserve	Ongoing	To receipt any annual surplus from Council's Waste Collection/Minimisation Program to provide future funding for Council's Sanitation program.
Building Restoration Reserve	Ongoing	To receipt funds for the ongoing building renewal and expansion projects.
Debt Management Reserve	Ongoing	To receipt funds for the long-term debt strategy.
Land Acquisition	Ongoing	To receipt proceeds from sale of land to acquire strategic parcels of land in a future financial year.
Coastal Management Reserve	Ongoing	To receipt funds to facilitate future coastal works
Information Technology Reserve	Ongoing	To receipt funds for the long-term information technology changes and licensing
Prepaid Rates Reserve	Ongoing	To receipt prepaid rate revenue when these funds relate and are applied to the following financial year.
Destination Marketing & Economic Development Reserve	Ongoing	To receipt funds for the purpose of destination marketing and major event attraction within the City of Albany.
Albany Heritage Park Infrastructure Reserve	Ongoing	To receipt funds for the purpose of maintenance and capital improvements to the Albany Heritage Park.
Unspent Grants Reserve	Ongoing	To receipt grant funds which are unspent at year end to be expended in a future financial year.
Cheyne Beach Reserve	Ongoing	To receipt funds for the purpose of facilitating community maintenance and enhancement projects within the Cheyne Beach locality.

13. REVALUATION SURPLUS

	2016					2015					
	Opening Balance	Revaluation Increment	Revaluation Decrement	Impairment Revalued Assets	Total Movement on Revaluation	Closing Balance	Opening Balance	Revaluation Increment	Revaluation Decrement	Total Movement on Revaluation	Closing Balance
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Land and Buildings	58,586,012	0	0	(3,599,000)	(3,599,000)	54,987,012	58,586,012	0	0	0	58,586,012
Plant and Equipment	629,147	2,978,866	0		2,978,866	3,608,013	629,147	0	0	0	629,147
Furniture and Equipment	0	1,230,932	0		1,230,932	1,230,932	0	0	0	0	0
Infrastructure - Roads	81,759,591	0	0		0	81,759,591	0	81,759,591	0	81,759,591	81,759,591
Infrastructure - Footpaths	29,639,623	0	0		0	29,639,623	0	29,639,623	0	29,639,623	29,639,623
Infrastructure - Drainage	36,827,783	0	0		0	36,827,783	0	36,827,783	0	36,827,783	36,827,783
Infrastructure - Parks, Gardens and Reserves	7,824,895	0	0		0	7,824,895	0	7,824,895	0	7,824,895	7,824,895
Infrastructure - Other	66,055,127	0	0	(702,504)	(702,504)	65,352,623	0	66,055,127	0	66,055,127	66,055,127
	281,322,178	4,209,798	0	(4,301,504)	(91,706)	281,230,472	59,215,159	222,107,019	0	222,107,019	281,322,178

Movements on revaluation of fixed assets are not able to be reliably attributed to a program as the assets were revalued by class as provided for by AASB 116 Aus 40.1.

# REPORT ITEM AR 028 REFERS

## CITY OF ALBANY NOTES TO AND FORMING PART OF THE FINANCIAL REPORT FOR THE YEAR ENDED 30TH JUNE 2016

### 14. NOTES TO THE STATEMENT OF CASH FLOWS

#### (a) Reconciliation of Cash

For the purposes of the statement of cash flows, cash includes cash and cash equivalents, net of outstanding bank overdrafts. Cash at the end of the reporting period is reconciled to the related items in the statement of financial position as follows:

	2016 \$	2016 Budget \$	2015 \$
Cash and Cash Equivalents	<u>25,799,880</u>	<u>12,907,075</u>	<u>26,219,390</u>

#### (b) Reconciliation of Net Cash Provided By Operating Activities to Net Result

Net Result	10,466,586	12,425,850	22,086,603
Non-cash flows in Net Result			
Depreciation	15,798,714	15,906,098	13,110,730
(Profit)/Loss on Sale of Asset	(627,000)	(776,016)	67,450
Impairment Loss	1,000,000	0	0
Reversal of loss on revaluation of fixed assets	(84,068)	0	0
Fair Value (Gain) Loss on Revaluation - Financial Assets	0	0	26,946
Fair Value (Gain) Loss on Revaluation - Paintings and Artwork	0	0	14,133
Changes in Assets and Liabilities			
(Increase)/Decrease in Receivables	1,054,121	143,401	(106,560)
(Increase)/Decrease in Inventories	124,017	0	472,026
Increase/(Decrease) in Payables	361,241	(675,354)	(757,940)
Increase/(Decrease) in Employee Provisions	329,350	50,055	489,870
Grants/Contributions for the Development of Assets	(15,313,379)	(21,111,747)	(21,803,455)
Work in Progress Expensed	114,229	0	137,897
Net Cash from Operating Activities	<u>13,223,811</u>	<u>5,962,287</u>	<u>13,737,700</u>

#### (c) Undrawn Borrowing Facilities Credit Standby Arrangements

	2016 \$		2015 \$
Bank Overdraft limit	0		0
Bank Overdraft at Balance Date	0		0
Credit Card limit	55,000		55,000
Credit Card Balance at Balance Date	1,106		23,526
<b>Total Amount of Credit Unused</b>	<u>56,106</u>		<u>78,526</u>

#### Loan Facilities

Loan Facilities - Current	2,047,877		1,857,727
Loan Facilities - Non-Current	14,494,376		15,942,253
<b>Total Facilities in Use at Balance Date</b>	<u>16,542,253</u>		<u>17,799,980</u>
<b>Unused Loan Facilities at Balance Date</b>	<u>0</u>		<u>2,708,963</u>

### 15. CONTINGENT LIABILITIES

The City, together with the Water Corporation, is part of a joint venture agreement which owns a liquid waste facility. This facility is currently not in operation. Indications from the Water Corporation is that this will not be used in the future. The City may be liable for some costs with the unwinding of this joint venture and the decommissioning of the facility. The facility is currently in care and maintenance, which could continue under the current agreement until 2022.

# REPORT ITEM AR 028 REFERS

## CITY OF ALBANY NOTES TO AND FORMING PART OF THE FINANCIAL REPORT FOR THE YEAR ENDED 30TH JUNE 2016

16. CAPITAL AND LEASING COMMITMENTS	2016 \$	2015 \$
<b>(a) Operating Lease Commitments</b>		
Non-cancellable operating leases contracted for but not capitalised in the accounts.		
Payable:		
- not later than one year	39,442	82,535
- later than one year but not later than five years	0	28,423
- later than five years	0	0
	39,442	110,958
<b>(b) Capital Expenditure Commitments</b>		
Contracted for:		
- capital expenditure projects	10,701,387	9,434,111
Payable:		
- not later than one year	10,701,387	9,434,111
The capital expenditure project outstanding at the end of the current reporting period represents		
West Rail Barracks - Stages 1-3 Construction	0	262,474
Albany Highway Path	0	264,912
ALAC - Replace Floor Covering	0	362,622
ALAC - Heat Reclaim Unit	0	679,628
Centennial Park Upgrade Buildings	2,335,289	2,258,000
Centennial Park Upgrade	5,627,981	5,606,475
Albany Visitor Centre	125,200	0
Heritage Park Trail Upgrade	157,917	0
Airport Upgrade Works	1,765,000	0
Hutton Road Bridge	690,000	0
	10,701,387	9,434,111

## 17. JOINT VENTURE

The City, together with the Water Corporation has a joint venture arrangement with regard to the processing of liquid waste. The assets consist of liquid waste processing equipment. These assets are not currently in operation. Indication from the Water Corporation is that these assets will not be used in the future. As a result they have been written down to \$nil.

## 18. TOTAL ASSETS CLASSIFIED BY FUNCTION AND ACTIVITY

Governance	12,428,450	12,961,662
General Purpose Income	600,371	533,726
Law, Order, Public Safety	4,129,471	3,810,066
Health	171,776	180,756
Education & Welfare	781,939	792,123
Community Amenities	34,769,689	33,691,960
Recreation and Culture	93,703,006	82,578,675
Transport	400,409,040	399,900,328
Economic Services	17,240,735	17,596,640
Other Property and Services	50,786,737	48,993,694
Unallocated	6,214,330	10,388,170
	621,235,544	611,427,800

**CITY OF ALBANY**  
**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT**  
**FOR THE YEAR ENDED 30TH JUNE 2016**

<b>19. FINANCIAL RATIOS</b>	<b>2016</b>	<b>2015</b>	<b>2014</b>
Current Ratio	1.05	1.19	1.40
Asset Sustainability Ratio	0.90	0.76	1.09
Debt Service Cover Ratio	4.14	5.79	2.37
Operating Surplus Ratio	(0.09)	0.01	(0.09)
Own Source Revenue Coverage Ratio	0.86	0.85	0.84

The above ratios are calculated as follows:

Current Ratio	$\frac{\text{current assets minus restricted assets}}{\text{current liabilities minus liabilities associated with restricted assets}}$
Asset Sustainability Ratio	$\frac{\text{capital renewal and replacement expenditure}}{\text{depreciation expense}}$
Debt Service Cover Ratio	$\frac{\text{annual operating surplus before interest and depreciation}}{\text{principal and interest}}$
Operating Surplus Ratio	$\frac{\text{operating revenue minus operating expense}}{\text{own source operating revenue}}$
Own Source Revenue Coverage Ratio	$\frac{\text{own source operating revenue}}{\text{operating expense}}$

**Notes:**

(a) Information relating to the asset consumption ratio and the asset renewal funding ratio can be found at Supplementary Ratio Information on Page 62 of this document.

(b) For 2015 and 2016, the Debt Service Cover and Operating Surplus ratios as disclosed above were distorted by the early receipt of half of the allocation of the 2015-16 Financial Assistance Grant on 30 June 2015. The early payment of the grant increased operating revenue in 2015 and decreased operating revenue in 2016 by \$1,996,621.

(c) For 2015, the Current ratio as disclosed above was also distorted by the early payment of 2015/16 Financial Assistance Grant prior to year end.

(c) For 2014, the Current, Debt Service Cover and Operating Surplus ratios disclosed above were distorted by the change to the payment of Financial Assistance Grants during the year ended 30 June 2014 which saw the advance payment of the first quarter of the following year cease. This created a timing difference which resulted in an amount of some \$1,997,476 less revenue for the year

Items (b) to (d) mentioned above are considered "one-off" timing/non cash in nature and, if they are ignored, the calculations disclosed in the columns above would be as follows:

	<b>2016</b>	<b>2015</b>	<b>2014</b>
Current Ratio	1.05	0.99	1.61
Debt Service Cover Ratio	4.83	4.99	2.93
Operating Surplus Ratio	(0.05)	(0.03)	(0.05)



**REPORT ITEM AR 028 REFERS**  
**CITY OF ALBANY**  
**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT**  
**FOR THE YEAR ENDED 30TH JUNE 2016**

**20. TRUST FUNDS**

Funds held at balance date over which the City has no control and which are not included in the financial statements are as follows:

	Balance 01/07/15	Amounts Received	Amounts Paid	Balance 30/06/16
	\$	\$	(\$)	\$
Albany Heartsafe	120	521	(510)	133
Amity Trust	31,302	0	0	31,302
Point King Lighthouse	1,980	0	0	1,980
Recycling Committee	3,871	0	0	3,871
Auspiced Grants	23,277	819,500	(506,500)	336,277
Commission Sales- AVC	151,916	1,585,656	(1,565,746)	171,825
WAPC - POS	673,963	148,500	(79,364)	743,099
Sale of Land for Unpaid Rates	0	64,633	0	64,633
Works Bonds	2,500	0	0	2,500
Public Appeals	0	20,451	(20,451)	0
Development Bonds	1,700	0	0	1,700
Drainage Upgrade	1,358	0	0	1,358
Extractive Industry Deposits	77,369	5,830	0	83,199
Housing Deposits	62,000	10,000	(33,000)	39,000
Subdivision Maintenance Bonds	235,447	128,160	(108,980)	254,625
Subdivision Bonds	475,099	63,259	(26,039)	512,318
Lotteries House Management	53,181	11,135	0	64,316
Lotteries House Photocopier	15,978	91	0	16,069
Nomination Deposits	880	1,680	(1,680)	880
Unclaimed Monies	45,846	574	0	46,420
ALAC Sporting Bonds	7,000	5,270	(1,680)	10,590
	<u>1,864,788</u>			<u>2,386,097</u>

**21. DISPOSALS OF ASSETS - 2015/16 FINANCIAL YEAR**

The following assets were disposed of during the year.

	Net Book Value		Sale Price		Profit (Loss)	
	Actual \$	Budget \$	Actual \$	Budget \$	Actual \$	Budget \$
Plant & Equipment	419,711	532,608	677,571	848,590	257,860	315,982
Land	210,351	219,966	579,491	680,000	369,140	460,034
	<u>630,062</u>	<u>752,574</u>	<u>1,257,062</u>	<u>1,528,590</u>	<u>627,000</u>	<u>776,016</u>

CITY OF ALBANY  
 NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
 FOR THE YEAR ENDED 30TH JUNE 2016

22. INFORMATION ON BORROWINGS

(a) Repayments - Debentures

Particulars	Principal 01/07/2015 \$	New Loans \$	Principal Repayments		Principal 30/06/2016		Interest Repayments	
			Actual \$	Budget \$	Actual \$	Budget \$	Actual \$	Budget \$
<b>Community Amenities</b>								
Liquid Waste Project 12	64,004		30,897	30,789	33,107	33,215	4,286	4,588
Waste Management 19	54,330		17,147	17,026	37,183	37,305	2,935	3,303
<b>Recreation and Culture</b>								
Dive Ship 13	80,006		38,621	38,487	41,385	41,519	5,358	5,679
Library Development 17	164,606		51,951	51,586	112,655	113,020	8,892	9,551
Recreation 18	55,137		17,402	17,280	37,735	37,856	2,979	3,349
ALAC Redevelopment 30	1,871,013		108,022	103,417	1,762,991	1,767,596	130,118	130,773
ALAC Redevelopment 32	1,784,181		87,179	83,151	1,697,002	1,701,029	136,700	137,928
Town Square Upgrade 33	459,193		42,618	41,380	416,575	417,813	22,140	22,853
Forts Entrance and Public Space Enhancement 36	459,193		42,618	41,380	416,575	417,813	22,140	22,853
Centennial Park Stage 1 37	1,948,574		185,289	179,938	1,763,285	1,773,553	86,322	85,874
Centennial Park Stage 2 38	700,000		108,323	104,888	591,677	595,112	24,423	28,310
ALAC - Heat Exchange Unit 39	520,000		80,468	76,329	439,532	443,671	18,145	25,282
Centennial Park Stage 3 41	0	600,000	0	0	600,000	600,000	598	0
<b>Transport</b>								
Roadworks - Asset Upgrade 21A	1,107,938		106,953	104,186	1,000,985	1,003,753	84,665	84,859
Roadworks - 22C Refinanced 22D	1,245,660		134,947	131,546	1,110,713	1,111,038	56,831	57,140
Roadworks - 03/04 23	485,789		40,950	40,950	444,839	444,838	31,564	31,579
Roadworks - 04/05 28	1,286,625		97,957	101,556	1,188,668	1,185,069	82,495	64,213
Roadworks - 06/07 29	2,194,302		257,766	252,132	1,936,536	1,942,172	150,391	150,545
Stirling Terrace Upgrade 34	367,355		34,094	33,104	333,261	334,251	17,712	18,282
<b>Economic Services</b>								
Saleyards Loan 3	231,923		40,347	39,768	191,576	192,155	15,271	16,796
Forts Cafe, Retail & Admin Upgrade/Refurbishment 35	551,032		51,141	49,656	499,891	501,376	26,568	27,424
<b>Other Property and Services</b>								
Admin Building 1 25	729,671		55,553	53,699	674,118	675,972	46,313	46,857
Admin Building 2A 26E	689,448		163,523	161,794	525,925	529,392	27,123	27,211
Purchase Land - Lot 20 40	750,000		63,961	65,661	686,039	684,339	30,494	21,502
	<b>17,799,980</b>	<b>600,000</b>	<b>1,857,727</b>	<b>1,819,703</b>	<b>16,542,253</b>	<b>16,583,855</b>	<b>1,034,463</b>	<b>1,026,751</b>

All loan repayments were financed by general purpose revenue.

CITY OF ALBANY  
 NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
 FOR THE YEAR ENDED 30TH JUNE 2016

22. INFORMATION ON BORROWINGS (continued)

(b) New Debentures - 2015/16

Particulars/Purpose		Amount Borrowed		Institution	Loan Type	Term (Years)	Total Interest & Charges \$	Interest Rate %	Amount Used		Balance Unspent \$
		Actual \$	Budget \$						Actual (\$)	Budget (\$)	
Recreation and Culture											
Centennial Park Stage 2	40	600,000	600,000	WATC	Interest & Principal	6	47,213	2.37	(600,000)	(600,000)	0
		600,000	600,000				47,213		(600,000)	(600,000)	0

(c) Unspent Debentures - 2015/16

Particulars		Date Borrowed	Balance 01/07/2015 \$	Borrowed During Year \$	Expended During Year \$	Balance 30/06/2016 \$
Recreation and Culture						
Centennial Park Stage 1	37	30/06/2014	1,488,963	0	(1,488,963)	0
Centennial Park Stage 2	38	22/06/2015	700,000	0	(700,000)	0
ALAC - Heat Exchange Pump	39	22/06/2015	520,000	0	(520,000)	0
			2,708,963	0	(2,708,963)	0

(d) Overdraft

No overdraft facility is currently operated by the City of Albany.

CITY OF ALBANY  
 NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
 FOR THE YEAR ENDED 30TH JUNE 2016

23. RATING INFORMATION - 2015/2016 FINANCIAL YEAR

RATE TYPE	Rate in cents	Number of Properties	Rateable Value \$	Rate Revenue \$	Interim Rates \$	Back Rates \$	Total Revenue \$	Budget Rate Revenue \$	Budget Interim Rate \$	Budget Back Rate \$	Budget Total Revenue \$
<b>Differential General Rate</b>											
GRV General	10.2179	13,963	260,194,775	26,586,844	0	0	26,586,844	26,586,444	0	0	26,586,444
UV	0.4099	1,181	658,025,000	2,697,245	0	0	2,697,245	2,697,245	0	0	2,697,245
Interim & Back Rates		0	0	0	359,384	15,754	375,138	0	170,000	10,000	180,000
<b>Sub-Totals</b>		15,144	918,219,775	29,284,089	359,384	15,754	29,659,227	29,283,689	170,000	10,000	29,463,689
<b>Minimum Rates</b>											
<b>Minimum \$</b>											
GRV Occupied	935	2,627	16,776,796	2,456,245	0	0	2,456,245	2,456,245	0	0	2,456,245
UV	1010	440	77,051,353	444,000	0	0	444,000	444,400	0	0	444,400
<b>Sub-Totals</b>		3,067	93,828,149	2,900,245	0	0	2,900,245	2,900,645	0	0	2,900,645
							32,559,472				32,364,334
<b>Total Amount Raised from General Rate</b>							32,559,472				32,364,334
Movement in Rates Received in Advance							66,645				0
Ex-gratia rates							82,536				82,290
<b>Total Rates</b>							<b>32,708,653</b>				<b>32,446,624</b>

**CITY OF ALBANY**  
**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT**  
**FOR THE YEAR ENDED 30TH JUNE 2016**

**24. NET CURRENT ASSETS**

Composition of net current assets

	<b>2016</b> <b>(30 June</b> <b>Carried</b> <b>Forward)</b> <b>\$</b>	<b>2016</b> <b>(1 July 2015</b> <b>Brought</b> <b>Forward)</b> <b>\$</b>	<b>2015</b> <b>(30 June 2015</b> <b>Carried</b> <b>Forward)</b> <b>\$</b>
<b>Surplus/(Deficit)</b>	<u>2,078,102</u>	<u>3,183,413</u>	<u>3,183,413</u>
<b><u>Comprises:</u></b>			
Cash and cash equivalents			
Unrestricted	7,584,073	6,515,651	6,515,651
Restricted	18,215,807	19,703,739	19,703,739
Investments			
Financial assets at fair value through profit and loss	205,605	205,605	205,605
Receivables			
Rates - Current	892,621	1,069,724	1,069,724
Sundry Debtors	1,638,148	2,524,346	2,524,346
GST Receivable	297,176	323,253	323,253
Inventories	646,027	770,044	770,044
<b>Less:</b>			
Reserves - Restricted Cash			
- Reserves	(18,213,089)	(16,670,358)	(16,670,358)
- Restricted Cash Utilised - Loan	0	(2,708,963)	(2,708,963)
- Investments - LG Unit Trust Shares	(205,605)	(205,605)	(205,605)
Sundry Creditors	(4,557,118)	(4,383,353)	(4,383,353)
Accrued Interest on Debentures	(41,255)	(45,705)	(45,705)
Accrued Salaries and Wages	(606,239)	(414,313)	(414,313)
Current Employee Benefits Provision	(3,778,049)	(3,500,652)	(3,500,652)
<b>Surplus/(Deficit)</b>	<u>2,078,102</u>	<u>3,183,413</u>	<u>3,183,413</u>

**REPORT ITEM AR 028 REFERS**  
**CITY OF ALBANY**  
**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT**  
**FOR THE YEAR ENDED 30TH JUNE 2016**

**25. SPECIFIED AREA RATE - 2015/16 FINANCIAL YEAR**

No specified area rate was levied during the 2015/16 Financial Year.

**26. SERVICE CHARGES - 2015/16 FINANCIAL YEAR**

No service charge was levied during the 2015/16 Financial Year.

**27. DISCOUNTS, INCENTIVES, CONCESSIONS, & WRITE-OFFS  
- 2015/16 FINANCIAL YEAR**

	Type	Disc %	Total Cost/ Value \$	Budget Cost/ Value \$
Rate Assessment	Write-Off	N/A	7,704	0

No discount was offered for early payment of rates for the 2015/16 year.

**28. INTEREST CHARGES AND INSTALMENTS - 2015/16 FINANCIAL YEAR**

	Interest Rate %	Admin. Charge \$	Revenue \$	Budgeted Revenue \$
Interest on Unpaid Rates	11.00%	N/A	172,934	120,000
Interest on Instalments Plan	5.50%	N/A	141,950	120,000
Charges on Instalment Plan	N/A	6	73,176	65,000
Interest on Sundry Debtors	11.00%	N/A	0	0
			<u>388,060</u>	<u>305,000</u>

Ratepayers had the option of paying rates in four equal instalments, due on 17th September 2015, 17th November 2015, 18th January 2016 and 18th March 2016. Administration charges and interest applied for the final three instalments.

**29. FEES & CHARGES**

	<b>2016</b> \$	<b>2015</b> \$
Governance	1,268	983
General Purpose Funding	117,180	105,237
Law, Order, Public Safety	202,965	200,625
Health	117,119	106,609
Education and Welfare	1,063,645	1,019,822
Community Amenities	8,243,541	7,882,772
Recreation and Culture	2,136,590	2,635,317
Transport	2,545,647	3,067,582
Economic Services	2,313,403	2,130,013
Other Property and Services	776,046	787,217
	<u>17,517,404</u>	<u>17,936,177</u>

There were no changes during the year to the amount of the fees or charges detailed in the original budget.

**30. GRANT REVENUE**

Grants, subsidies and contributions are included as operating revenues in the Statement of Comprehensive Income:

**By Nature and Type:**

Operating Grants, Subsidies and Contributions	3,559,260	9,348,576
Non-Operating Grants, Subsidies and Contributions	15,313,379	21,803,455
	<u>18,872,639</u>	<u>31,152,031</u>

**By Program:**

General Purpose Funding	1,879,193	6,014,903
Governance	2,905	33,612
Law, Order, Public Safety	1,044,024	1,011,525
Education and Welfare	39,341	101,693
Community Amenities	193,636	60,395
Recreation and Culture	8,123,876	6,249,432
Transport	6,903,826	6,864,867
Economic Services	433,053	10,572,035
Other Property And Services	252,785	243,569
	<u>18,872,639</u>	<u>31,152,031</u>

# REPORT ITEM AR 028 REFERS

## CITY OF ALBANY NOTES TO AND FORMING PART OF THE FINANCIAL REPORT FOR THE YEAR ENDED 30TH JUNE 2016

31. ELECTED MEMBERS REMUNERATION	2016 \$	2016 Budget \$	2015 \$
The following fees, expenses and allowances were paid to council members and/or the president.			
Mayor	Fees	30,385	30,385
	Allowances	65,350	65,350
Deputy Mayor	Fees	22,660	22,660
	Allowances	19,000	19,000
Councillors	Fees	250,506	249,260
	Allowances	38,800	39,050
		426,701	425,055
			425,705

32. EMPLOYEE NUMBERS	2016	2015
The number of full-time equivalent employees at balance date	265	253

### 33. MAJOR LAND TRANSACTIONS

#### The Ridge' Cull Road Residential Subdivision

##### (a) Details

As at 30 June 2016, 4 lots remain unsold.  
No further development costs are anticipated to be spent on this development.

(b) Current year transactions	2016 \$	2016 Budget \$	2015 \$
<b>Operating Revenue</b>			
Proceeds on sale	0	110,000	433,909
Less Cost of Blocks Sold	0	(75,170)	(440,312)
Less Selling Costs	0	(25,000)	(28,849)
	0	9,830	(35,251)
<b>Capital Expenditure</b>			
- Purchase of Land	0	0	0
- Development Costs	0	0	0
	0	0	0

##### (c) Expected Future Cash Flows

	2017 \$	2018 \$	2019 \$	2020 \$	2021 \$	Total \$
<b>(Cash Outflows)</b>						
- Development Costs	0	0	0	0	0	0
- Loan Repayments	0	0	0	0	0	0
	0	0	0	0	0	0
<b>Cash Inflows</b>						
- Loan Proceeds	0	0	0	0	0	0
- Sale Proceeds	250,000	100,000	0	0	0	350,000
	250,000	100,000	0	0	0	350,000
<b>Net Cash Flows</b>	<b>250,000</b>	<b>100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>350,000</b>

##### (d) Assets and Liabilities Associated with the Transaction

	NOTE	2,016	2,015
<b>Current Assets</b>			
Land Held for Resale	<a href="#">6</a>	303,950	303,950

### 34. TRADING UNDERTAKINGS AND MAJOR TRADING UNDERTAKINGS

The City of Albany did not participate in any trading undertakings or major trading undertakings during the 2015/16 financial year, as defined under the Local Government Act and Regulations.

**CITY OF ALBANY**  
**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT**  
**FOR THE YEAR ENDED 30TH JUNE 2016**

**35. FINANCIAL RISK MANAGEMENT**

The City of Albany activities expose it to a variety of financial risks including price risk, credit risk, liquidity risk and interest rate risk. The City's overall risk management focuses on the unpredictability of financial markets and seeks to minimise potential adverse effects on the financial performance of the City.

The City of Albany does not engage in transactions expressed in foreign currencies and is therefore not subject to foreign currency risk.

Financial risk management is carried out by the finance area under policies approved by the Council.

The City of Albany held the following financial instruments at balance date:

	Carrying Value		Fair Value	
	2016	2015	2016	2015
	\$	\$	\$	\$
<b>Financial Assets</b>				
Cash and cash equivalents	25,799,880	26,219,390	25,799,880	26,219,390
Trade & Other Receivables	2,827,945	3,917,323	2,827,945	3,917,323
Investments	205,605	205,605	205,605	205,605
	<u>28,833,430</u>	<u>30,342,318</u>	<u>28,833,430</u>	<u>30,342,318</u>
<b>Financial Liabilities</b>				
Payables	5,204,612	4,843,371	5,204,612	4,843,371
Borrowings	16,542,253	17,799,980	15,133,643	16,203,497
	<u>21,746,865</u>	<u>22,643,351</u>	<u>20,338,255</u>	<u>21,046,868</u>

Fair value is determined as follows:

- Cash and Cash Equivalents, Trade & Other Receivables, Trade & Other Payables – estimated to the carrying value which approximates net market value.
- Financial assets at fair value through profit and loss, available for sale financial assets - based on market interest rates applicable to assets and liabilities with similar risk profiles.
- Borrowings - estimated future cash flows discounted by the current market interest rates applicable to assets and liabilities with similar risk profiles.



**CITY OF ALBANY  
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2016**

**35. FINANCIAL RISK MANAGEMENT (Continued)**  
**(a) Cash and Cash Equivalents**

The City of Albany's objective is to maximise its return on cash and investments whilst maintaining an adequate level of liquidity and preserving capital. The finance area manages the cash and investments portfolio with the assistance of independent advisers (where applicable). The City of Albany has an investment policy and the policy is subject to review by Council. An Investment Report is provided to Council on a monthly basis setting out the make-up and performance of the portfolio.

The major risk associated with investments is price risk – the risk that the capital value of investments may fluctuate due to changes in market prices, whether these changes are caused by factors specific to individual financial instruments of their issuers or factors affecting similar instruments traded in a market.

Cash and investments are also subject to interest rate risk – the risk that movements in interest rates could affect returns.

Another risk associated with cash and investments is credit risk – the risk that a contracting entity will not complete its obligations under a financial instrument resulting in a financial loss to the City.

The City of Albany manages these risks by diversifying its portfolio and only purchasing investments with high credit ratings or capital guarantees. The City of Albany also seeks advice from independent advisers (where applicable) before placing any cash and

	<b>2016</b>	<b>2015</b>
	<b>\$</b>	<b>\$</b>
Impact of a 10% <sup>(1)</sup> movement in price of investments:		
- Equity	20,561	20,560
- Statement of Comprehensive Income	20,561	20,560
Impact of a 1% <sup>(1)</sup> movement in interest rates on cash and investments:		
- Equity	260,055	293,685
- Statement of Comprehensive Income	260,055	293,685

**Notes:**

**(1)** Sensitivity percentages based on management's expectation of future possible market movements.

**CITY OF ALBANY  
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2016**

**35. FINANCIAL RISK MANAGEMENT (Continued)**  
**(b) Receivables**

The City of Albany's major receivables comprise rates and annual charges and user charges and fees. The major risk associated with these receivables is credit risk – the risk that the debts may not be repaid. The City manages this risk by monitoring outstanding debt and employing debt recovery policies. It also encourages ratepayers to pay rates by the due date through incentives.

Credit risk on rates and annual charges is minimised by the ability of the City to recover these debts as a secured charge over the land – that is, the land can be sold to recover the debt. The City of Albany is also able to charge interest on overdue rates and annual charges at higher than market rates, which further encourages payment.

The level of outstanding receivables is reported to Council monthly and benchmarks are set and monitored for acceptable collection performance.

The City makes suitable provision for doubtful receivables as required and carries out credit checks on most non-rate debtors.

There are no material receivables that have been subject to a re-negotiation of repayment terms.

The profile of the City's credit risk at balance date was:

	<b>2016</b>	<b>2015</b>
<b>Percentage of Rates and Annual Charges</b>		
- Current	0.00%	0.00%
- Overdue	100.00%	100.00%
<b>Percentage of Other Receivables</b>		
- Current	89.94%	62.02%
- Overdue	10.06%	37.98%

**CITY OF ALBANY**  
**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT**  
**FOR THE YEAR ENDED 30TH JUNE 2016**

**35. FINANCIAL RISK MANAGEMENT (Continued)****(c) Payables****Borrowings**

Payables and borrowings are both subject to liquidity risk – that is the risk that insufficient funds may be on hand to meet payment obligations as and when they fall due. The City of Albany manages this risk by monitoring its cash flow requirements and liquidity levels and maintaining an adequate cash buffer. Payment terms can be extended and overdraft facilities drawn upon if required.

The contractual undiscounted cash flows of the City's Payables and Borrowings are set out in the Liquidity Sensitivity Table below:

	<b>Due within 1 year \$</b>	<b>Due between 1 &amp; 5 years \$</b>	<b>Due after 5 years \$</b>	<b>Total contractual cash flows \$</b>	<b>Carrying values \$</b>
<b><u>2016</u></b>					
Payables	5,204,612	0	0	5,204,612	5,204,612
Borrowings	<u>2,888,210</u>	<u>10,517,928</u>	<u>7,311,615</u>	<u>20,717,753</u>	<u>16,542,253</u>
	<u>8,092,822</u>	<u>10,517,928</u>	<u>7,311,615</u>	<u>25,922,365</u>	<u>21,746,865</u>
<b><u>2015</u></b>					
Payables	4,843,371	0	0	4,843,371	4,843,371
Borrowings	<u>2,752,421</u>	<u>10,499,961</u>	<u>9,500,928</u>	<u>22,753,310</u>	<u>17,799,980</u>
	<u>7,595,792</u>	<u>10,499,961</u>	<u>9,500,928</u>	<u>27,596,681</u>	<u>22,643,351</u>

**CITY OF ALBANY**  
**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT**  
**FOR THE YEAR ENDED 30TH JUNE 2016**

**35. FINANCIAL RISK MANAGEMENT (Continued)****(c) Payables**  
**Borrowings (Continued)**

Borrowings are also subject to interest rate risk – the risk that movements in interest rates could adversely affect funding costs. The City manages this risk by borrowing long term and fixing the interest rate to the situation considered the most advantageous at the time of negotiation.

The following tables set out the carrying amount, by maturity, of the financial instruments exposed to interest rate risk:

	<u>&lt;1 year</u>	<u>&gt;1&lt;2 years</u>	<u>&gt;2&lt;3 years</u>	<u>&gt;3&lt;4 years</u>	<u>&gt;4&lt;5 years</u>	<u>&gt;5 years</u>	<u>Total</u>	<u>Weighted Average Effective Interest Rate</u>
	\$	\$	\$	\$	\$	\$	\$	%
<b>Year Ended 30 June 2015</b>								
<b>Borrowings</b>								
<b>Fixed Rate</b>								
Debtentures	74,492	187,573	525,926	191,576	1,031,209	14,531,477	16,542,253	5.23%
Weighted Average Effective Interest Rate	7.03%	5.44%	3.49%	6.96%	2.94%	5.43%		
<b>Year Ended 30 June 2016</b>								
<b>Borrowings</b>								
<b>Fixed Rate</b>								
Debtentures	0	144,011	274,074	689,449	231,923	16,460,523	17,799,980	5.31%
Weighted Average Effective Interest Rate		6.93%	5.34%	3.49%	6.86%	5.35%		

## MOORE STEPHENS

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### INDEPENDENT AUDITOR'S REPORT TO THE ELECTORS OF THE CITY OF ALBANY

#### REPORT ON THE FINANCIAL REPORT

We have audited the accompanying financial report of the City of Albany, which comprises the statement of financial position as at 30 June 2016, statement of comprehensive income by nature or type, statement of comprehensive income by program, statement of changes in equity, statement of cash flows and the rate setting statement for the year then ended, notes comprising a summary of significant accounting policies and other explanatory information and the statement by Chief Executive Officer.

#### Management's Responsibility for the Financial Report

Management is responsible for the preparation of the financial report that gives a true and fair view in accordance with Australian Accounting Standards, the Local Government Act 1995 (as amended) and the Local Government (Financial Management) Regulations 1996 (as amended) and for such internal control as Management determines is necessary to enable the preparation of the financial report that is free from material misstatement, whether due to fraud or error.

#### Auditor's Responsibility

Our responsibility is to express an opinion on the financial report based on our audit. We conducted our audit in accordance with Australian Auditing Standards. These Standards require that we comply with relevant ethical requirements relating to audit engagements and plan and perform the audit to obtain reasonable assurance about whether the financial report is free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial report. The procedures selected depend on the auditor's judgement, including the assessment of the risks of material misstatement of the financial report, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the City's preparation and fair presentation of the financial report that gives a true and fair view in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by Council, as well as evaluating the overall presentation of the financial report.

We believe the audit evidence we obtained is sufficient and appropriate to provide a basis for our audit opinion.

#### Opinion

In our opinion, the financial report of the City of Albany is in accordance with the Local Government Act 1995 (as amended) and the Local Government (Financial Management) Regulations 1996 (as amended), including:

- a) giving a true and fair view of the City's financial position as at 30 June 2016 and of its financial performance and its cash flows for the year ended on that date; and
- b) complying with Australian Accounting Standards (including Australian Accounting Interpretations).

**MOORE STEPHENS**

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**INDEPENDENT AUDITOR'S REPORT  
TO THE ELECTORS OF THE CITY OF ALBANY (CONTINUED)**

**REPORT ON OTHER LEGAL AND REGULATORY REQUIREMENTS**

In accordance with the Local Government (Audit) Regulations 1996, we also report that:

- a) There are no matters that in our opinion indicate significant adverse trends in the financial position or the financial management practices of the City.
- b) No matters indicating non-compliance with Part 6 of the Local Government Act 1995 (as amended), the Local Government (Financial Management) Regulations 1996 (as amended) or applicable financial controls of any other written law were noted during the course of our audit.
- c) In relation to the Supplementary Ratio Information presented at page 57 of this report, we have reviewed the calculations as presented and nothing has come to our attention to suggest it is not:
  - i) reasonably calculated; and
  - ii) based on verifiable information.
- d) All necessary information and explanations were obtained by us.
- e) All audit procedures were satisfactorily completed in conducting our audit.

MOORE STEPHENS  
CHARTERED ACCOUNTANTS



WEN-SHIEN CHAI  
PARTNER

Date: 21 November 2016  
Perth, WA

**CITY OF ALBANY  
SUPPLEMENTARY RATIO INFORMATION  
FOR THE YEAR ENDED 30TH JUNE 2016**

**RATIO INFORMATION**

The following information relates to these ratios which only require attestation they have been checked and are supported by verifiable information. It does not form part of the audited financial report.

	<b>2016</b>	<b>2015</b>	<b>2014</b>
Asset Consumption Ratio	0.63	0.67	0.66
Asset Renewal Funding Ratio	0.93	0.96	1.00

The above ratios are calculated as follows:

Asset Consumption Ratio	$\frac{\text{depreciated replacement cost of assets}}{\text{current replacement cost of depreciable assets}}$
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Asset Renewal Funding Ratio	$\frac{\text{NPV of planned capital renewal over 10 years}}{\text{NPV of required capital expenditure over 10 years}}$
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