



ATTACHMENTS

Ordinary Meeting of Council

Tuesday 26 August 2014

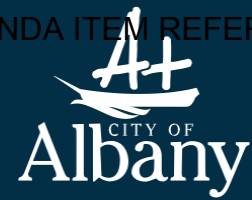
6.00pm

City of Albany Council Chambers

ORDINARY COUNCIL MEETING
ATTACHMENTS –26/08/2014
** REFER DISCLAIMER **

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City of Albany Air Services Deregulation Survey

Community Engagement Results, June 2014

City of Albany Air Services Deregulation

1.0 Project Overview

The City of Albany was asked by the State Government to form a position on the deregulation of passenger air services between Albany and Perth. Currently the services are regulated from Albany to Perth. This has provided a regular schedule of services to Albany and this arrangement will be in place until February 2016.

The Minister for Transport is currently reviewing options for Albany. The general view of the State Government is to support deregulation unless it would cause a negative impact on the destination and its community.

2.0 Community Engagement

A community engagement plan was developed by the City of Albany. The objective was to ask community their opinion to assist Council in forming a position about the deregulation of air services in Albany. The level of engagement identified was to CONSULT with communities aiming to facilitate a two-way communication designed to obtain public feedback. This was achieved through a survey and a public comment period. While the aim was to get a vote for or against deregulation, additional questions were asked to collect information to assist Council in forming a position.

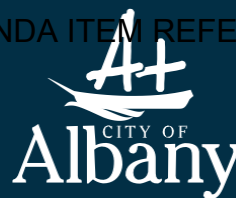
The public comment period was undertaken between 22 May – 13 June 2014, with an extension provided due to community feedback to 16 June 2014 (25 days).

On 22 May 2014 the City of Albany contacted agencies and key stakeholders to invite them to respond with a position on the possible deregulation of air services. Key Stakeholders were invited to make comment including:

- Community groups/agencies
- Transport providers
- Education Industry
- Health Industry
- Airport service Industry
- Business community
- Individual members of community
- Airport users

Various internal and external stakeholders identified were invited to make comment through:

- Email letter to database with link to survey;
- Hard copy mail out letters;
- Inclusion in staff and stakeholder community newsletters;
- City of Albany Social media;
- City of Albany website;



- Face-to-face survey of users at the Albany Airport;
- Media releases and articles in print media;
- Radio interviews; and
- Public notice advertising in local papers.

A FAQ information sheet was developed to assist in educating community to make an informed opinion. Community Information Repositories provided access points throughout Albany for residents to access hard copy surveys and information sheets, located at:

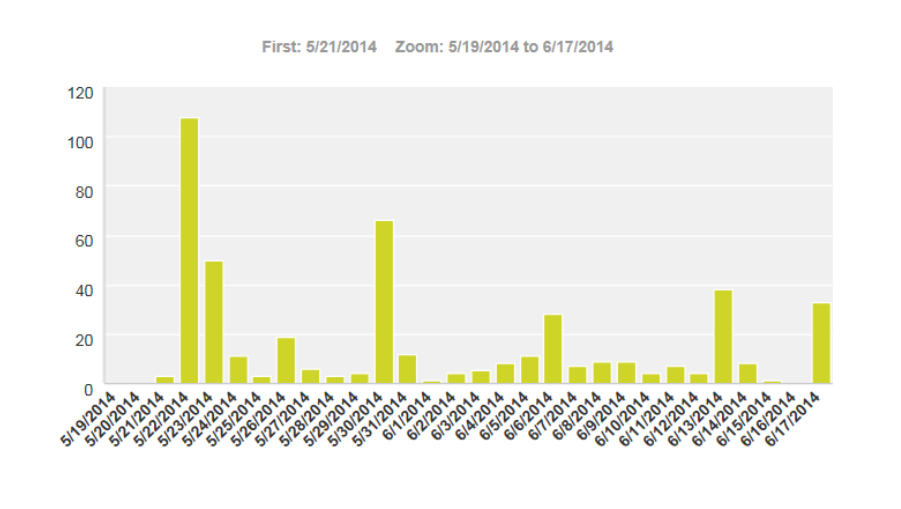
- Albany Regional Airport
- Albany Public Library
- North Rd Administration
- Vancouver Arts Centre
- Albany Leisure & Aquatic Centre
- Albany Regional Day Care

The Albany Chamber of Commerce (ACCI) also engaged with its community with an online survey, the result of their survey has been considered within this report.

3.0 Data Trends

A total of 462 people completed the survey, including written submissions. The survey was accessed from 22 June 2014 to 17 June 2014. A spike occurred on the launch of the engagement (108) as a result of an email letter distribution. A further spike in responses occurred post a media release and newspaper articles on 30 June 2014 (66).

Chart 1: Display Trend: Participation



3.1 Local Levels

Of the 462 people who completed the survey, 436 (94%) included their postcodes. Of those 353 (81%) live in Albany. The survey showed 83 respondents (19%) live outside of Albany.

The ACCI respondents were also mainly from Albany, 177 (94%), postcodes were not collected.

3.2 State Level

Of the 19% of respondents who were not from Albany 81 respondents (98%) provided postcodes. Of those 38 lived within the Great Southern region, 37 respondents lived within the State and 6 lived outside of the State of WA.

Table 1: Data Trend: Postcodes Detail

SUMMARY OF DATA	No	Percentage (rounded)
Great Southern	38	46%
State	37	44%
Outside State	6	7%
No postcode	2	2%
TOTAL	83	

Based on the data, the overall trend indicated the survey attracted the interest of the local community firstly with some interest equally from within the region and state.

It is to be noted that three face-to-face survey periods were carried out at the Albany Regional Airport.

4.0 Data Summary

4.1 Question 1: How often do you fly from Albany to Perth and/or return?

Of the 462 respondents, 443 people answered this question. The majority of respondents use air services 2- 5 times per year (34%) with the next highest category indicated the respondents fly once per year (26%).

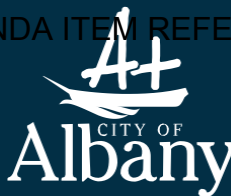


Chart 2: Summary Display Q1

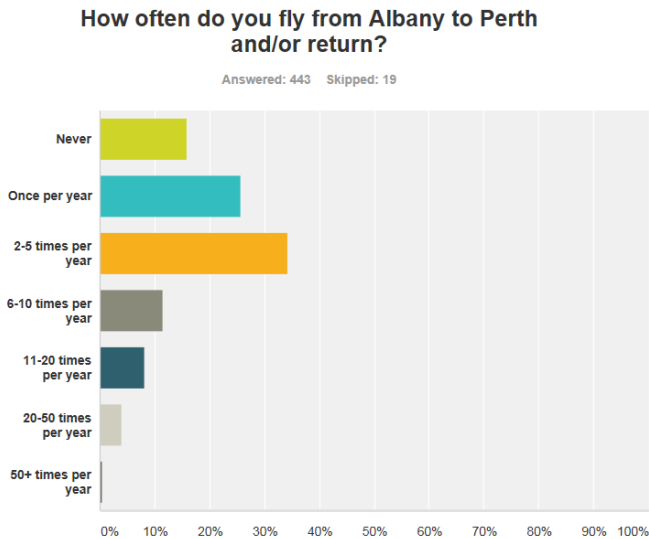


Table 2: Summary Data Q1

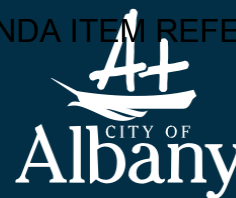
SUMMARY OF DATA	No	Percentage (rounded)
Never	70	16%
Once per year	114	26%
2-5 times per year	152	34%
6 – 10 times per year	51	11%
11-20 times per year	36	8%
20-50 times per year	18	4%
50+ times per year	2	0.4%

Of the majority of respondents this data indicates that travelling by air is infrequent with most people only using air services 2-5 times per year.

This question asked respondents about air services. It does not ask about how often they drive to Perth.

The Albany Chamber of Commerce (ACCI) indicated a direct connection between how often people fly and how often they drive to Perth. The data from the ACCI survey indicated that most people drive to Perth (6-10 times per year) than those who also fly to Perth 2-5 times per year.

This data may assume that the deregulation of air services could provide an opportunity for the conversion from driving to flying to Perth and may increase numbers using air services. The ACCI survey also asks for the main reason why people choose to drive rather than fly. The majority of people indicated that flying is too expensive. This survey also asked at what



point people would choose to convert from driving to flying to Perth. The majority of people indicated that they would fly to Perth if fares cost between \$100 - \$140.

4.2 Question 2: When choosing to travel by air, which of the following factors matter to you the most?

Chart 3: Summary Display Q2

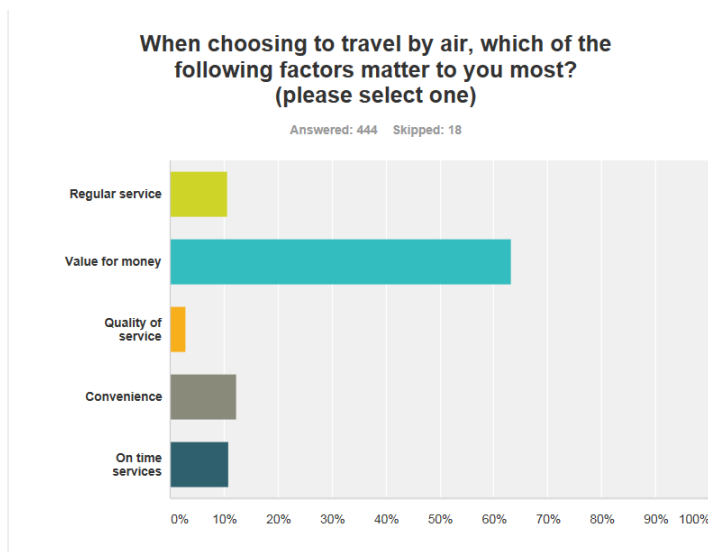


Table 3: Summary Data Q2

SUMMARY OF DATA	No	Percentage (rounded)
Regular service	47	11%
Value for money	281	63%
Quality of service	13	3%
Convenience	55	12%
On time services	48	11%

Of the total 444 respondents who answered question two, most people (63%) believe value for money is the most important factor when choosing to travel by air. Secondly, convenience was a large factor (12%).

4.3 Question 3: In a typical month, about how much do you spend on travelling from Albany to Perth by air?

There were two parts to this question, an approximate of cost per month and further comments.

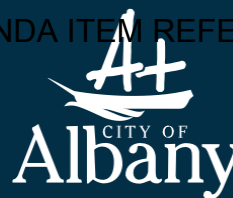


Chart 4: Summary Display Q3A

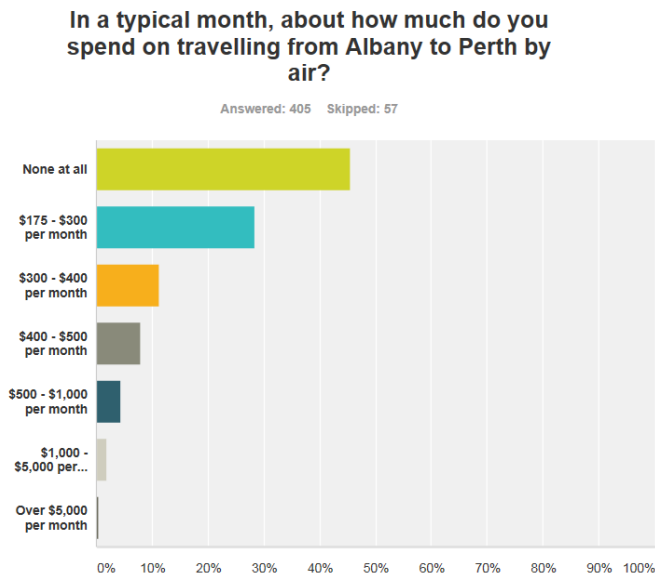


Table 4: Summary Data Q3

SUMMARY OF DATA	No	Percentage (rounded)
None at all	184	45%
\$175 - \$300 per month	115	28%
\$300 - \$400 per month	46	11%
\$400 - \$500 per month	32	8%
\$500 - \$1,000 per month	18	4%
\$1,000 - \$5,000 per month	8	2%
Over \$5,000 per month	2	0.5%

Most of the 405 respondents who answered question three indicated that they did not typically use the services each month. Secondly, people said they spent \$175 - \$300 per month. In this question 9% of people said this question was not asked well, the options were not specific enough considering the actual figures were lower than anticipated. This data supports question one which indicates that the majority of the respondents are not regular users of air services.

The second part of the question had 44 additional comments. These comments highlighted that the options were not low enough and should have related to a yearly option rather than a monthly option.

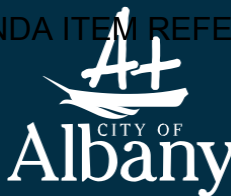


Table 5: Summary Data Q3B

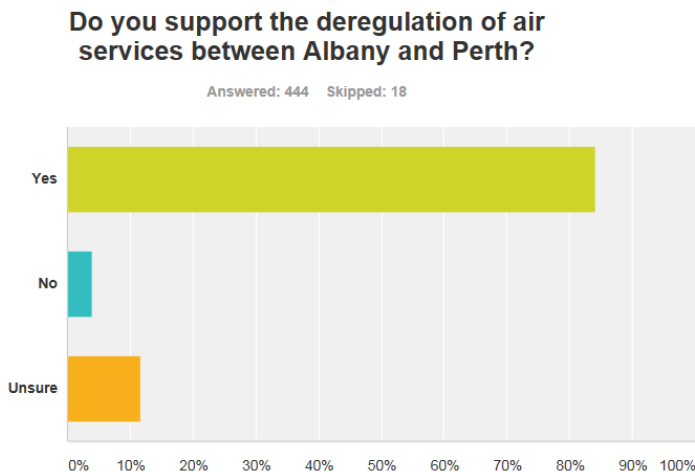
COMMENTS DATA	No	Percentage (rounded)
Under \$175 per year	7	16%
Between \$175 - \$250 per year	1	2%
Between \$300 - \$400 per year	8	18%
Between \$500 - \$600 per year	5	11%
Between \$800 - \$900 per year	2	5%
Over \$1,500 per year	2	5%
Not sure	1	2%
Needs to be cheaper	10	23%
Not relevant	4	9%
Rephrase question	4	9%
TOTAL	44	

Question three respondents indicated that they would spend more if the cost of flying was cheaper. It reflects the majority of people (45%) who would not regularly spend money on travel because it is too expensive, showing the majority of respondents determining a reason for the 'none at all' option (23% of additional comments).

4.4 Question 4: Do you support the deregulation of air services between Albany and Perth?

Of the 462 respondents 444 people answered this question.

Chart 5: Summary Display Q4A



The majority of respondents supported the deregulation of air services in Albany with 84% in support, 4% against and 11% unsure.

The second part of the questions offered the opportunity for additional comments, which attracted 245 responses. This represents 55% of the question.

The main themes below highlight public perception regarding the majority of support for the deregulation of air services between Albany and Perth:

- Cheaper, cost
- Choice
- Competition is healthy, bring fares down and improve service
- Delayed, unreliable service
- Needs to be more affordable
- Value for money and viability
- Medical appointments

Many people reasoned that the deregulation of air service would equal cheaper fares through more competition. Of those who provided additional comments, table 6 shows further details on their opinions and the main reasons for their choice.

Of the reasons why respondents made their choice, the majority of people chose deregulation (87%) based on cost (70%). Most people perceived that deregulation will reduce the cost of air fares, offer more choice and improve services.

The ACCI survey also showed a majority in support of the deregulation of air services from Albany to Perth (78%), with 19% being unsure and 3% not supportive.

The ACCI survey also asked why people chose to drive rather than use air services to Perth. The results indicated that most people believe that flying is too expensive (Q.4 59% & Q.5 75%) and that flying times are not suitable for business (Q.4 20% Q5. 15%). The ACCI survey responses match the City of Albany survey responses as cost being the main reason for the support of the deregulation of air services. The ACCI also asked what would make people fly over driving. The results showed a high rate of people (87%) believed that cheaper air fares would encourage them to use air services over driving to Perth. Although it also indicated secondly that people would use air services more often if there were earlier flights to Perth, later return flights to Albany (31%).

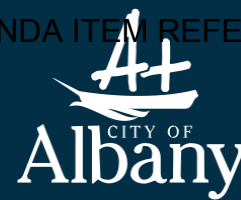


Table 6: COA Summary Data Q4

COMMENTS DATA ONLY	Yes	No	Unsure	Reasons	NO's
In support of deregulation	214			Cost Convenient Improved level of service More choices Time/schedule	166 14 50 76 16
Against deregulation		5		Time/schedule Unviable Improve level of service	5 5 50
Unsure on deregulation			26	Cost Improve level of service Unviable Convenient Need more options for deregulation	4 1 2 4 1

In both parts of questions four confirm the overall majority vote (84% and 87%) was in support of the deregulation of air services between Albany and Perth.

The main reason for this vote shows a public perception that it will reduce the cost (69%).

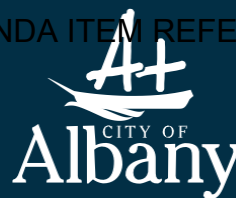
4.5 Question 5: What is your age?

The respondents of the survey represented a majority of people between the ages of 45-64 years (43%).

The ACCI survey supported the City of Albany survey which also showed the majority of respondents (66%) aged between 45-64 years.

Table 7: Summary Data Q5

SUMMARY OF DATA	No	Percentage (rounded)
Under 18 years	2	0.5%
19-34 years	110	25%
35-44 years	97	22%
45-64 years	188	43%
65-74 years	37	8%
Over 75 years	5	1%
Total	439	



4.6 Question 6: Please indicate your gender?

Table 8: Summary Data Q6

SUMMARY OF DATA	No	Percentage (rounded)
Male	183	42%
Female	251	58%
Total	434	

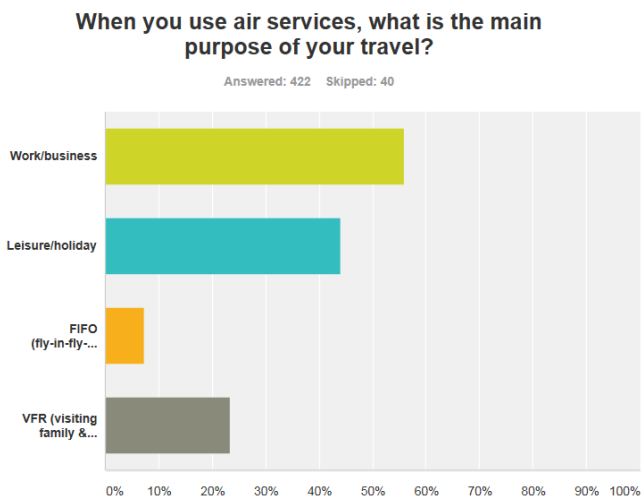
The majority of the respondents were female (58%). The majority of respondents for the ACCI survey were male (52%).

4.7 Question 7: Do you live in Albany?

The respondents were made up of 81% of people who live in Albany and 19% of people who live outside of Albany. Please refer to item 3.0 Data Trends for more detailed analysis, including ACCI results.

4.8 Question 8: When you use air services, what is the main purpose of your travel?

Chart 6: Summary Display Q8



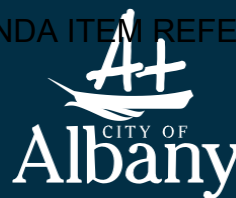


Table 9: Summary Data Q8

SUMMARY OF DATA	No	Percentage (rounded)
Work/business	236	56%
Leisure/holiday	186	44%
FIFO (fly-in-fly-out)	31	7%
VFR (visiting family & relatives)	99	23%
Additional comments	32	
*Medical	27	84% of 32 comments
*Business owner	3	9% of 32 comments
*Tourist	2	6% of 32 comments
*additional comments provided option for specific data.		

The majority of people using air services indicated that their main purpose of travel was business (56%) with the second highest representation from the leisure/holiday (44%).

The ACCI survey also supported this representation with the majority of their respondents using air services for work/business (70%) followed secondly with leisure/holiday (20%).

4.9 Question 9: Which of the following categories best describe your employment status?

The majority of respondents indicated they work in corporate business (45%) with the second and third highest category being self-employed and employed in a skilled trade.

The ACCI survey results represented a majority of people who indicated they were employed in corporate business (48%) followed closely by self-employed (44%).

Chart 7: Summary Display Q9

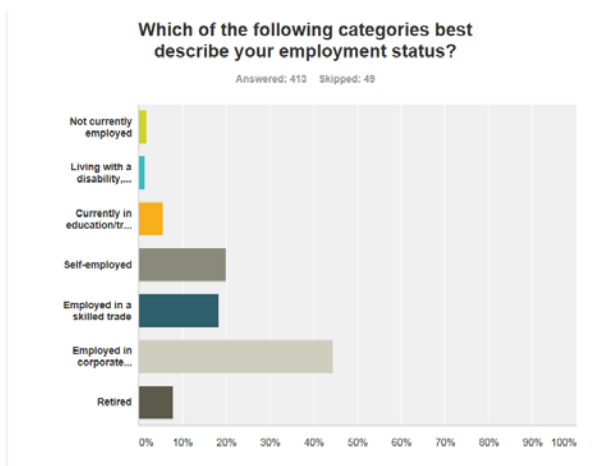


Table 10: Summary Data Q9

SUMMARY OF DATA	No	Percentage (rounded)
Not currently employed	8	2%
Living with a disability, unable to work	6	1%
Currently in education/training	23	6%
Self-employed	83	20%
Employed in a skilled trade	76	18%
Employed in corporate business	184	44%
Retired	33	8%
Total	413	

4.10 Question 10: Comments & Submissions

There were a total of 25 individual submissions received. Of those 60% supported the deregulation, 24% were unsure and 4% not supportive.

Below are the main themes categorised from within each comment/submission. The most common theme in submissions was that flights are currently too expensive with 68% of comments mentioning it that flights were too expensive. The following second highest theme was from people who believed more research was required.

Table 11: Summary Data Q10

Comment Theme	No of comments
Deregulation with provisions	1
Delay miss flight connect	2
Lots of cancellations	3
Need aircraft overnight	1
Need better research	5
Need direct to Eastern States flights	3
Need to seek Eastern States air services	1
Need larger aircrafts	1
Need to monitor/measure services	1
Not convenient	1
Other fares cheaper	3
Current poor customer service	1
Current poor scheduling	2
Need to promote tourism	2
Should use train services	1
Too expensive	17
Unreliable service	2
Use airline data/research	1

5.0 Summary of Results

Table 12: Summary Data

PUBLIC PARTICIPATION (combined)	
Albany	530
Outside of Albany	94
Unknown	26
Total surveyed	650

To summarise results both the City of Albany and ACCI survey data, they both showed a combined total of 650 people who responded to the invitation to participate in the consultation. It represents a participation rate of 1.46% of the Albany population (36,262 ABB ERP 2013).

The main objective of the community engagement was to determine community opinion prior to Council forming a position on whether community support the deregulation of air service from Albany to Perth.

Based on the survey results, both qualitative and quantitative data the community indicated:

To support to the deregulation of air services from Albany to Perth.

From the City of Albany results the main driver in forming this opinion, is the perception that deregulation would reduce the cost of flights, 70% of people provided cost as the main reason for their choice (Q.4 additional comments).

The ACCI survey indicated that 87% of people would choose to fly if the air fares were cheaper.

5.1 Additional Information

Further review of the data provided the following additional information:

- Most people use air services 2-5 times a year;
- Value for money is the most important factor when choosing or using air services;
- Mostly, the participants in the survey were aged between 45- 64 years;
- Most of participants in the survey were from Albany;
- More woman participated in the survey than men;
- Mostly, the participants in the survey were employed in corporate business;
- Most of the participants travel by air for both business and leisure;
- Most of the participants perceived that deregulation would mean cheaper fares; and
- Additional comments and submissions raised a need for more research a review of the current service provisions.

The ACCI survey results asked an additional question. It asked respondents to choose the maximum ticket price should they convert from driving to flying. The majority of people said they were prepared to use air services if the maximum cost was from \$100 - \$140. This question assumed the general perception by community that deregulation would mean more competition and therefore a reduction in fares.

6.0 Recommendations

Based on the feedback from submissions and surveys the following recommendations are made without bias:

1. City of Albany Council should support the State Government position to review the deregulation of air services from Albany to Perth prior to 2016.
2. City of Albany Council should be committed to listening to the views of community and therefore should be supportive, in principle, of the deregulation of air services between Albany and Perth, as long as it does not have a negative impact on its community.
3. City of Albany Council should request that the State Government undertake an extensive review of air services to include the following:
 - 3.1 Further research to determine the viability of a competitive deregulated air services between Albany and Perth;
 - 3.2 Further research on the alternative options to a fully deregulated air services (trial, partial deregulation);
 - 3.3 Further research and monitoring on the value for service, service improvement and scheduling of air services currently in place and/or part of any new deed; and
 - 3.4 To inform the Albany community of the results of market research and complete implications of a deregulated market prior to the State Government making any decision to deregulate air services.

Conclusively, the community engagement activities have been appreciated by the community. The City of Albany acknowledges and supports the State Government in undertaking a review of the Albany to Perth air services. The City of Albany consultative data has limitations and therefore does not provide any prediction on any future changes to behaviours of community should the air services become deregulated between Albany and Perth.

There is concern that community believe deregulated air services equals the reduction of air fares. This public perception must be addressed through further research by the State

Government, beyond the vote for or against the deregulation topic. It is highly recommended that the State Government continue to engage with its community on this topic and keep the City of Albany informed about the ongoing process to review the air services from Albany to Perth prior to 2016.

Version Control

Version	Date	Status	Distribution	Comment
01	01/07/2014	Draft Adopted Amendment Revised	Manager, ED, CEO	Author: J Gray Adoption Reference: OCM DD Month YYYY Item No. (if Council) or EMT date for (Operational matters)

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Cover Page

Cycle City Albany
2014-2019
Strategy

Revised 22 July 2014

Acknowledgements

The City of Albany thanks and recognises the valuable contributions made by the following individuals, agencies and groups in assisting with the preparation of the Cycle City Albany Strategy:

Bike Plan Project Control Group

City of Albany: Matthew Thomson, Cameron Woods, Samantha Stevens, Paul Camins, Andrew Greenwood, Kim Buttfield, Julie-Ann Gray and Keir Tunbridge

Department of Transport: Wayne Winchester and Noel Chambers

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Albany Cycle Club: Andy Bell

Albany Bicycle Users Group: Catlyne Hos

Albany Chamber of Commerce: Russell Clark

Great Southern RoadWise: Erin McDonald-Lee

Albany Schools Representative: Nikki Poulish

City of Albany Bike Plan Report

Cardno Consultants: Sam Laybutt, Jacob Martin

Cardno was commissioned by the City of Albany to prepare a Bike Planning Report for the Albany urban area and the immediate surroundings. The Cardno Report formed the basis for the Cycle City Albany Strategic Plan.

Supporting Businesses and Individuals

Oranje Tractor Winery and Cafe: Murray Gomm

Bay Merchants Cafe: Ralph and Trish Flowers

Pam Dolley

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1 Introduction and Background

1.1 Introduction

The Cycle City Albany Strategy (2014 – 2019) aims to provide strategic guidance to enable the City of Albany to become one of Australia's primary cycling destinations. The plan also includes a variety of integrated and interdependent initiatives, with recommended changes and programs proposed to encourage cycling throughout the City. These proposed changes are formed on the basis of comprehensive research, community engagements and analysis of cycling possibilities.

The strategy is aimed at improving commuting and recreational cycling facilities; providing infrastructure and programs which will encourage cycle tourism and support the community to become more active by linking to key community hubs. Encouraging a culture of 'sharing the road' is critical to ensure that all cyclists are welcomed by friendly road and path users.

1.2 Background

During the 1990's there was a significant push in Albany to construct sections of shared paths along harbour foreshores to provide access to areas which were previously inaccessible for walkers, cyclists, parents with prams and the broader community.

Although the City of Albany has not had a formal Bike Plan, upgrades and new infrastructure have been constructed on an as-needed basis.

The closest document to a Bike Plan was the *Albany Harbours Dual Use Path Planning Strategy* (DUPPS) which was prepared in 1996 for the former Town of Albany and Shire of Albany. The DUPPS provides some excellent information to enable the selection of route and priorities for future sections of the harbour path link.

The DUPPS considers in detail the preferred alignment and form of a continuous link of shared paths between the Lower King Bridge, Frenchman Bay and Discovery Bay, skirting the harbour, as shown in Figure 1.2. At present, the path link has been completed between Lower King, Emu Point and Albany CBD, and from Woolstores Place to Little Grove. The key missing section is that between Brunswick Street, Albany, Woolstores, and particularly the Frenchman Bay Road railway level crossing and approach. The path finishes at Little Grove and has not been completed to Frenchman Bay and Discovery Bay. The conclusions reached in the DUPPS have been revisited as part of this strategy.

As a result of community advocacy and significant funding from Department of Transport (2013) for cycling infrastructure, the City of Albany identified the need to develop a strategic Bike Plan. Transport planners Cardno were commissioned by the City of Albany to prepare a five year cycle plan (City of Albany Bike Planning Report) for the Albany urban area and the immediate surroundings. The Cardno Report formed the basis for the Cycle City Albany Strategic Plan. The Cycle City Albany (2014 – 2019) Strategy is a culmination of the initial Draft Bike Plan developed by Cardno and includes recommendations and improvements to the draft plan following extensive community and stakeholder feedback.

1.3 Study Area and Geographical Context

The City of Albany Local Government Area is located on the southern coast of Western Australia, approximately 400km from Perth. It covers approximately 4,312km², most of which is sparsely populated farmland, forest and coastline. It is a major tourist region for both domestic and international visitors, with popular natural attractions including the spectacular coastline, natural rock formations and beaches. The City of Albany is the regional centre of the Great Southern Region with an approximate population of 33,650 (2011 Census).

The study area for this Bike Plan consists of the urban and semi-urban area of Albany, extending approximately 40km from Lower Kalgan to Frenchman Bay, as shown in Figure 1.3 - Albany and Figure 1.3 – Frenchman Bay. The study area also includes the semi-urban and future urban areas along the northern and western edges of Albany.

Cycling is gaining popularity in Albany among both residents and visitors. The relatively short distances, cool climate and beautiful scenery make Albany a fantastic natural environment for cycling. The existing network of shared paths and on road bike lanes linked to spectacular scenery and popular destinations has encouraged a significant increase in cycling. There are also many quiet streets for bike riders to use for local trips to community hubs.

The 2011 Census revealed that cycling's mode share for journey to work (i.e. commuter) trips is only 1%, a low percentage that generally reflects the lack of a comprehensive, connected and high-quality cycling network. Whilst high quality recreational facilities (e.g. the shared path from Emu Point to Middleton Beach) are provided, the existing cycling network generally does not encourage journey to work trips, particularly for employment areas outside of the City Centre.

Recreational cycling is growing in popularity, and is particularly attractive in Albany due to the quality of the shoreline infrastructure and attractive scenic destinations. Road cycling is also popular, despite the limited infrastructure taking advantage of the quiet rural roads and natural features of Albany.

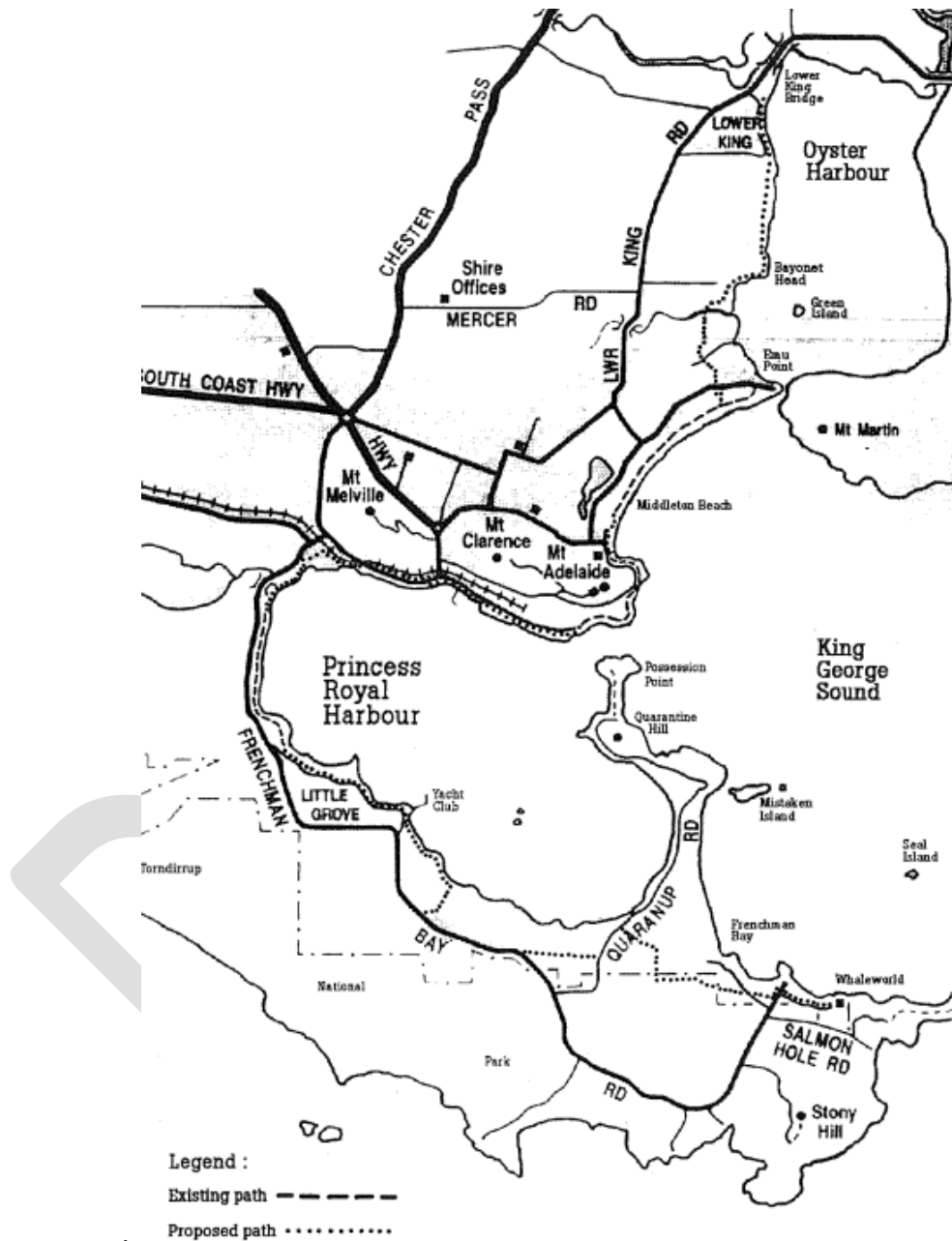


Figure 1.2 Albany Harbours Dual Use Path Planning Strategy – DUPPS (1996)

Figure 1-3 Study Area – Albany

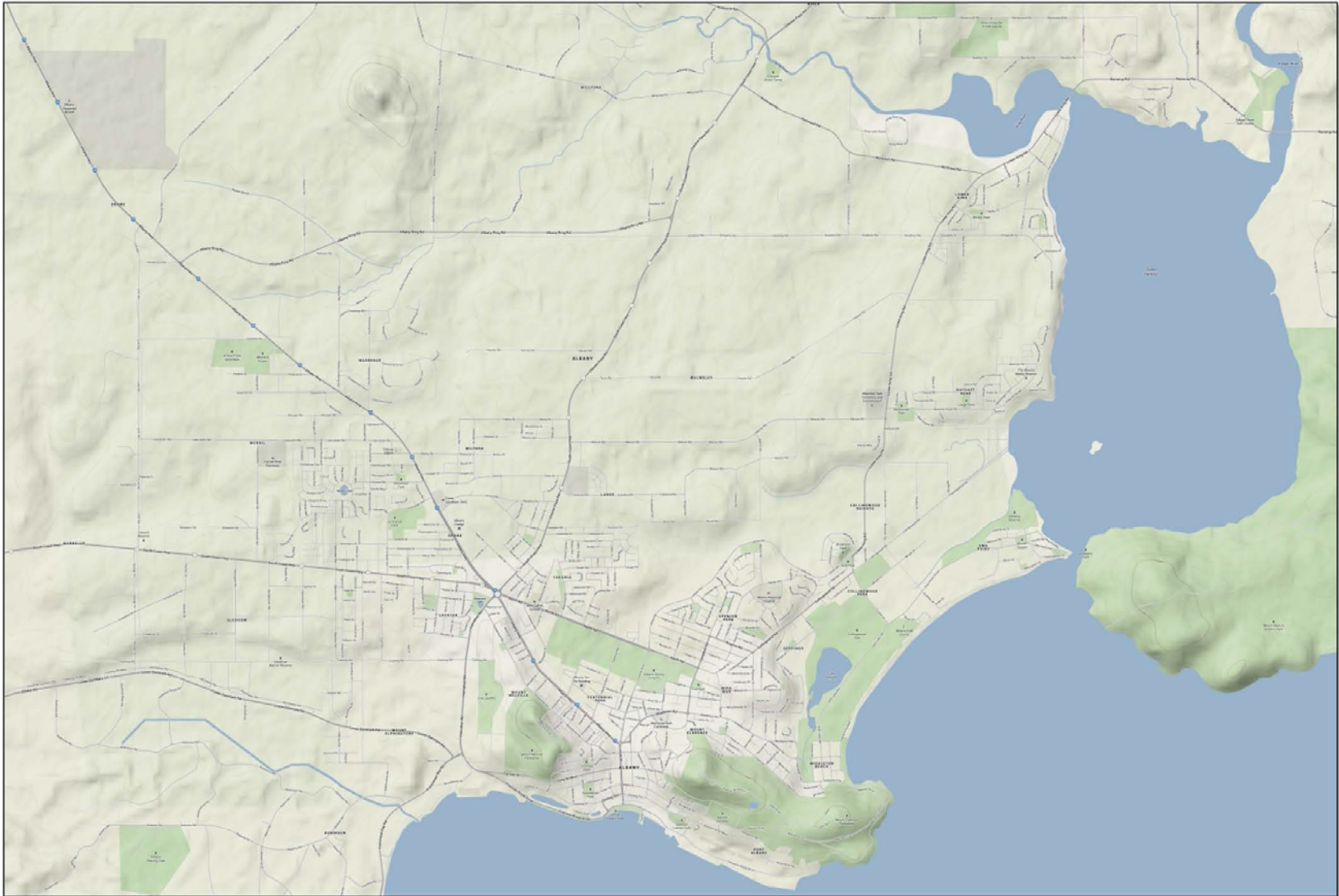


Figure 1-3 Study Area – Frenchman Bay



1.4 Why Cycle?

ADD Pictures

More people are riding bikes than ever before. Bicycles have outsold cars in Australia for the last decade and half of all households own at least one bike¹.

The growing popularity of bike riding is due to a combination of factors including changing demographics, rising fuel costs, a greater recognition of the health benefits that riding provides and the development and recognition of better bike networks and facilities.

As a mode of transport cycling provides numerous and well documented benefits for individuals and communities. According to the Western Australian Bicycle Network Plan - 2014-2031² the benefits can be classified into three key categories:

Economic Benefits:

When a bike is substituted for a car there is reduced congestion costs, reduced infrastructure costs and reduced health costs. According to research commissioned by RAC³, investment in high standard cycling infrastructure, supported by programs to encourage cycling will generate \$3.4 in net economic return for every dollar invested.

Environmental Benefits:

Cycling is a carbon-neutral, energy efficient transport mode.

Social Benefits:

Cycling is a social activity, allowing riders to interact with each other and their environment. It can save time, and provides access for all. Well designed neighbourhoods encourage more cycling (and walking), allowing for more interaction between neighbours and increasing the sense of community in residents, resulting in mental and physical benefits.⁴

In addition to its well known economical, social and environmental benefits, cycling is unique in that it is able to combine affordable transport and recreation with physical activity.

These three categories align with the City of Albany's Community Strategic Directions and the City of Albany is committed to supporting and promoting cycling as a viable and attractive transport option.

As a key tourist destination and with the completion of the iconic Munda Biddi Trail (one of the longest off-road bicycle rides) with Albany as the start (or end) point, Albany is perfectly placed to become a hub for cycle tourists.

1. AUSTRROADS (2010) The Australian National Cycling Strategy 2011-2016, www.onlinepublications.austroroads.com.au
2. Western Australian Bicycle Network Plan 2014 – 20131 , Department of Transport, Perth, WA www.transport.wa.gov.au
3. Ian Ker for RAC WA Business Case for Investment in Cycling: Summary Report May 2012
4. Billie Giles-Corti 2006, 'The impact of urban form on public health', 2006 Australian State of the Environment committee, Department of the Environment and Heritage, Canberra

1.5 Methodology

The City of Albany identified the need to develop a specific Bike Plan to consist of:

- A clear vision, objectives and key priority areas with supporting strategies
- A review of the existing cycling infrastructure, including local routes, shared paths and existing facilities, mapping key destinations and what remedial work or upgrading may be required
- New and amended maps of the network of routes – ensuring there are key linkages (origins and destinations)
- Priorities for the network improvements
- Planning and design guidelines to support cycling requirements (end of trip facilities, signage)
- An Implementation Plan

The following outlines the key phases involved in preparing this comprehensive Cycle City Albany Strategy (2014 – 2019):

Phase 1: Vision and Objectives

Transport Planners Cardno were appointed in July 2014 to assist the City of Albany to develop a Bike Plan. To set the strategic direction, a vision and objectives were developed in collaboration with elected members, Council officers and the Project Control Group (PCG). The vision and objectives were also reaffirmed through the extensive consultation process with the wider community. The vision and objectives are supported by a suite of strategies, which have formed the basis of network planning, project selection and prioritisation. See *Section 2*

Phase 2: Community and Stakeholder Consultation

Extensive stakeholder consultation has been undertaken to enable the community to voice their concerns, ideas, identify opportunities and constraints. Consultation has been completed in three stages:

Stage One: Project Control Group

A Project Control Group (PCG) was set up by the City to strategically oversee the development of the Bike Plan. The PCG met regularly to provide local expertise and community input which has assisted in harnessing community support for the Plan from existing cyclists, potential cyclists businesses and the wider community.

The PCG consisted of representatives from:

- City of Albany (Works & Services, Planning and Development and Community Development)
- Department of Transport
- Main Roads WA
- Albany RoadWise Committee
- University of WA Albany Student Services
- Albany Cycle Club (ACC)
- Schools and Parent Groups
- Albany Bicycle User Group (ABUG)
- Albany Chamber of Commerce & Industry (ACCI)

Stage Two – ‘Blank Slate’ Community Consultation

The philosophy of the initial community consultation phase was to present a ‘blank slate’ to the community and to seek feedback on the issues and gaps in the existing network. During the blank slate consultation period the City gathered information from the community through survey questionnaires and community workshops.

The survey questionnaire was available in hard copy and through the City’s website. The survey included a map to allow respondents to highlight their favourite cycling routes and/or specific issues. A hard copy version of the survey was distributed throughout the City, with excellent assistance from the PCG, to maximise the level of participation and range of community views collected.

Survey distribution sites included:

- Council offices
- Albany Leisure and Aquatic Centre (ALAC)
- Albany Library
- Great Southern TAFE (Albany)
- UWA- University of WA Albany Campus
- All three local bicycle shops
- School newsletters
- Various local shops and cafes
- Various cycling groups
- Staffed stalls at the Saturday and Sunday markets

To complement the survey, a 'Blank Slate' Cycle Workshop was held at the Albany Civic Centre on Monday, 21st of October 2013 with 60 community participants and 4 Councillors attending. The workshop was jointly facilitated by Cardno and the City, with assistance from PCG members. The workshop enabled interested members of the community to provide feedback on the vision and objectives, and identify possible actions to help achieve them. *See Appendix A*

Stage Three – Public Submission Period

A draft Bike Plan was prepared and adopted by Council in February 2014. The draft report was available to the public for a 29 day public comment period from 26 February to 28 March 2014. The public submission period closed on Friday 28 March 2014 with approximately 130 public submissions received.

The public submissions were collated and the feedback received from the community supported the development of the Cycle City Albany Strategy (2014 – 2015). *See Appendix C*

Phase 3 Existing Network Review and Network Planning

Cardno undertook a review of existing cycle and planning background documentation, as outlined in **Section 1.8, Section 3 and Section 4**.

A desktop review of the existing cycle network was undertaken and subsequently confirmed by 3 days of site inspections. These site inspections included a 'saddle survey' of many sections of the existing network, during which the existing condition of road and path infrastructure was observed from the perspective of cyclists of varying confidence levels. Constraints and opportunities inherent in the geometry of the street network and existing path design were also assessed.

Members of the Project Control Group (PCG) accompanied the Cardno team on some of the site inspections to fully disseminate local knowledge on specific areas of concern.

A draft Cycle Network Plan was developed for the next 15-20 years. This plan is an integrated network of four route types:

- **Casual cycling routes** – generally **off-street** facilities for use by residents on utility trips. These routes are suitable for shorter journeys, slower speeds, lower confidence levels and use by other path users, e.g. pedestrians.
- **Commuter cycling routes** – generally **on-street** facilities for use by residents on utility trips or more confident cyclists riding for fitness. These routes are suitable for higher speed cycling in mixed traffic at lower speeds and separated from traffic at higher speeds.
- **Recreational (path) riding routes** – generally **off-street** facilities for use by residents and visitors for sightseeing, fitness etc. Similar to the casual routes except that these do not necessarily serve community hubs but form linear or loop routes, taking advantage of scenic outlooks and pleasant riding environments.
- **Recreational (road) riding routes** – generally **on-street** routes, often without dedicated cycling facilities, which are used by experienced, higher speed cyclists for fitness or enjoyment.

The Network Plan serves two purposes: firstly to outline the infrastructure that can be realistically funded in the next 15-20 years, and secondly to identify the type of cycling infrastructure required on key parts of the road network should the opportunity arise for improvements due to road upgrade

projects. Future probable road and path corridors have been included where these can be reasonably foreseen.

Phase 4 Infrastructure Assessment and Prioritization

A schedule of recommended bicycle infrastructure improvements has been developed in order to achieve the ultimate network. This schedule includes specific priorities for infrastructure types and locations with an indication of potential constraints which may require additional investigation, detailed design or assessment. In addition to the network itself, end-of-trip facilities have also been considered, with existing facilities and policies assessed for sufficiency.

Deficiencies in the existing bicycle network have been identified, with a schedule of remedial actions proposed to improve the operational safety and attractiveness for bicycle infrastructure in the City.

Ongoing maintenance works have been identified, with suggestions for modifications to existing regular maintenance schedules to mitigate recurring issues.

The proposed infrastructure improvements will be prioritised through to a 5-year horizon for gradual implementation. Longer term triggers that will require future infrastructure have also been identified.

Phase 5 Final Cycle City Albany Strategy (2014 – 2015)

The Cycle City Albany Strategy is a culmination of the initial Draft Bike Plan, including recommendations and improvements following extensive community and stakeholder feedback.

The Strategy aims to provide strategic guidance to enable the City of Albany to become one of Australia's primary cycling destinations. The plan includes a variety of integrated and interdependent initiatives, with recommended changes and programs proposed to encourage cycling throughout the City.

1.6 Planning and Policy Context

Various national, state and local government policies and planning documents have influenced the development of this strategy and are part of a wider effort to increase bike riding across Australia. Cardno undertook a comprehensive analysis of the key policies and documents which support this Plan (See *Appendix B*).

The key documents reviewed were: **(add photos, as per Gosford Report style)**

- National Cycling Strategy 2010
- Western Australian Bicycle Network Plan 2014 – 2031
- City of Albany Community Strategic Plan (Albany 2023)
- City of Albany Asset Management Plan
- Albany Harbours Dual Use Path Planning Study (DUPPS) 1996



(Add images of the cover pages)

1.7 Types of Cyclists

Add photos

Cycling as a transport mode is dependent upon a number of factors including population demographics, regional topography, weather and available cycling infrastructure. Cycling is increasingly becoming a viable mode of transport to social, educational and recreational destinations, as well as commuter transport to employment locations.

However, cycling infrastructure must be provided for the needs of a variety of different types of cyclists, recognising that some corridors will require two or more different types of facilities for different user groups.

For the purposes of this strategy, cyclists have been categorised into three main groups:

Casual Cyclists

Casual cyclists predominantly consist of family groups, school children and, young or inexperienced cyclists who tend to use the off-street path network to minimise conflict with motor vehicles. It is likely that casual cyclists will not travel a great distance, but rather tend to cycle for errands and other specific tasks, as well as for fitness and recreation.

This strategy, in addressing the needs of casual users, provides links between typical origin / destination pairs within a limited region. For instance from the centre of a residential community to local shops, schools and attractions. Therefore, the efficiency of available routes is not considered of primary importance, rather a comprehensive network of fully connected shared paths is preferred.

The proposed network provides sufficient connectivity for casual cyclists to reach their destinations as safely as possible. A focus on intersection legibility and way-finding by providing infrastructure such as grab rails, signage, line-marking and the use of coloured asphalt improves safety for casual riders who use the shared path network.

Some cyclists in the 'casual cyclist' category will also develop sufficient confidence to ride on high quality on-street facilities, such as wide cycle lanes with adequate intersection treatments and on quiet streets with low traffic volumes.

Utility cyclists are generally considered a sub-group of casual cyclists, and represent individuals who choose cycling for purposes other than commuting (e.g. shopping, entertainment etc.). These destination-based cyclists have similar requirements to casual cyclists, in that they generally prefer off-street facilities, but there are some additional needs (adjacent bike parking) that are unique to utility cyclists.

Commuter Cyclists

The term 'commuter cyclists' represents riders with medium to advanced confidence levels who are comfortable riding on both off-street and on-street facilities but generally preferring to ride at higher speeds on the roadway.

Concerns for commuter cyclists generally result from interactions with other road users. Safety is again the priority, as well as efficient and direct access to major links external to the local community. Commuters tend to be habitual riders with experience and confidence in road riding.

Commuter cyclists' travel speeds are generally higher than what casual cyclists achieve which makes them more suited to riding in the roadway, rather than within a shared off-street environment. It is therefore expected that for quieter suburban streets and low speed urban environments, specific bicycle infrastructure is not necessary.

Recreational Cyclists

Recreational cycling is a popular pastime in Albany for both locals and visitors.

Recreational riders generally fall into one of the two groups above. Families, less confident and slower cyclists, as well as tourists interested in sightseeing, generally prefer slower speeds along off-street facilities. More experienced cyclists, riding for fitness or enjoyment, will tend to prefer longer rides at higher speeds along on-street routes. Many cyclists in this group will ride 'anywhere, anytime' but prefer lower volume rural roads and avoid interaction with heavy vehicles where possible.

Recreational road-riding routes are not necessarily designed to connect destinations, or to provide efficient one-way connections, but rather to present a circuit which provides picturesque or challenging

components for the cyclist within an appropriate distance range. Therefore, recreational routes should not be designed merely as connections, but rather as a destination in themselves.

Road riders, having high confidence levels, will not necessarily stick to a single defined course, and will generally prefer to alter their course on a daily, weekly or monthly basis to provide variety in scenery and riding environments. For this reason, it is preferable to identify popular routes and improve specific locations which have safety concerns, rather than seek to define specific road riding loops.

For recreational path riders, speeds tend to be very slow, so high quality off-street paths are substantially more beneficial. Regardless of their preferred cycling speed, recreational cyclists tend not to use the same links as other demographics, preferring routes near to natural features, connecting to bike trails and locations with a scenic outlook.

A good example is the link from Albany City Centre to Middleton Beach, with recreational cyclists tending to prefer the shared path boardwalk around the base of Mount Adelaide and Mount Clarence while casual or commuter riders will tend to prefer the shorter route via Middleton Road.

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1.8 Existing Priorities and Commitments

Albany Bike Network Projects for Grant Funding (2013)

In 2013 the City of Albany received a \$900,000 election commitment for cycling infrastructure over a three year period. To secure the Regional Bicycle Network Funding from the State Government, the City was required to submit a prioritised schedule of projects.

Priority projects for 2013/14 had to be determined prior to the completion of the draft Bike Plan. These projects were based on preliminary feedback received by the community and stakeholders, as well as the network planning and saddle survey. One of the key criteria for selecting projects for 2013/14 was that they were high priority and could be delivered within a short timeframe (i.e. minimal planning, design or environmental approval requirements).

The projects to be funded in 2014/15 have been identified but not yet been confirmed. They were identified through the consultation process and are the recommended priority projects from within this strategy.

The projects included in the Regional Bicycle Network Funding grant are shown below. Cost estimates include a 50% contribution by the City of Albany.

Regional Bicycle Network Funding Projects – May 2014

Year	Project	Cost Estimate
2012/13	Eyre Park Shared Path	\$190,000
	Anzac Peace Park Shared Path	\$120,000
	Middleton Road Missing Link Shared Path	\$70,000
	Albany Bike Plan (this project)	\$70,000
	NASHS/Anson Road Shared Path Connection	\$75,000
	Sub-total for 2012/13	\$525,000
2013/14	Emu Point to Middleton Loop - Griffiths Street Shared Path Missing Link	\$75,000
	Golf Links Road/Emu Point Drive/Troode St Shoulder Resealing and Widening	\$685,400
	Sub-total for 2013/14	\$760,400
2014/15	Priority Projects proposed include:	\$900,000
	Priority 1 - Feasibility Study – Princess Royal Drive/Hanrahan Rd	
	Priority 2 – Albany Highway Shared Path – York St to Chester Pass Rd	
	Priority 3 – Barnesby Road Shared Path – North Rd to Bohemia Rd	
	Priority 4 – Middleton Road On-road cycle lane upgrade (stage 1)	

Additional Projects Completed during 2013/2014

- Great Southern Grammar – Stage 1 (GSG to Kalgan Heights)
- Bottrill Road to Lancaster Road (link to the development)

2 Vision, Objectives and Strategies

Acknowledging the growing levels of cycling in the Albany community and based on input from stakeholder consultations the City of Albany established a bold vision for Cycle City Albany:

For the City of Albany to become one of Australia's primary cycling destinations – a Cycling City where the community embraces the social, health, economic and environmental benefits provided by cycling

The Vision is bold and is expected to take 20+ years to achieve completely. It is supported by five objectives and a number of strategies to frame the way forward and enable Albany to become one of Australia's primary cycling destinations.

The Cycle City Albany (2014 – 2019) Strategy is a comprehensive document with a combination of projects incorporating network planning, infrastructure improvements, educational and promotional programs.

Objective 1: The Cycling Network

To develop and maintain a bicycle network of safe, connected and accessible routes and facilities

Strategies:

- 1.1 Plan and build a cycling network that is connected and encourages shared use between vehicle users, cyclists and pedestrians.
- 1.2 Identify and develop direct routes for commuters, and local bike routes which link to the CBD and local community hubs such as schools and recreation / activity centres.
- 1.3 Connect various cycling routes (on road, share path, off road, trails) in a coordinated manner and integrated manner
- 1.4 Specify design guidelines for the cycling network that provide the highest practical level of service for cyclists; for all new works and upgrades undertaken by Government (Local, State, Federal) and the private sector.
- 1.5 Develop a Bike Design Guide that sets out the typical bike treatment, with the aim to integrate these across streetscapes
- 1.6 Commit to a regular, well defined maintenance program for existing cycle/shared paths and routes.

This links with the City of Albany Community Strategic Plan: Key Theme 3 – A Connected Built Environment

Objective 2: Cycling Participation

To be a City where walking and cycling become easy choices of travel for trips of up to 5kms, around identified community hubs.

Strategies:

- 2.1 Develop and support activities and projects to encourage cyclists of all types, ages, backgrounds and skill levels.
- 2.2 Provide maps, signage and place details to encourage and make it easy for people to use local bike routes for commuting and short trips.
- 2.3 Support and encourage the building of appropriate end of trip facilities within the CBD and community hubs
- 2.4 Support programs to encourage school students to ride to school
- 2.5 In consultation and with support from the community encourage a series of cycle events to encourage cycling, for all levels of participants

This links with the City of Albany Community Strategic Plan: Key Theme 2 –Clean Green and Sustainable.

Objective 3: Safety and Respect for all Users

To develop a bike riding culture in the City of Albany so that cycling is seen as a legitimate and normal use of the road, with mutual respect between all users

Strategies:

- 3.1 Provide signage in key areas to signal the legitimate use of roads by cyclists and need for user safety.
- 3.2 Develop a Cycle Awareness and Safety Campaign to educate all road users of appropriate safe behaviour and promote ‘Sharing the Road’. Include ‘A Metre Matters’ education and signage.
- 3.3 Explore shared slow zones (cars, bikes and pedestrians) and other ways to reduce traffic speed on key cycle routes, in the CBD and around community hubs.
- 3.4 Set up a mechanism to report and address serious hazards and safety issues as a matter of priority.

This links with the City of Albany Community Strategic Plan: Key Theme 3 and 4 – A Connected Built Environment and a Sense of Community.

Objective 4: Cycle Tourism

To be a City that is recognised as a prominent regional cycling destination, delivering economic and tourism benefits for the community.

Strategies:

- 4.1 Identify and promote a series of unique ‘tourist cycle routes’ which direct riders to local attractions and tourist destinations; with appropriate signposting, tourist ‘points of interest’ resting points and destination facilities.
- 4.2 Develop and promote Cycle Maps and a Cycle Tourism Package to attract various types of cyclists (including Munda Biddi riders) to visit and cycle in and around Albany.
- 4.3 Support and develop cycle opportunities within Albany Heritage Park
- 4.4 Embed cycle tourism within other major tourism plans/initiatives.

This links with the City of Albany Community Strategic Plan: Key Theme 1 – Smart Growing and Prosperous.

Objective 5: Management and Implementation

To develop management mechanisms to support and guide the implementation of the Cycle City Albany (2014-2019) Strategy.

Strategies:

- 5.1 Explore the feasibility of employing a 'Cycling Coordinator' to work with the City and the community to increase bicycle usage and coordinate all of the strategies designed to achieve the Plan's objectives.
- 5.2 Improve coordination across the City of Albany to seamlessly deliver bike infrastructure projects
- 5.3 Establish a group/committee of people and agencies with the skills and knowledge to support and guide the implementation of the Cycle City Albany Strategy
- 5.4 Develop an Annual Implementation Plan (priorities, budget and responsibilities) to ensure ongoing commitment and progress towards the Cycle City Albany Strategy over the next 5 years
- 5.5 Commit to a regular survey program that collects comprehensive bi-annual bike and pedestrian count data

This links with the City of Albany Community Strategic Plan: Key Theme 5 – Civic Leadership

Each Objective will be discussed in greater details in the following sections.

2.1 Decision Making

A Cycle City Albany Strategy Implementation Plan was developed to coordinate and prioritise the key cycle infrastructure projects over a five year period (2014 – 2019). Many projects will need to be implemented over a longer time frame (beyond 2019) and/or will require a staged works approach. The implementation of the Strategy relies on the allocation of significant internal and external funds and the timing and delivery of projects will be dependent on Council budgetary processes and grant opportunities.

While the responsibility for the implementation of the Cycle City Albany Strategy lies with the City of Albany, many of the proposed projects require input, funding and commitment from other organisations including, but not limited to the Department for Transport, Main Roads WA and developers.

In addition, schools and the Department of Education also need to be involved, given the potential to enhance cycling to school and Department of Health given the health and fitness benefits associated with cycling. The local cycling community also have a role to play in supporting the implementation of the Cycle City Albany Strategy.

Decision Making Matrix

The decision making process for bicycle infrastructure maintenance, renewal and creation of new bicycle infrastructure must be undertaken in a systematic way that reflects community needs.

The Decision Making Matrix (Figure 2.1) was developed by the City of Albany to assist the decision making process on all new infrastructure projects, for the 5 year Implementation Plan.

The City of Albany Asset Management Plan - Pathways (2013) provided the initial framework and criteria to assist the decision making process. The criteria used were also matched with the Cycle City Albany objectives.

Additional considerations for the priority of projects may include:

- Additional funding opportunities
- Shared works (e.g. with road/drainage projects). By combining cycle infrastructure projects with other builds (e.g. upgrade of existing roads) considerable savings can be made
- Timing of works (weather, major events)

Figure 2.1 Decision Making Matrix

No	Criteria *	%	Link to Objectives	Rationale
1	City Centre Connectivity	10	Cycling Participation Cycling Network	Project will improve the connectivity to/from the city centre
2	Community Connectivity – Community Hubs	10	Cycling Participation Cycling Network	Project will improve the connectivity to local community hubs and activity centres
3	Safe Routes to Schools	10	Cycling Participation Safety and Respect	Project will encourage children to cycle to/from school
4	Range of Users	10	Cycling Participation Cycling Network	Project will support cyclists of all types, ages, backgrounds and skill levels
5	Cycle Tourism	10	Cycle Tourism	Project will encourage and promote tourist cycle routes
6	Path Classification & Hierarchy	10	Cycling Participation Cycling Network	Level of pathway infrastructure
7	Potential Traffic	10	Cycling Network Cycling Participation	Projects will encourage major trip generators
8	Safety and Hazard Risk	10	Safety and Respect	Projects will improve the safety for cyclists
9	Gaps to Connectivity	20	Cycling Participation Cycling Network	Project will improve connectivity & help to develop direct routes for all cyclists
Total		/10		

Criteria Definitions *

City Centre Connectivity – the project will improve connectivity to the City Centre and major arterial routes into the CBD.

Community Connectivity - the project will improve the connectivity and access to local community hubs and activity centres such as local shopping areas, parks and health services.

Safe Routes to Schools – the project will improve the paths and routes to encourage children to ride to a local primary and/or high school.

Range of Users – the project will support cyclists of all types, ages, backgrounds and skill levels. The path and route will be used by a wide range of users.

Cycle Tourism – the project will provide access to a local, regional or tourist attraction for a wide range of users.

Path Classification & Hierarchy – the level of path design and usage:

- Regional distributor path – e.g.: Albany Hwy, North Road
- Principal distributor path – e.g.: Lockyer Avenue
- Local distributor path – e.g.: Middleton Road, Ulster Road
- Local access path – e.g.: Duke Street, Alicia Street

Potential Traffic – the level of path usage and connections to popular destinations.

Hazard Risk Safety – the project will provide separation from main traffic conflicts and/or greatly improve safety for cyclists and other path users.

Gaps to Connectivity – the project will fill a gap or improve access to the cycling network and increase the potential use by a range of cyclists.

Recommended Project Timeframes

Short Term – planned works to be developed within 1-3 years

Medium Term – planned works to be developed within 3-5 years

Long Term – planned works to be developed within 5-10 years (beyond the scope of this strategy)

Add photos

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3. The Cycling Network and Design Guidelines

3.1 The Overall Network Plan

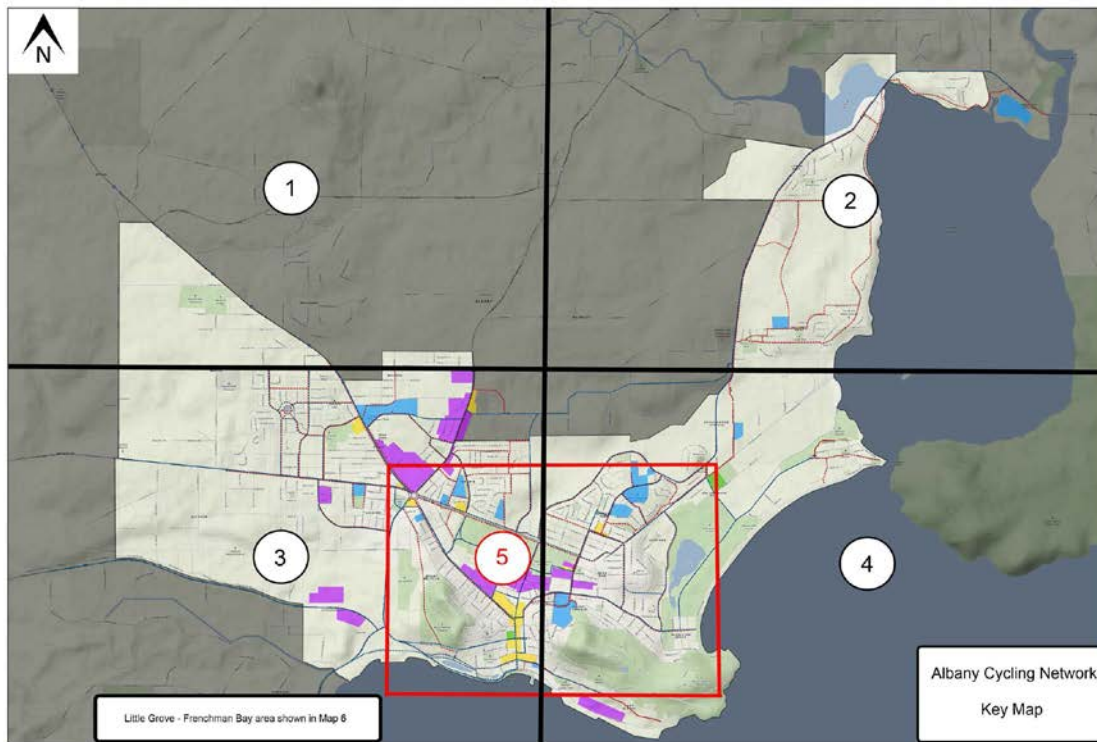
Objective 1: The Cycling Network - To develop and maintain a bicycle network of safe, connected and accessible routes and facilities

The overall Network Plan includes:

- Infrastructure projects for key cycling routes; both on and off street, that connect the different areas within the City of Albany;
- Cycling Infrastructure projects for the five key areas within the City of Albany
- An overview of the planning and design guidelines for key components of the network and
- A Maintenance project

The ultimate network plans and maps are shown in Appendix D and Appendix E. It includes proposed changes to the network, compared to existing facilities and additional maps showing the existing and ultimate path network for each cyclist category (casual, commuter and recreational).

Figure 3.1 Network Plan – Key Map



3.2 Planning and Design Guidelines

The key reference documents when planning and designing facilities for cyclists are:

- Guide to Road Design Part 6A: Pedestrian and Cyclist Paths (Austroads, 2009)
- Cycling Aspects of Austroads Guides (Austroads, 2011)

Austroads Guide has been adopted as fundamental design criteria for the provision of on and off-street paths, signage, grab rails and other bicycle infrastructure. Through this document, an acceptable minimum standard will be maintained, to ensure safe operation for cyclists, pedestrians and vehicular traffic.

This chapter is designed as an overview of key design considerations and not as a substitute for referring to guidance documents.

Design Guidelines for On-Street Facilities

Table 3.2 provides a summary of key design considerations when planning typical on-street facilities, alongside recommendations from Austroads guidelines for comparison purposes.

It is recognised that some of the designs may be impossible to achieve due to the constraints of a built-up environment in certain locations and a lower quality facility may be suitable to achieve an improvement in safety or riding conditions for the cyclists.

Table 3.2 Design considerations for on-street cycling facilities

Issue	Design Considerations	Austroads Guidelines
Traffic speed	<50km/h – sealed shoulders or cycle lanes may be desirable, depending on road layout (e.g. if continuous median islands are used) and traffic volumes, however these are generally not required. On-street cyclists can be expected to ride in mixed traffic when traffic speeds are <40km/h.	Below 50km/h – not provided
	50km/h – sealed shoulders or cycle lanes may be desirable, depending on the volume of cyclists, volume of vehicles and whether vehicles can overtake easily. On quiet streets with low traffic volumes or undivided carriageways wider than 7m these are generally not required.	60km/h – 1.5m
	60km/h-70km/h – sealed shoulders or cycle lanes should be provided with a minimum width of 1.5m.	80km/h – 2.0m
	80km/h+ - sealed shoulders or cycle lanes should be provided with an absolute minimum width of 1.8m, and a desirable width of 2.0m. This provides an additional buffer for cyclists alongside fast and heavy traffic.	100km/h – 2.5m
Continuous median islands	Wherever continuous median islands are used to separate traffic flows, 1.5m wide sealed shoulders should be provided to ensure that cyclists are not squeezed by vehicles.	Not addressed.
Single-lane roundabouts	Single lane roundabouts should be designed to reduce, as far as possible, the approach speed of vehicles on all legs. Sealed shoulders or cycle lanes should be ended on approach to the intersection, with clearly defined merge areas, to encourage cyclists to ‘claim the lane’ through the intersection. Cycle lanes should not be painted at the edge of the circulating roadway.	Austroads provides multiple options. Figure 4.2 consistent with recommended treatment for Albany. Other treatments inadequately cater for the safety of cyclists at roundabouts.
Multi-lane Roundabouts	Multi-lane roundabouts should be avoided on on-street cycle routes wherever possible. If a roundabout is required, cyclists should be given the option of ‘claiming the lane’ through the	Austroads recommends cycle lanes within circulating

Issue	Design Considerations	Austroads Guidelines
	<p>intersection or exiting onto the path network.</p> <p>Cycle lanes should not be painted at the edge of the circulating roadway.</p>	<p>roadway.</p> <p>These are not recommended due to significant safety issues.</p>
<p>Dutch-style roundabouts with cyclist and pedestrian priority</p>	<p>Dutch-style roundabouts should be considered for major intersections where low speed single lane roundabouts do not provided a sufficient level of safety for cyclists and on corridors with high quality cycle lanes. These roundabouts should not be used in high speed environments or in locations with high volumes of heavy vehicles.</p> <p>It must be noted that this type of roundabout has not been used in Australia previously and therefore further investigation is required to understand safety implications and suitability for use in Australian conditions.</p>	<p>Not addressed. Currently no standards exist for this design</p>
<p>Priority-control intersections</p>	<p>Continuous sealed shoulders or cycle lanes should be provided on the through route. Deceleration lanes should be separate to cycle lanes, as per Main Roads WA standard design.</p> <p>If a slip lane is provided for left turning traffic on the terminating leg, a cycle lane should be provided adjacent to the right turn lane to assist cyclists in turning right.</p>	<p>Consistent with Austroads.</p>
<p>Low speed, mixed traffic cycling environments</p>	<p>In many locations it is preferable to provide a low speed mixed traffic cycling environment, e.g. in quiet streets or in town centre areas where separate cycle lanes or paths cannot fit or would expose cyclists to greater conflicts with motor vehicles.</p> <p>The road environment must be designed for vehicle operating speeds of less than 40km/h through the use of features like speed humps, slow points, roundabouts, narrow lanes and landscaping.</p> <p>On sections of road which involve steep or long inclines, where cyclists may struggle to keep up a reasonable speed, the provision of a cycle lane should be considered to assist in minimising conflicts between cyclists and vehicles.</p>	<p>Consistent with Austroads, provided volumes are below 5,000 vehicles per day.</p>
<p>Traffic calming devices</p>	<p>On cycle routes with sealed shoulders or cycle lanes these should be continued through the traffic calming device, e.g. by providing a bypass around a slow point.</p> <p>The bypass can be either at road level or path level. If the bypass is at path level, care needs to be taken to ensure suitable vertical transitions at either end.</p> <p>On cycle routes where cyclists are expected to ride with mixed traffic, it is expected that cyclists would 'claim the lane' through any traffic calming devices and therefore bypasses are not required.</p> <p>If bypasses are provided, e.g. around a single-lane slow point, the design needs to be aware of potential conflicts where cyclists will merge with vehicles after passing through the device.</p>	<p>Consistent with Austroads.</p>
<p>Local Area Traffic Management</p>	<p>Use of cul-de-sacs to prevent 'rat running' traffic, has the potential to provide low volume, low speed corridors for cycling. However, many of these end-of-street treatments do not appear to appropriately accommodate cyclists.</p> <p>Any future creation of cul-de-sacs or one-way road sections must</p>	<p>Consistent with Austroads.</p>

Issue	Design Considerations	Austroads Guidelines
	include provision for cyclists to easily travel both ways, retaining network access.	
Sealed shoulders or cycle lanes?	<p>Sealed shoulders are generally adequate in most locations as Western Australian drivers tend not to park on the carriageway.</p> <p>Formal cycle lanes, signposted with regulatory signage as required under the <i>Road Traffic Code 2000</i>, should be used where it is likely that vehicles will park in the sealed shoulders and create an unsafe conflict between cyclists and vehicles.</p>	Not addressed.
Surface treatments for cycle lanes or sealed shoulders	<p>For urban streets, the use of coloured surfaced treatment for sealed shoulders and cycle lanes will be considered. This treatment provides a high quality surface for cyclists, as well as clearly delineating the presence of the lane, improving lane-compliance and visually narrowing the street which reduces traffic speeds.</p> <p>This should include roads on the rural/urban fringe which are used by high volumes of cyclists.</p> <p>For rural roads, black asphalt or small stone 2 coat sealed is acceptable for sealed shoulders and cycle lanes. As cyclists, particularly road cyclists, are sensitive to rough or uneven road surfaces, the quality of pavement is critical.</p> <p>'Green Lane' treatments should be used on cycle lanes at intersections where there is likely to be a significant conflict between cyclists and motorists – e.g. at the start of a left turn slip lane or at a location where significant volumes of traffic are likely to turn left across a cycle lane.</p> <p>'Green Lane' treatments should, however, be used sparingly across the network to maintain their effectiveness as a warning device.</p>	<p>Not addressed by Austroads.</p> <p>'Green Lane' treatments consistent with Austroads.</p>
'Share the Road' signage	In mixed traffic rural and semi-urban environments where there is a reasonably high on-street cycling demand, 'Share the Road' signage is recommended to remind drivers of the potential presence of cyclists and the appropriate behavior when overtaking.	Not addressed.

Design Guidelines for Off-Street Facilities

Table 3.3 provides a summary of key considerations when planning typical off-street facilities, alongside recommendations from Austroads guidelines for comparison purposes.

Table 3.3 Design considerations for off-street cycling facilities

Issue	Design Considerations	Austroads guidelines
Footpath or Shared Path?	All new footpaths should be constructed as shared paths. The only exception is in locations with extraordinary safety issues where pedestrians and cyclists would be unable to safely co-exist on a path. In these locations, a safe alternative for cyclists of low confidence levels should be provided.	Not addressed.
Path Location	Shared paths within road reserves should be located as far from the property boundary as possible to maximise the sight distance at driveway crossings. A 0.5m buffer should be provided between the road carriageway and the dual use path where feasible.	Generally consistent with Austroads. Austroads recommends 1.0m clearance from carriageway but may not be achievable in many narrower road reserves. The property boundary clearance is considered more important.
Road Crossings	<p>Road crossings should be located along the cycling desire line wherever possible. Path deviations to minimise crossing distance are appropriate for pedestrians, but require cyclists to undertake direction changes while looking over their shoulder and are considered to create an additional safety risk.</p> <p>Where refuge islands are installed, these should be a minimum of 2.0m wide. Grab rails should be installed only where traffic volumes or speeds at the crossing point are high, and should always be located on the left side of the path for path users approaching the crossing point.</p> <p>Consideration should be given to providing road crossings where pedestrians and cyclists have priority along key corridors. As this is a new treatment for Albany, the initial implementation of such crossings should involve a single corridor with all crossings converted. This will assist in introducing motorists to the new treatment with as little confusion as possible.</p>	Consistent with Austroads.
Path Width	All new shared paths constructed in the City should be generally designed to a 2.5m width. However, this may be reduced to 2.0m path where constraints in the urban environment occur and the 2.5m width cannot be achieved. Additional width should be provided where the volume of pedestrian and cyclist traffic is likely to result in more passing maneuvers, using Austroads as a guide.	Consistent with Austroads.
Signage	<p>Regulatory 'shared path' and 'end shared path' signs should not be installed (Australian Standards 1742.9). 'Shared path' symbolic stencils should be used instead, as a reminder to pedestrians to be aware that they are sharing the path with cyclists. Stencils should be placed in conformity with Austroads guidelines.</p> <p>At important junctions on key routes, bicycle direction signage should be provided in accordance with Main Roads WA standard drawings. A signage strategy should be prepared to ensure that adequate follow up signage, or passive delineation, is provided along the routes.</p>	Consistent with Austroads.

Issue	Design Considerations	Austroads guidelines
Linemarking	Line marking should be used on paths wider than 2.5m if the volume of cyclist and pedestrian traffic is significant or if there is a history of conflicts.	Consistent with Austroads.
Speed or access control devices	<p>These should be avoided as far as possible. If there is a definite need to prevent unauthorised vehicle access to the paths, a single bollard placed in the middle of the path or a separate entry and exit terminal are recommended. Bollard visibility should be enhanced by use of retro-reflective material and supported by a widened centreline on the approaches, to ensure adequate visibility at night.</p> <p>Where a definite, fully justified need exists to reduce cyclist speeds approaching a road crossing, gates (grab rails) should be used. Gates should be separated by a minimum of 3.0m to allow a cyclist to weave through them at approximately walking pace. In a town centre environment, well-placed street furniture is preferred to achieve the same aims. These should be located to support pedestrian amenity, without creating a hazard for cyclists (particularly in low-light situations). Bollards should not be used to reduce cyclist speeds.</p>	Consistent with Austroads.
Grab Rails	<p>Grab rails should be placed according to Austroads Guidelines and used sparingly along cycle routes where there are high vehicle crossing volumes or speeds. Grab rails can be used as a passive wayfinding technique to delineate the route of local bicycle routes.</p> <p>Grab rails should always be located on the left side of the path approaching a road crossing and never in the centre of the path.</p>	Consistent with Austroads.
Passive Wayfinding	Passive wayfinding should be incorporated into the design of shared path networks. Strategic placement of grab rails, linemarking and coloured asphalt can illustrate the route of the main shared path without the need for signs.	Consistent with Austroads.
Connectivity	All new shared paths should be implemented with maximum connectivity, including kerb ramps and crossings to facilitate movement between paths. Ensure that new developments do not introduce missing links in their path networks.	Consistent with Austroads.
Controlled Access Point (CAP) Roads/Service Roads	CAP roads/Service roads should not be used as substitute for shared paths, though they may form part of an effective on-street cycling route if legibility is maintained.	Consistent with Austroads.
Separated Cycle Paths	<p>Separated cycle paths may be considered in areas where there are high pedestrian volumes and the provision of high quality on-street cycle lanes is not possible.</p> <p>Generally, separated cycle paths should be designed to include priority crossings over all side roads, otherwise the benefits of separation from pedestrians and traffic cannot be fully realized.</p>	Generally consistent with Austroads.

Recommendation	Design Guidelines and Development Requirements
Short	Develop a Bike Design Guide that sets out the typical bike treatment, with the aim to integrate these across streetscapes
Short	Develop a detailed area plan or appropriate policy to include provisions for end of trip facilities.
Short/Medium	<p>Review the City of Albany Structure Plans and other subdivisional requirements to incorporate the recommended network in this plan, including:</p> <ul style="list-style-type: none"> • Missing links through 'greenfield' development sites should be constructed as part of these developments; • Any new urban or semi-urban streets that are constructed should include the relevant cyclist facilities • Developers should be required to provide a fully connected path network within their development and integrated to the surrounding area.

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3.3 Maintenance

A substantial capital investment has been committed to providing improved and new cycling infrastructure, which will help the City of Albany to reach its vision. Matching this, an adequate maintenance and renewal program is needed to ensure this infrastructure provides a high level of service.

Regular routine (or scheduled) maintenance is required to keep cycling facilities in a reasonable condition. Cyclists are particularly vulnerable to punctures and crashes caused by broken glass, loose gravel and vegetation. Maintenance activities should include the following:

- Regular sweeping of paths to remove gravel, sand/earth, broken glass and vegetation;
- Targeted sweeping of known problem areas – e.g. paths through parks after a Saturday night;
- Regular pruning of vegetation to ensure the full path width is available; and
- Prompt attention to reactive maintenance such as damage from storms, fires and other one-off events.

A regular, documented system of visual path inspections to monitor condition and identify maintenance issues will ensure cost effective and quality routine maintenance is undertaken. A user friendly system to encourage users to identify issues to enable timely response to reactive maintenance needs to be developed and integrated into the City’s Asset Management Systems as a whole.

The current system of reporting is by email or phone to the City of Albany front office. A Works Request is then issued and responded to.

Project	Maintenance
Responsibility	City of Albany
Reference	
Links to Objectives	Cycle Network Safety and Respect Management and Implementation
Possible Solutions / Treatments	Review Asset Management Plan for Paths and Cycling Infrastructure. Integrate reporting of maintenance issues into an improved asset management systems utilising modern technologies (e.g. smart phones, web-based applications and GIS) allowing timely response.
Recommendations	
Short	Reactive maintenance to be undertaken as per existing works request systems. Encourage the cycling community to identify issues through the existing processes. Establish a regular inspection regime to enable development of maintenance schedules and renewal programs. <u>Review Asset Management Plan for Paths and Cycling Infrastructure.</u>
Medium	Make appropriate allocation in the Long Term Financial Plans for scheduled maintenance and renewal programs. Undertake a review of the maintenance reporting processes and works request systems and develop user friendly options utilizing modern technology (such as the City website).
Long	

4. Cycling Routes

Objective 1: To develop and maintain a bicycle network of safe, connected and accessible routes and facilities

Section Four provides a detailed description of cycling routes and signage. A review of the existing cycle routes was undertaken and then confirmed by 3 days of site inspections. These site inspections included a 'saddle survey' of many sections of the existing network; during which the existing condition of road and path infrastructure was observed from the perspective of cyclists of varying confidence levels and the most commonly routes used.

Cycle routes were categorised into On-Street Corridors, Off-Street Corridors or Recreational Road Riding Routes.

Each specific project has been categorised based on the ownership, its links to the objectives, its project reference number, possible solutions / treatments and short, medium and long term recommendations.

A summary of Indicative Works and Funding Schedule is included in *Appendix F*.

There are four sections under discussion which cover:

- Section 4.1 **Cycling Route Signage** – which incorporates all levels of signage for both on and off street cycling routes
- Section 4.2 **On Street Corridors** – which incorporates On Street centre-line markings and cycle lane/sealed shoulder terminations and including the following on-street corridors:
 - 4.2.3 Emu Pont/Golf Links Road/Troode Street
 - 4.2.4 Ulster/Lower King Road
 - 4.2.5 Ulster Road
 - 4.2.6 Middleton Road
 - 4.2.7 Chester Pass Road
 - 4.2.8 Albany Highway (Chester Pass Road to Link Road)
 - 4.2.9 Hanrahan Road/Princess Royal Drive
 - 4.2.10 South Coast Highway
 - 4.2.11 Lower Denmark Road
 - 4.2.12 Frenchman Bay Road
 - 4.2.13 Range Road
- Section 4.3 **Albany Harbours Path** (from Lower Kalgan to Frenchman Bay) has been divided into 11 sections. The following sections deal with the path in discrete sections:
 - Section 1 – Lower Kalgan Bridge to Lower King Bridge
 - Section 2 – Lower King Bridge and Approaches
 - Section 3 - Lower Kalgan Bridge and Approaches
 - Section 4 – Lower King to Bayonet Head
 - Section 5 – Emu Point Drive Crossing
 - Section 6 – Emu Point/Swarbrick Road
 - Section 7 – Griffiths Street
 - Section 8 – Flinders Parade (Surfers Beach Car Park)
 - Section 9 – Middleton Beach to City Centre
 - Section 10 – City Centre to Woolstores
 - Section 11 – Little Grove to Discovery Bay
- Section 4.4 **Off Street Corridors** includes 4 off-street corridors:

4.4.1 Bayonet head to Chester Pass Corridor

4.4.2 Chester Pass – Barnesby Drive – North Road Corridor

4.4.3 Albany Highway

4.4.4. South Coast Highway

- Section 4.5 **Recreation (Road Riding) Routes** includes two routes:

4.5.1 Lower King Road to Chester Pass Road (via Norwood Road)

4.5.2 Lower King Road to Chester Pass Road (via Greatrex Road)

Add Photo

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4.1 Cycling Route Signage

Signage can be used to:

1. Promote the City of Albany as a Cycle Friendly City
2. Deliver important messages about appropriate road user behaviour (including cyclists)
3. Regulatory signage to indicate safety and legal use of the off-street and on-street network
4. Way-finding signage will be particularly important in order to aid navigation for those unfamiliar with the routes and are targeted at tourist and new cyclists.

Generally the signage should comply with Main Roads guidelines for bicycle direction signage. However consideration could be given to naming or colour-coding the major routes in conjunction with mapping and signage.

When developed and targeted correctly, Cycle Signage is also linked to safer road user behaviour and this aspect is covered in more detail under Section 7 'Developing a Cycling Culture – Safety for All Users'.

Project	Signage
Responsibility	City of Albany
Reference	
Links to Objectives	Safety and Respect for All Users Cycling Network Cycle Tourism
Possible Solutions / Treatments	It is recommended that a Signage Strategy be developed with the first detailed route plan undertaken for the Albany Harbours Path from Lower King to Little Grove, as one of the key existing cycle tourist routes.
Recommendations	
Short	A comprehensive Signage Strategy (including an audit and design guidelines) be developed to support the 5 year implementation plan.
Medium	Roll out the signage strategy on specific new projects as determined in the implementation plan Target key tourist and commuter routes for any signage upgrades on existing routes
Long	All major cycle routes have regulatory and way finding signage

4.2 On Street Corridors

4.2.1 On Street Centre-Line Markings

During the saddle survey and site inspections it was identified that many of the on-street cycling routes through suburban Albany have a solid centreline. Remnant line-marking indicates that this was not always the case as the solid lines appear to have been marked within the past 2-3 years.

Discussions with stakeholders, and feedback received through the consultation process have revealed that cyclists are now experiencing many more ‘close shaves’ when vehicles pass, as drivers are reluctant to cross the solid centre-line. This is a significant safety issue on the cycling network.

Project		On Street Centre-Line Markings	
Responsibility		Main Roads	
Reference			
Links to Objectives		Safety and Respect for All Users Cycling Network	
Possible Solutions / Treatments		Review of all center-lines on the City’s road network. This would limit the solid centre-line to locations where visibility issues at a crest or curve prevent safe passing/overtaking or where cycle lanes that comply with Austroads guidelines are provided for both directions of travel.	
Recommendations			
Short		All centre-lines on the City’s road network be identified and reviewed in detail	
Medium		Solid centre-lines should be removed and replaced by broken centre-lines in accordance with Austroads and MRWA standards, and where it is safe and appropriate to remove.	
Long			

4.2.2 Cycle Lane/Sealed Shoulder Termination Treatment

Intersections are critical points on the bicycle network and, if the level of conflict or perception of danger is too high, will often become the almost invisible barrier to use of a cycle route.

The City of Albany has a growing number of generally two-lane, single carriageway streets with marked cycle lanes or sealed shoulders along them. The midblock sections are generally perceived as safe by cyclists but attention needs to be drawn to providing appropriate treatment of single lane roundabouts or other major intersections where the road with the cycle lane/sealed shoulder does not have priority

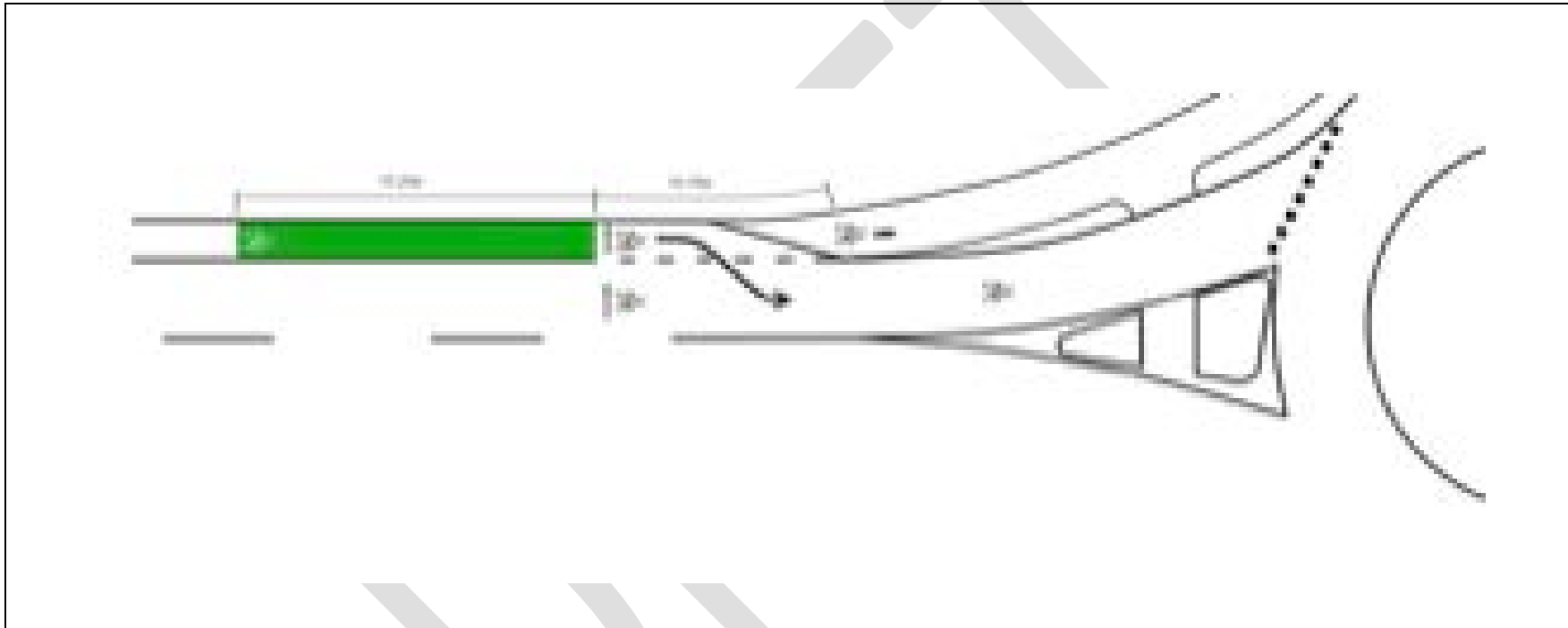
For intersections where the approach flares into two or more traffic lanes, the treatment is very simple. The most important aspect is to, wherever possible; avoid the situation where a vehicle in a left turn lane must turn left across the cycle lane at the intersection line as this is the most dangerous conflict point.

Where the left lane is a shared through/left lane, the through bicycle lane may be omitted, provided that the conflict point at the commencement lane is clearly marked.

At single lane roundabouts, current practice in the City of Albany is to terminate the shoulder or cycle lane before reaching the give way line. This is good practice, as it requires cyclists to either ride in primary position in the traffic lane where they are most visible to other users, or to use the off-street paths if they are not confident enough to use the road.

Project		Cycle Lane/Sealed Shoulder Termination
Responsibility	City of Albany	
Reference		
Links to Objectives	Cycle Network	
Possible Solutions / Treatments	<p>The termination of the cycle lane/sealed shoulder needs to be clearly marked to indicate to both cyclists and motorists that cyclists will be merging at this point. This is not well covered in existing Australian Standards or state guidelines so an indicative concept sketch has been provided in Figure 4.2.</p> <p>This treatment should also be used on approach to multi-lane roundabouts. The most important aspects of this treatment are that:</p> <ul style="list-style-type: none"> • The termination of the cycle lane/sealed shoulder occurs well before the give way line at the roundabout • The merge area is clearly marked with visual cues so that both cyclists and drivers are aware of the merge • A kerb ramp leading to a shared path around the outside of the roundabout is provided at a gentle angle, to allow cyclists who are not confident to ride in mixed traffic to use the path network instead. 	
Recommendations		
Short	Undertake an assessment of existing cycle lanes approaching existing roundabouts for possible treatment trial	
Medium	The treatment shown in Figure 4.2 trialed in identified locations in Albany. Main Roads WA, the City and cycling advocacy groups to undertake a comprehensive evaluation of the treatment	
Long		

Figure 4.2 Example Cycle Lane/Sealed Shoulder Termination Treatment at Single-lane Roundabout



4.2.3 Emu Point Road/Golf Links Road/Troode Street

Golf Links Road, Troode Street and Emu Point Road form an important link for more confident cyclists riding between Middleton Beach, Emu Point and Lower King Road. It also provides an alternative loop for recreational cyclists, linking with the existing Middleton Beach-Emu Point shared path.

Project	Emu Point Road/Golf Links Road/Troode Street
Responsibility	City of Albany
Reference	9,10,11, 13
Links to Objectives	Cycling Network, Cycle Tourism
Possible Solutions / Treatments	Widening of the sealed shoulders to 1.5 m with Green Lane Treatment through the Troode Street/Golf Links Road intersection
Recommendations	
Short	It is currently (2013/14 FY) being widened to provide minimum 1.5m wide sealed shoulders, with 'Green Lane' treatment through the Troode Street/Golf Links Road intersection.
Medium	
Long	

4.2.4 Ulster Road /Lower King Road

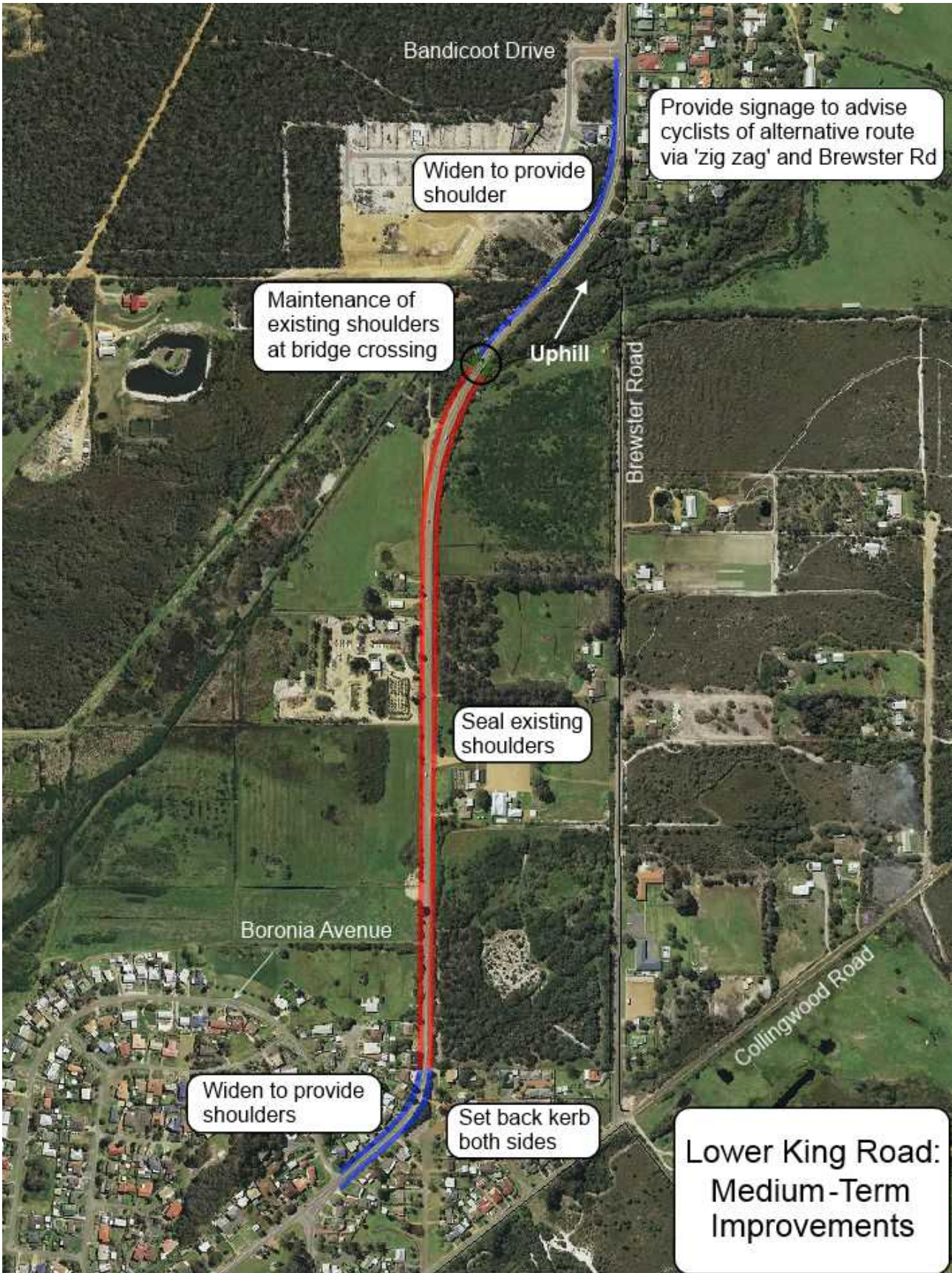
Lower King Road and Ulster Road form the most direct on-street cycling route and the only road connection between Albany Central Area and Bayonet Head/Lower King. However, it is an intimidating riding environment which results in only the most confident and experienced cyclists willing to ride on the road.

A reasonable quality shared path along the eastern side between Lower King and Bayonet Head caters for less confident or lower speed cyclists; however, it does not cater for more confident faster cyclists.

According to the survey results nearly 20% of respondents indicated that the section of the on-road riding network between Bayonet Head Road and Oyster Harbour was perceived as hazardous.

Project	Ulster/Lower King Road
Responsibility	City of Albany
Reference	21, 21a
Links to Objectives	Safety and Respect for all Users Cycling Network Cycling Participation
Possible Solutions / Treatments	The following safety measures are recommended for this road given the high traffic volumes, acknowledging this route is a major connector to the eastern suburbs of Albany and the 80km/h speed limit on some sections of the road which creates an intimidating environment for cyclists. See Figure 4.2.4
	The end result of these works will be a cycling environment where medium to high confidence level cyclists feel comfortable riding on the road, and the only mixed traffic sections are located on the approach to roundabout intersections. Care should be taken to design the merge points of cycle lanes to manage conflict between cyclists and vehicles at these points (refer to guidance in Section 3.3).
Recommendations	
Short	As per new Signage Strategy consider: <ul style="list-style-type: none"> • Share the Road Signage' at maximum 1.5km intervals along Lower King Road • Bicycle symbols marked in the centre of the traffic lane (Advisory Treatment, Cycling Aspects Section 4.2.6) at squeeze points such as roundabout approaches where there is no adequate shoulder and marked in the shoulder where such a facility exists (shoulder should be a minimum of 1.5m in width to qualify)
Medium	Short term works between Ulster Road and Bandicoot Drive as shown in Figure 4.2.4 to provide separation between cyclists and vehicles at the most critical point. <ol style="list-style-type: none"> 1. Uphill grades where cyclists will be unable to maintain 30km/h+ speeds, where unsealed shoulders exist 2. Uphill grades where cyclists will be unable to maintain 30km/h+ speeds, where kerb and gutter exists. This should be achieved by either widening the road by 2.0m, or provide a separated "cycle path" whichever is more cost effective. 3. Flat or downhill grades where unsealed shoulders exist. 4. Flat or downhill grades where kerb and gutter exists.
Long	Pursue a program of gradually widening the road to provide 2.0m wide asphalt shoulders along the full length of Lower King Road

Figure 4.2.4 Recommended Suite of Works on Lower King Road



4.2.5 Ulster Road

As previously stated, Lower King Road and Ulster Road form the most direct on-street cycling route between Albany Central Area and Bayonet Head/Lower King. However, it is an intimidating riding environment which results in only the most confident and experienced cyclists willing to ride on the road. Key issues with this route include:

- Narrow carriageway which means that cyclists must ride in the traffic lane to avoid being ‘close shaved’ by passing vehicles.
- Solid centreline along the full length which makes safe overtakes of cyclists illegal and encourages ‘close shaves’. Less confident cyclists who try to be courteous to motorists and ride close to the left edge of the road put themselves in danger as drivers are encouraged to ‘close shave’ them as they are reluctant to cross the solid centreline.
- The narrow carriageway, extensive underground drainage and steep terrain make widening the road to provide cycle lanes very expensive. As the road is kerbed and guttered for drainage purposes, it is not feasible to provide rural-type sealed shoulders.

The shared path which runs along the southern/eastern side is constructed to a reasonable standard given the constraints of the road reserve; however it is only suitable for low speeds due to absence of a buffer from traffic, frequent driveways and road crossings which require cyclists to give way in situations with restricted visibility. It is not a suitable alternative to road riding for cyclists wishing to maintain speeds above 20km/h.

Project	
Responsibility	City of Albany
Reference	21, 21a, 21b, 68
Links to Objectives	Cycling Network Cycling Participation Safety and Respect for all Users
Possible Solutions / Treatments	Due to the high cost, widening of Ulster Road is not considered a realistic proposition until the medium or long term. In the meantime it will continue to be used mainly by confident cyclists. Development and promotion of Collingwood Road – Tassell Street – North Road as an alternative route for on-street cyclists. In the long term, construction of Range Road from North Road to Mercer Road is expected to take a significant amount of traffic off Ulster Road. This will provide some relief to the conflict between cyclists and vehicular traffic as well as providing a more direct route for commuter cyclists.
Recommendations	
Short	Solid centre-lines should be removed and replaced by broken centre-lines in accordance with Austroads and MRWA standards. The rationale for installing unbroken centre-lines along this route should be investigated (e.g. crash problems) to inform any future changes. As per new Signage Strategy consider: <ul style="list-style-type: none"> • Large ‘Share the Road’ signs at each end of Ulster Road, and at least one intermediate point.
Medium	As per new Signage Strategy consider: <ul style="list-style-type: none"> • Bicycle symbols should be placed at regular intervals along the centre of the traffic lane to remind motorists of the presence of cyclists and encourage cyclists to ride in a position which does not encourage ‘close shaves’.
Long	Investigate widening of Ulster Road.

4.2.6 Middleton Road

Middleton Road is a commuter cyclist corridor between Albany Central Area and Middleton Beach, linking with other key cycling routes such as Golf Links Road. Middleton Road currently has cycle lanes in both directions from Tasman Street to Flinders Parade, which are used by medium/high confidence level cyclists. However, feedback from the community has identified several issues with the current lanes, including:

- Narrow width
- Poor road surface, particularly due to kerbing and drainage grates
- Parking permitted along a portion of the cycle lane
- Merge points at roundabouts are not appropriately designed
- Western end disappears near Tasman Street, leaving cyclists to ride in mixed traffic to St Emilie Way

The western section of Middleton Road, between Tasman Road and St Emilie Way, is discussed as part of the Albany Central Area 1.

Project	Middleton Road
Responsibility	City of Albany
Reference	18, 20, 20a, 19
Links to Objectives	Cycling Network Cycling Participation Cycle Tourism Safety and Respect for all Users
Possible Solutions / Treatments	Removal of on-street parking near Bluff Street to ensure the cycle lane is continuous. If it is necessary to retain the handful of parking spaces, indented bays should be created to ensure the cycle lane is continuous. Improvement of the approaches to all roundabouts, clearly delineating the merge areas as shown in Section 4.2.2 East of Golf Links Road consider rezoning to 40 km/h suitable for mixed traffic riding. Consider trial of ‘Dutch Style’ roundabouts through this slow zone – tourist precinct longer term. Medium term cycle improvements will occur during major road upgrades by 2016.
Recommendations	
Short	Upgrade on-road cycle lane to at least 1.5m (and preferably 1.8-2.0m) from St Emilie Way to Tasman Street. Provide 45 degree angle kerb ramp at the end of the marked lanes to allow cyclists to enter and re-enter the paths appropriately. Provide bicycle symbols and line marking along paths
Medium	Removal of on-street parking near Bluff Street Review parking, east of Golf Links Road, to widen for on-road cycle lane Narrowing of traffic lanes and widening of the cycle lane to at least 1.5m (excluding any part of the gutter) and preferably 1.8m-2.0m to provide a greater buffer from traffic. Asphalt resurfacing of the lane to provide an improved riding surface. 40km/hr to encourage mixed traffic usage.
Long	Consider a trial of Dutch style roundabout at Golf Links Road creating a slow zone – tourist precinct

4.2.7 Chester Pass Road

Chester Pass Road is an important spine route for commuters and for recreational road riders. The current lack of cycling facilities, combined with high traffic volumes and road trains, makes it an extremely intimidating cycling environment and, as a consequence, it is used only by very confident and experienced cyclists.

Project	Chester Pass Road
Responsibility	Main Roads & CoA responsible for area between the kerb and property boundary (urban area only)
Reference	42,43
Links to Objectives	Cycling Network Cycle Tourism Safety and Respect for all Users
Possible Solutions / Treatments	<p>There may be opportunities to review the cycling infrastructure following any future development of the Albany Ring Road. South of Menang Drive there is opportunity for either off road shared paths adjacent to Chester Pass Road or to seal and widen the shoulders to meet the standards. These will need to be achieved by widening the carriageway due to the high traffic volumes.</p> <p>North of Menang Drive, Chester Pass Road will continue to serve as a road train route. On this section, the recommended treatment is to widen and seal the shoulders as far as Bakers Junction. This will enable commuter cyclists and road riders to use the route in relative safety, as well as provide access for tourists to/from the caravan parks on the banks of the King River.</p>

Recommendations	
Short	
Medium	South of Menang Drive construct an off road shared path
Long	<hr/> Construct an off road shared path from Menang Drive to link in with Willyung Road/Millbrook Road and Norwood Road. From there widen and seal the shoulders to Bakers Junction. <hr/>

4.2.8 Albany Highway (Chester Pass Road to Link Road)

Between Chester Pass Road and Le Grande Avenue, Albany Highway is currently a four-lane divided road. Beyond this point, it is generally a two-lane road with shoulders of varying width. Feedback indicates that this route is avoided by road cyclists as it is a heavy traffic, intimidating cycling environment with no separation from traffic. However it is, and will continue to be, an important spine route for cyclists travelling between the Albany Central Area and the north-western suburbs.

Project	
Responsibility	Main Roads & CoA responsible for area between the kerb and property boundary (urban area only)
Reference	44, 45
Links to Objectives	Cycling Network Safety and Respect for all Users
Possible Solutions / Treatments	It is understood that Main Roads is currently planning the upgrade of Albany Highway to four lanes from Le Grande Avenue to the edge of the urban area. It is recommended that any upgrade of Albany Highway should include cycle lanes, a minimum of 1.5m wide. South of Le Grande Avenue, widening will be required to provide cycle lanes, most likely on the outside of the carriageways. Alternatively an off road shared path could be constructed from the Albany roundabout to Le Grande Avenue. Note, at present there is already an off road shared path in place but is of a poor standard.
Recommendations	
Short	
Medium	Upgrade the off road shared path from the Albany roundabout to Le Grande Avenue
Long	Any upgrade of Albany Highway, from Le Grande Avenue should provide cycle lanes, a minimum of 1.5m wide.

Albany Highway from Chester Pass Road to York Street is under the jurisdiction of the City of Albany, and is discussed in detail as part of the Albany Central Area in Section 5.1.

4.2.9 Hanrahan Road/Princess Royal Drive

Hanrahan Road and Princess Royal Drive form the current road train route to/from the Port. However they also form part of popular cycling routes. Princess Royal Drive, between Frenchman Bay Road and Carlisle Street, is also the only cycling access between Albany Central Area and Lower Denmark and Frenchman Bay Roads, making it a critically important link in the network. It is traversed by a wide range of cyclists – mountain bikers, medium confidence level riders (e.g. the Over 50's cycle club), experienced cyclists (e.g. road riders) as well as walkers following the Bibbulmun Track and more recently Munda Bididi riders.

Currently, some cyclists use informal routes to avoid the risk of interacting with heavy vehicle traffic. Informal routes used by less confident cyclists include the use of Woolstores Place and private land to cross the railway line and enter Princess Royal Drive via the driveway east of Carlisle Street. These routes, aside from traversing private property, involve dismounting to cross the railway line and the risk of injury and damage to bicycles.

The community consultation process identified that Princess Royal Drive/Hanrahan Road was one of the most significant areas for improvement and an additional 66 responses specifically commented on safety issues on Princess Royal Drive/Woolstores/Frenchman Bay Road. (See *Appendix A and C*)

East of Carlisle Street, cyclists are forced to ride on the road carriageway. This section is narrow, with an unbroken centreline, and a crest at the railway bridge, which creates a significant pinch point.

Hanrahan Road has sealed shoulders along most of its length and, whilst rougher than desirable, these are generally adequate. However, at the northern end of Hanrahan Road, the shoulders disappear, leaving cyclists to mix with traffic in very wide lanes

At the southern end of Hanrahan Road, the cycle lanes disappear at the entrance to the CSBP plant. From this point onwards, cyclists are required to ride in the traffic lane, mixing with road trains and general traffic. In many locations, e.g. between Carlisle Street and Festing Street, and at the railway bridge, there is insufficient width for vehicles to pass safely, particularly road trains, which results in a very dangerous situation for cyclists.

Add Photo

Project Hanrahan Road / Princess Royal Drive

Responsibility	Main Roads
Reference	56,57,58
Links to Objectives	Cycle Tourism, Cycling Network, Safety and Respect for all Users
Possible Solutions / Treatments	<p>It is recommended that the northbound sealed shoulders on Hanrahan Road be continued through the Menzies Street intersection as far as Parker Street, where an optional path transition should be provided.</p> <p>For southbound cyclists, the existing sealed shoulders should be extended north from Menzies Street as far as Parker Street, with a 45 degree connection provided from the existing path Both these recommendations could be achieved by adjustments to line-marking only.</p> <p>Fixing the section of road, particularly between Frenchman Bay Road and Festing Street, is considered to be one of the highest priority cycling works due to the inherent risks associated with the existing environment.</p> <p>There is no easy fix solution, though some short term improvements are possible. Short term improvements may include the provision of paths, changes to line-marking, and/or signage to manage conflicts between road users until an ultimate solution can be implemented.</p> <p>The ultimate solution for this section requires significant engineering investigation, and is therefore outside of the scope of this Strategy. However, several preliminary options have been considered at a strategic level and an indicative solution at this time consists of:</p> <ul style="list-style-type: none"> • Mixed traffic operation along Woolstores Place • New shared path along the western boundary of the Woolstores site • 3.5m wide shared path, on a combined bridge/pontoon structure, from Woolstores to Anzac Peace Park. This structure should have several lookout bays constructed at particularly scenic locations to cater for pedestrians admiring the scenery • Investigation into the most appropriate route to cater for less confident cyclists between Anzac Peace Park and the beginning of the shared path at Bridges Street. <p>This option is expected to accommodate most cyclist types, however very experienced road riders may continue using Princess Royal Drive.</p>

Recommendations

Short

A comprehensive Feasibility Study, lead by the City to determine a preferred suite of short term and long term improvements, with a view to commencing short term improvements in the 2015/16 FY. The study to include the arterial roads into the CBD.

On Hanrahan Rd, northbound sealed shoulders be continued through the Menzies Street intersection as far as Parker Street, by adjustments to line-marking only

On Hanrahan Rd, southbound, the existing sealed shoulders should be extended north from Menzies Street as far as Parker Street, by adjustments to line-marking with a 45 degree connection provided from the existing path.

Medium

Long

4.2.10 South Coast Highway

South Coast Highway is a spine route serving the western suburbs of Albany. It is generally a two-lane undivided road, with a shared path provided for slower cyclists along the southern side. Presently it is used mainly by experienced road cyclists, as part of the various loop rides around Albany.

Albany Highway to Timewell Road is considered an urban environment while west of Timewell Road is considered a rural environment.

Between Albany Highway and Admiral Street, eastbound cyclists are able to use the sealed shoulder/parking lane, whilst the westbound lane is generally wide enough to allow vehicles to pass cyclists safely

Between Admiral Street and Townsend Street, the carriageway narrows, passing adjacent to Mount Lockyer Primary School.

West of Townsend Street, as far as Cull Road, sealed shoulders are provided and these are generally suitable at the present time. West of Cull Road, the sealed shoulders are replaced by unsealed or formed shoulders only.

Beyond George Street, South Coast Highway is a relatively narrow rural highway with no sealed shoulders and a winding, undulating alignment. Feedback from cyclists has indicated that it is considered to generally be a 'no go' zone due to the safety issues of mixing with heavy and fast traffic.

Project	South Coast Highway
Responsibility	Main Roads & CoA
Reference	23,24,25,26
Links to Objectives	Cycling Network, Safety and Respect for all Users Cycle Participation, Cycle Tourism
Possible Solutions / Treatments	<p>Between Albany Highway and Admiral St, it is recommended that a bicycle lane be marked on the westbound lane, bicycle symbols installed on both lanes (this would require removal of roadside parking), and a small section of widening carried out in front of 40 South Coast Highway to remove a kerb extension which creates a pinch point.</p> <p>There is an existing shared path on the south side between Albany Highway and Bottlebrush Road.</p> <p>Cull Road to Timewell Road should be widened to provide 2.0m wide sealed shoulders. 2.0m wide sealed shoulders should provide adequate width to enable kerbing to be installed in association with the underground drainage.</p> <p>Whilst generally outside of the scope of this Bike Plan, it is recommended that the highway be progressively widened to provide 2.0m wide sealed shoulders in both directions at least as far as Denmark. Combined with widening on Lower Denmark Road, this would open up a long loop ride (~100km), as well as potential cycling tourism synergies with the Shire of Denmark.</p>

Recommendations	
Short	Between Albany Highway and Admiral St, a bicycle lane to be marked on the Westbound Lane, bicycle symbols installed on both lanes and widening in front of 40 South Coast Highway. The Carriageway should be widened on the North side in order to provide Cycle Lanes in both directions.
Medium	<p>Between Admiral and Townsend St widen the path on the north side (adjacent to Mount Lockyer Primary) to provide cycle lanes in both directions.</p> <p>West of Cull Street to Timewell Road, widen to provide 2.0m sealed shoulders as part of the ongoing upgrade program</p>

Project	South Coast Highway
	Share the Road' type signage (see Section 6) should be installed along the highway at intervals no greater than 5km.
Long	When future periodic road upgrades occur consideration be given to progressively widening South Coast Highway to provide wide sealed shoulders in accordance with the standards in both directions at least as far as Denmark

4.2.11 Lower Denmark Road

Lower Denmark Road is a popular recreational road riding route, ridden by experienced road cyclists, and recreational cyclists (such as the Over 50s Cycling Club) as well as being a commuter corridor for residents of Elleker and beyond.

The recent installation of kerbing along Lower Denmark Road westward for 500m from Frenchman Bay Road has generated significant feedback from cyclists citing safety issues as they felt it prevented cyclists from being able to leave the roadway onto the unsealed shoulder. It is noted that the seal is now significantly wider than previously and has been asphalted.

Project	Lower Denmark Road
Responsibility	City of Albany/Main Roads
Reference	27,28,29
Links to Objectives	Cycling Network Safety and Respect for all Users Cycle Participation Cycle Tourism
Possible Solutions / Treatments	Given the number of complaints received about this section of road, and the safety risks due to high traffic volume and high cyclist volume, widening of the carriageway to provide minimum 1.5m wide sealed shoulders is recommended. This work should be extended beyond the end of the kerbed section, taking advantage of the existing unsealed shoulders, as funding permits. Improvement of the George and Robinson Road section would enable cyclists to avoid the section of Lower Denmark Road east of George Street, travelling via Robinson Road instead, until such time that the section east of George Street can have its safety issues addressed. Long term, combined with the previous described work on South Coast Highway, this would open up a long loop ride, as well as potential cycling tourism synergies with the Shire of Denmark. At present the route is generally not suitable for use by all but the most confident cyclists.

Recommendations	
Short	Investigate, as part of the Hanrahan/Princess Royal Drive Feasibility Study, options to improve cycling safety along Lower Denmark Road for 500m. Widening of the carriageway to provide minimum 1.5m wide sealed shoulders between George and Robinson Road, As part of the new Signage Strategy consider: Review of the existing signage along Lower Denmark Road and 'Share the Road' type signage at intervals no greater than 5km, particularly on the approach to pinch points (e.g. uphill grades)
Medium	As part of the Ring Road, Main Roads to consider as per their policy, including cycling infrastructure.

Project	Lower Denmark Road
Long	Beyond Robinson Road, and beyond Elleker, it is recommended that Lower Denmark Road progressively be widened to provide a minimum 1.5m wide sealed shoulders in both directions. With the completion of Albany Ring Road, review the use of existing road for local access and encourage cycling from George Street to Frenchman Bay Road.

4.2.12 Frenchman Bay Road

Frenchman Bay Road is a popular recreational road riding route, as well as the only access to some of Albany’s best known tourist attractions. Whilst a shared path currently extends from Woolstores Place to Little Grove, there are no facilities for cyclists beyond Little Grove. Anecdotal evidence collected during community and stakeholder consultation indicated that a growing number of tourists were attempting to cycle to Discovery Bay and complained about the intimidating cycling conditions.

An alignment for the shared path link was identified in the 1996 DUPPS report. However, there are significant land ownership issues and the alignment will need to be amended to acknowledge the existing landowner issues. (See Section 4.3)

In the long term Frenchman Bay Road should provide an on-street cycling environment suitable for medium/high confidence level cyclists with sealed shoulders. If a suitable cycling environment can be achieved, many cyclists will opt to use the loop created by the proposed shared path extension and Frenchman Bay Road.

Project	Frenchman Bay Road
Responsibility	City of Albany
Reference	30, 31, 32
Links to Objectives	Cycle Tourism Cycling Network Safety and Respect for all Users Cycle Participation
Possible Solutions / Treatments	Advantage should be taken of resealing works, intersection upgrades, culvert replacements and other unrelated civil works to progressively provide sealed shoulders along the length of the route A new alignment has been proposed, which will go along Big Grove future sub-divisions, connect back onto Frenchman Bay Road and link with Limeburners Road. <i>See Section 4.3 for details</i>

Recommendations	
Short	As per new Signage Strategy consider: ‘Share the Road’ type signage along Frenchman Bay Road at intervals no greater than 5km, particularly on the approach to pinch points (e.g. uphill grades)
Medium	A new shared path extension from the end of Little Grove shared path, to go along Big Grove future sub-divisions, connect back onto Frenchman Bay Road then link with Limeburners Road
Long	Consider upgrading the shoulders on Frenchman Bay Road, to a minimum width of 1.5m (2.0m where possible, including if major works are being undertaken)

4.2.13 Range Road

Range Road is a proposed future arterial road connecting Sanford Road/North Road intersection with Mercer Road, designed to provide an alternative route for through traffic between Albany Central Area and the northern suburbs, relieving Ulster and Chester Pass Roads.

This road will serve future sub-divisional activity in Yakamia and Lange.

Project		Range Road	
Responsibility		City of Albany	
Reference		33	
Links to Objectives		Cycle Participation Cycle Network	
Possible Solutions / Treatments		Include minimum 1.5m wide cycle lanes to cater for cyclists residing in this area	
Recommendations			
Short			
<hr/>			
Medium		Range Road be developed with high quality 3m dual use cycle lanes to cater for commuter cyclists	
<hr/>			
Long			

4.3 Albany Harbours Path (Lower Kalgan –Frenchman Bay)

This is the spine route for casual and recreational cyclists, running along Albany’s spectacular foreshore. In addition, it serves as the only physical link between Albany and the suburbs of Bayonet Head and Lower King, and to Little Grove in the south. Along its length it serves numerous schools, tourist attractions, recreational facilities and of course the City Centre. As indicated in Section 4.1, a comprehensive Signage Strategy will need to be developed to support the continued promotion and use of this iconic trail for all users.

Recommendations	
Short	A comprehensive Signage Strategy (including an audit and design guidelines) be developed to support the 5 year implementation plan.
Medium	Roll out the signage strategy on specific new projects as determined in the implementation plan Target key tourist and commuter routes for any signage upgrades on existing routes
Long	All major cycle routes have regulatory and way finding signage

The following sections deal with the path in discrete sections from Section 1 to Section 12.

Section 1 Lower Kalgan Bridge to Lower King Bridge

There is currently no shared path between Lower King and Lower Kalgan Bridges. This has impact for the increasing number of students who attend Great Southern Grammar who are currently unable to safely walk or cycle to school. The school and local community have been advocating for this path for a considerable time, including submissions and petitions to Council. 40% of the students live within 10km of the school (providing cycling and walking options)

The development of this shared path will have additional benefit of linking the satellite communities of Lower Kalgan and providing tourist access to Luke Penn Walk, Kalgan fish traps, the Albany Rowing Club and the caravan park and to provide an off-road path to the Albany CBD. There is also potential to extend the DUPPS Plan (1996) from Lower King to Lower Kalgan Bridge and encourage cycle tourists.

During the 2013/14 FY, stage 1 work will commence on a shared path between Kalgan Heights and Great Southern Grammar School. See Figure 4.3

Project	Lower Kalgan Bridge to Lower King Bridge
Responsibility	City of Albany
Reference	34, 35, 35a
Links to Objectives	Cycle Network, Cycle Tourism, Cycle Participation
Possible Solutions / Treatments	A staged approach for the development of a shared path between Lower Kalgan Bridge and Lower King Bridge, including approaches and cross over on both bridges. The stages could include Kalgan Heights (Fish Traps) to Coraki Park, Coraki Park to Lower King Bridge, GSG to Lower Kalgan Bridge western end (shared path).
Recommendations	
Short	Completion of Stage 1 shared path (Kalgan Heights to Great Southern Grammar)
Medium	Completion of Stage 2 shared path (Kalgan Heights to Lower King Bridge)
Long	Completion of Stage 3 shared path (GSG to Lower Kalgan Bridge)

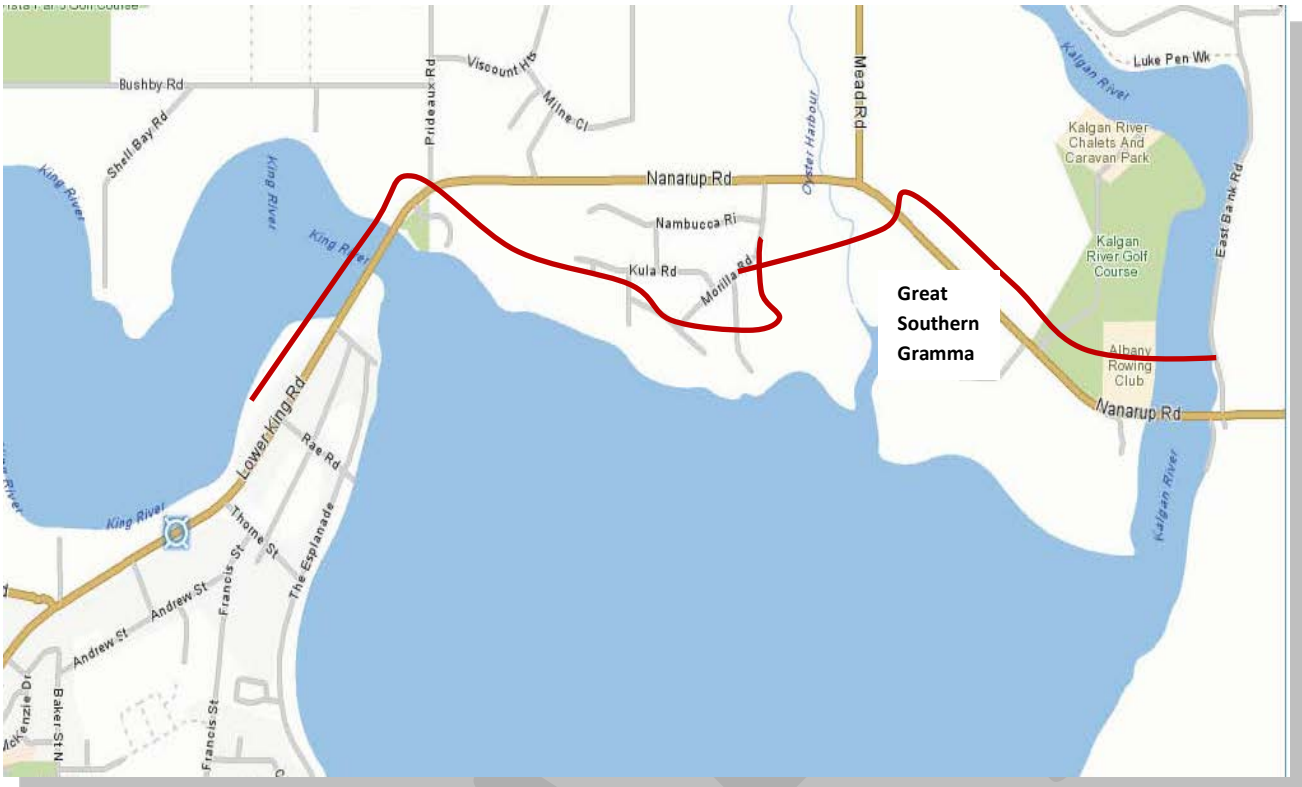


Figure 4.3 Lower King Bridge to Lower Kalgan Bridge

DRAFT

Section 2 Lower King Bridge and approaches

The proposed shared path from Great Southern Grammar intersects with Lower King Road at the northern end of the Lower King Bridge. As this crossing is located on a curve, it can be difficult to cross in peak periods.

The Lower King Bridge currently has a shared path on the western side, which is too narrow for cyclists to pass safely and is used regularly by fishers. This is manageable on weekdays where the flows are generally low and peak directional, however during weekends and holiday periods the volume of users can cause significant conflicts.

The southern approach to the bridge is a causeway through the mud flats on the edge of the King River. Currently, pedestrians and cyclists are required to use a narrow shoulder on the western verge of the road, which becomes a reasonable quality shared path after approximately 350m.

Project	Lower King Bridge and Approaches
Responsibility	City of Albany/Main Roads
Reference	59, 34, 35
Links to Objectives	Cycle Participation Cycle Tourism Cycle Network
Possible Solutions / Treatments	<p>The ultimate solution for the Lower King Bridge path is to provide a dedicated shared path bridge on the eastern side of the traffic bridge, leaving the existing footway for use by pedestrians only. Constructing the path on the east side would also eliminate the need for path users to cross Lower King Road twice (once at the northern end of the bridge and once again near the Lower King store).</p> <p>If a new bridge across the river is constructed, the shared path should be continued along the eastern side of the road as far as Rae Road, with a branch to the end of The Esplanade.</p> <p>In the short term, signage should be installed to make sure drivers are aware of the presence of pedestrians close to the road and the 'Lower King River' sign should be relocated to avoid obstructing the path</p> <p>Consideration should be given to providing a refuge island and signage to warn motorists of the possibility of children crossing.</p>
Recommendations	
Short	As part of the new Signage Strategy consider: Signage should be installed to make sure drivers are aware of the presence of pedestrians/cyclists close to the road 'Lower King River' sign should be relocated to avoid obstructing the path
Medium	Explore upgrading existing shared path to create a separate dual use raised path across the causeway section from Coraki Park to start of shared path (south of Lower King Bridge). Consideration should be given to providing a refuge island and signage to warn motorists of the possibility of children crossing
Long	Investigate options for a dedicated shared path bridge on the eastern side of the Lower King Bridge traffic bridge, when the bridge is due for replacement and/or major upgrade. Shared path continued along the eastern side of the road as far as Rae Road.

Section 3 Lower Kalgan Bridge and approaches

Currently, pedestrians and cyclists must use the traffic lanes across the narrow Lower Kalgan Bridge and the narrow Lower King Road/Nanarup Road. The speed of 80km/hr over this bridge, combined with the lack of width creates a considerable safety concern. As a rural road and arterial route to the eastern precinct it carries noteworthy heavy vehicles.

Section 3 is also a popular recreational route and cycling route for road cyclists to Nanarup and return. There is currently a ‘Share the Road’ sign on each end of the bridge.

From Great Southern Grammar to the Lower Kalgan Bridge there is currently no safe pedestrian or shared path option. Similar to Lower King Bridge there is a curve which makes crossing difficult. There are various recreational activities based at the western edge of the bridge (Bridge Park), including the Albany Rowing Club, Cricket ground and boat ramp facilities and a car park. Currently GSG students are bused the 50m as access by foot is too dangerous.

Project Lower Kalgan Bridge and approaches	
Responsibility	City of Albany/Main Road
Reference	35, 35a, 34a
Links to Objectives	Cycle Participation Cycle Tourism Cycle Network
Possible Solutions / Treatments	In the short term ensuring consistent signage for both Lower Kalgan and Lower King Bridge will help to highlight appropriate road user behavior. In the medium term, as part of the staged approach a shared path from GSG to Lower Kalgan Bridge western end (to Bridge Park) In the long term, the bridge will either need to be widened to provide a shared path or a separate shared path bridge be constructed across the river.
Recommendations	
Short	As part of the new Signage Strategy consider: Consistent Signage be installed to make sure drivers are aware of the presence of cyclists/pedestrians on the bridge.
Medium	As part of the staged approach a shared path from GSG to Lower Kalgan Bridge western end (to Bridge Park)
Long	Investigate options which could include, but not limited to, widening of the Lower Kalgan bridge or a separate shared path bridge over the Lower Kalgan river.

Section 4 Lower King to Bayonet Head

Between Lower King and Bayonet Head, there is currently a reasonable quality shared path along the eastern side of Lower King Road. This is generally adequate for existing low speed cyclists.

However, in the medium to long term, a continuous shared path route along the harbour foreshore should be created, linking Lower King with Bayonet Head. This route would include:

1. The Esplanade (short term mixed traffic operation, medium to long term shared path along the eastern side)
2. Shared path along Simmons Street and Alison Parade
3. Shared path link between Alison Parade and Allwood Parade
4. Shared path along Allwood Parade, connecting to the existing path on Bayonet Head Road
5. Branch path along Warlock Road to connect with existing paths leading to Flinders Park Primary School

The development of this route should generally proceed commensurate with subdivisional development in the area.

Project Lower King to Bayonet Head	
Responsibility	City of Albany
Reference	36, 36a
Links to Objectives	Cycle Network Cycle Participation
Possible Solutions / Treatments	<p>The link between Alison Parade and Allwood Parade should be implemented as soon as possible, even before the vehicle link, as this would significantly shorten the distance for Lower King residents to Flinders Park Primary School and provide a convenient loop for exercise/recreational riding in the area.</p> <p>A higher quality shared path should be developed on the southern approach to the Mercer Road Roundabout, at the new Bayonet Head Shopping Centre, as the increased residential development in the area this section of path will see a significant increase in usage.</p>
Recommendations	
Short	
Medium	<p>Shared path between along Allwood Parade from the Outlook to Bay View Heights Development</p> <p>Shared path along Alison Parade should be considered</p>
Long	

Section 5 Emu Point Drive crossing

The existing crossing at Emu Point Drive (opposite Griffiths Street) has several issues including:

- Right-angle bends on northern path approach
- No ability to stage crossings
- Southern kerb ramp is not angled directly across the intersection
- Crossing cyclists must deal with through traffic on Emu Point Drive as well as traffic turning in/out of Griffiths Street
- Obstacles blocking the path on the northern approach

Works are currently being undertaken to widen Emu Point Drive/Golf Links Road, which may provide an opportunity for short term remedial works.

Project	
Emu Point Drive Crossing	
Responsibility	City of Albany
Reference	81, 81a
Links to Objectives	Cycle Network
Possible Solutions / Treatments	<p>It is not feasible to significantly relocate the crossing but it is recommended that the work priorities should be as follows:</p> <ol style="list-style-type: none"> 1. Clear vegetation to improve visibility on northern approach 2. Realign path to remove dog-leg and obstructions on northern approach, replace with a gentler curve to relocated crossing 3. Shift crossing to the west by approximately 10m 4. Widen Emu Point Drive to provide a 2m wide refuge island 5. Reduce the radius of the southwestern corner of the intersection to slow vehicles entering and exiting Griffiths Street
Recommendations	
Short	<p>Clear vegetation to improve visibility on northern approach</p> <p>Realign existing shared path, shift crossing to the west by 10m and improve crossing point</p>
Medium	
Long	Incorporate shared path as part of planning, when realignment of Griffiths St and Emu Point Road intersection occurs with future development works.

Section 6 Emu Point

A spur of the Albany Harbours Path extends from Griffiths Street to Emu Point, currently terminating at the end of Cunningham Street

This is a very popular recreational and tourist route and is used extensively throughout the year. However, there is no loop and it requires cyclists to retrace their steps.

It also misses the link to Swarbrick Street, to pick up a shared path which follows the bush reserve along Swarbrick Street and back to Mermaid Avenue.

This would result in a convenient loop for residents or visitors of Emu Point, as well as increase the attractiveness of the current shared path which requires cyclists to retrace their steps.

Current planning for a Coastal Parks Enhancement Project along Emu Point Estuary includes a shared path through the existing park extending from the end of Cunningham Street to Swarbrick Street.

The existing shared path at the front of the Emu Point café is narrow and requires widening to a minimum of 2.0m and it currently terminates at the disabled parking bay at the end of Mermaid Avenue.

Project		Emu Point – Swarbrick St Connection	
Responsibility	City of Albany		
Reference	5, 5a		
Links to Objectives	Cycle Network Cycle Tourism		
Possible Solutions / Treatments	Extend the path from Cunningham Street, along Roe Parade and Swarbrick Street, to connect with the existing path adjacent to the Swarbrick St/Miller St intersection. End of trip facilities would improve this important tourist and community hub.		
Recommendations			
Short			
<hr/>			
Medium			
As part of the Coastal Parks Enhancement Project complete the following:			
Missing link between Cunningham and Swarbrick St			
Widening of the path in front of Emu Point Café to 3m shared path and realign end point away from disabled parking bay			
Upgrade end of trip facilities at Emu Point			
<hr/>			
Long			

Section 7 Griffiths Street

The Albany Harbours Path and the Emu Point spur junction at the end of Griffiths Street.

During the 2013/14 FY, a missing section of path along Griffiths Street was constructed, including a realignment of the existing path junction and associated visibility improvements. This section of path forms part of the Albany Harbours Path but also completes the path from Middleton Beach to Emu Point.

Project Griffiths Street	
Responsibility	City of Albany
Reference	6
Links to Objectives	Cycle Network Cycle Tourism
Possible Solutions / Treatments	It is recommended that direction signage be installed at the reconstructed path junction. As this is a low cost item, it should be implemented as part of this project and then can be updated as necessary to conform to the recommended signposting strategy.
Recommendations	
Short	As part of the new Signage Strategy consider: Directional signage be installed at the path junctions
Medium	
Long	

Section 8 Flinders Parade (Surfers Beach) Car Park

At the southern end of the Flinders Parade Car Park, the path crosses from the western side to the eastern side of the roadway. The present crossing is extremely poor – a right angle bend, which is not negotiable on a bicycle, combined with a sand hazard right on the bends. It is noted that many cyclists simply ignore the crossing and instead cross diagonally along the desire line.

Project	
Responsibility	City of Albany
Reference	7
Links to Objectives	Cycle Network, Cycle Tourism
Possible Solutions / Treatments	<p>Two options have been considered to improve this crossing:</p> <p>Option 1: Realign the path to pass along the eastern side of the car park.</p> <p>Option 2: Realign the path to cross Flinders Parade on the diagonal desire line, via a raised crossing over which pedestrians and cyclists have priority.</p> <p>Current planning for a Coastal Parks Enhancement Projects has suggested realigning the cycle path along the eastern side of the car park (Option 1).</p> <p>Option 2 is recommended for the following reasons:</p> <ul style="list-style-type: none"> • It matches the cycling desire line • It avoids conflict between cyclists and people entering/exiting/loading vehicles, including children • It avoids the sand hazard on the eastern side the car park <p>The raised crossing would assist in keeping vehicle speeds low on entry to the car park.</p>
Recommendations	
Short	
Medium	<p>Realign the path to pass along the eastern side of the car park</p> <p>As part of the new Signage Strategy consider:</p> <p>Directional signage being installed at the path junctions</p>
Long	

Section 9 Middleton Beach to City Centre

The existing path which runs along Stirling Terrace, Brunswick Road and the harbour is generally satisfactory. West of Bridges Street cyclists are then required to either ride on a narrow path, which appears to be a footpath, or to ride in mixed traffic due to the narrow road reserve.

Due to the constraints of the narrow road reserve, it is not feasible to either widen the path or widen the carriageway to provide cycle lanes.

Recent work undertaken on the western end of Stirling Terrace, near York Street as part of the Anzac Commemorations in November has seen some initial work done to create a low speed, mixed traffic environment. This will need to be continued through the remainder of Stirling Terrace, to Bridge Street.

Project	Middleton Beach to City Centre (Stirling Terrace)
Responsibility	City of Albany
Reference	37
Links to Objectives	Cycle Network Cycle Tourism
Possible Solutions / Treatments	Continue the low speed, mixed traffic cycling environment along Stirling Terrace, from the new works to Bridges St. To achieve this, the following will be required as a minimum: <ol style="list-style-type: none"> 1. Raised threshold entry statements at both ends of the section 2. Bicycle symbols and signage 3. A broken centreline, to encourage safe overtaking, particularly in the eastbound (uphill) direction 4. A reduction in speed limit to 40km/h
Recommendations	
Short	Continue the low speed, mixed traffic cycling environment along Stirling Terrace, from the new works to Bridges St including: <ol style="list-style-type: none"> 1. Raised threshold entry statements at both ends of the section 2. Bicycle symbols and signage 3. A broken centerline, to encourage safe overtaking, particularly in the eastbound (uphill) direction 4. A reduction in speed limit to 40km/h
Medium	
Long	

Section 10 City Centre to Woolstores

This section has been discussed in Section 4.2

Section 11 Little Grove to Discovery Bay

The current shared path ends at Stubbs Road, Little Grove. Beyond this point, cyclists are required to ride on the road – i.e. Bay View Drive, Chipana Drive then Frenchman Bay Road. At present, generally only confident road cyclists are able to ride to/from Goode Beach and Frenchman Bay. Discussions with local cyclists have indicated that less confident cyclists choose to drive to Little Grove and then begin cycling to Albany due to the intimidating cycling environment along Frenchman Bay Road. Anecdotal evidence collected during community and stakeholder consultation has also indicated that a growing number of international tourists were attempting to cycle to Frenchman Bay and complained about the intimidating cycling conditions.

An alignment for the shared path link was identified in the 1996 DUPPS report. However, there are significant land ownership issues and the alignment will be amended to acknowledge the existing landowner issues.

Shared paths along the remaining sections of this route are not considered necessary within the life of this plan, due to low traffic volumes and higher priorities elsewhere. However, any upgrade works along the route should include provision of sections of the shared path, to take advantage of cost efficiencies.

See Figure 4.3.12

Project Little Grove to Discovery Bay	
Responsibility	City of Albany
Reference	38, 39, 39a
Links to Objectives	Cycle Network
Possible Solutions / Treatments	<p>The highest priority section of this link is between Harbour Esplanade, Little Grove and the intersection of Quaranup Road/Shoal Bay Retreat.</p> <p>This route would enable cyclists to avoid Frenchman Bay Road completely by riding along Chipana Drive, Harbour Esplanade, the new path link, Shoal Bay Retreat, the emergency vehicle access connection to Goode Beach, then McBride Road, Austin Road and Vancouver Road to Frenchman Bay. The on-street sections are on very quiet streets, which are generally suitable for cyclists of all confidence levels.</p> <p>Bicycle symbols would be necessary to provide passive wayfinding and assist in cyclist positioning and driver behaviour.</p> <p>The second highest priority section is to continue the shared path from Stubbs Road, along Bay View Drive, to Chipana Drive. The next section from Chippana Drive to Harbour Esplanade is along quiet streets and would only require on-road signage. This would enable less confident cyclists to ride on the path through the busiest on-street section of this route, as well as provide improved walking facilities for Little Grove residents and children walking to Little Grove School.</p>
Recommendations	
Short	<p>A comprehensive planning study be undertaken to select the best alignment and design, acknowledging the existing landowner issues between Little Grove and Quaranup Road.</p> <p>Continue the shared path from Stubbs Road, along Bay View Drive, to Chippana Drive.</p>

4.4 Off-Street Corridors

4.4.1 Bayonet Head to Chester Pass Road Corridor

There is currently no east-west cycling link from Bayonet Head/Lower King to Chester Pass Road which is suitable for cyclists other than experienced road riders. Alternatives are riding along Mercer Road, which is a high speed, high traffic route with no shoulders, curves and crests, or a significantly longer route via Collingwood Park and North Road.

The absence of a direct east-west connection means that journeys to significant destinations such as shopping centres and employment lands along Chester Pass Road, and North Albany Senior High School, are unable to be undertaken by bicycle due to the added distance and/or the danger of riding on Mercer Road. As subdivisional development in Bayonet Head and Oyster Harbour continues, demand for east-west travel will continue to grow.

Project	Bayonet Head to Chester Pass Road
Responsibility	City of Albany
Reference	40, 40a
Links to Objectives	Cycle Participation Cycle Network
Possible Solutions / Treatments	Several alternatives were considered for providing this link, including widening Mercer Road, providing a shared path along Mercer Road, or constructing a shared path from Ulster Road to link with Lockheed Road. The recommended proposal is generally along the line of Catalina and Mason Roads, as shown in Figure 4.4.1. The proposal utilises a mixture of quiet street mixed traffic operation and several short path links within existing road reserves to provide a continuous route, free from heavy traffic. As subdivision development expands along Catalina Road, minimum 1.5m wide cycle lanes should be provided to cater for cyclists of most confidence levels
Recommendations	
Short	
Medium	Investigate the linking from Bandicoot Drive to Mason Road, including cycle lanes along Catalina drive as development expands
Long	As subdivision development expands along Catalina Road, minimum 1.5m wide cycle lanes and a shared path should be provided to cater for cyclists of all confidence levels

Figure 4.4.1 Recommended Bayonet Head to Chester Pass Road link



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4.4.2 Chester Pass Road – Barnesby Drive – North Road Corridor

This route is the proposed northern spine route for casual and slower commuter cyclists, extending from Chester Pass Road/Mercer Road intersection to the Albany Central Area.

Feedback received from Yakamia Primary School indicated that construction of a high quality shared path along Barnesby Drive between Chester Pass and North Roads is a high priority to cater for their children. This work will also serve Brooks Garden and North Road Shopping Centres, John Calvin School, Bethel Christian School, and the employment area along Chester Pass Road. Furthermore, the works will also provide a safer route for children and families accessing the Centennial Park precinct and Albany Leisure and Aquatic Centre. It is understood that there are currently private land issues between Butt Road and Chester Pass Road. However it is the critical link in the corridor and should be completed as soon as possible.

Project	
Project	Chester Pass Road – Barnesby Drive – North Rd
Responsibility	City of Albany & Main Roads
Reference	1, 1a, 1b, 41,16, 2, 82
Links to Objectives	Cycle Participation Cycle Network
Possible Solutions / Treatments	<p>The works required to complete this route are as follows:</p> <ul style="list-style-type: none"> • Extension of shared path from Harvey Norman to Mercer Road, allowing cyclists using Mercer Road to connect to/from the path without travelling on Chester Pass Road • Construction of high quality shared path from Chester Pass Road to the intersection of Barnesby Drive/Butts Road. • Construction of a new high quality shared path along the western side of Barnesby Drive from Butts Road to North Road. • Construction of a median opening and kerb ramps on North Road west of the crossing of Yakamia Creek, enabling cyclists to directly connect from Barnesby Drive to the path through Centennial Park. The newly constructed roundabout intersection should be considered when determining the location of crossing facilities. • Upgrade and construction of the path through Centennial Park, as discussed in Section 5.1 • Consideration should also be given to upgrading the older sections of shared path on Chester Pass Road, from Barnesby Drive to Catalina Road, to provide a high quality asphalt surface and improved crossings.

Recommendations	
Short	Remove the fence and install grab rails at the North Road/Beaufort Rd Pedestrian crossing Construction of a new high quality shared path along the western side of Barnesby Drive from Butts Road to North Road
Medium	A staged approach to the completion of a shared path from Mercer Road, along Chester Pass Road, Butts Road and Barnesby Drive to connect with Centennial Park.
Long	Upgrade the shared path on Chester Pass Road from Barnesby Drive to Catalina Drive

4.4.3 Albany Highway

North of Chester Pass Road, there is currently only a path on the eastern side as far as the bridge over Willyung Creek, where the path then crosses to the western side, continuing until Bottrell Place.

There is a missing link in this path through the service station on the corner of Lancaster Road. During the saddle survey, walkers were observed walking on the shoulder/verge due to the absence of a path in this section.

The path south of Willyung Creek, whilst serving the business located along the eastern side of Albany Highway, is only suited to slow speeds as it involves frequent driveway crossings and several street crossings. It is also does not serve the residential area on the western side of the highway.

Project	Albany Highway (North of Chester Pass Rd)
Responsibility	Main Roads/City of Albany
Reference	46, 47, 46a, 47a
Links to Objectives	Cycle Participation Cycle Network
Possible Solutions / Treatments	Continue with off-street shared path along the western side of Albany Highway from Willyung Creek south to South Coast Highway.
Recommendations	
Short	Construction of the missing link through the service station on the corner of Lancaster Road <hr/> Completion of a dual use path from Bottrell to Kooyong Avenue
Medium	<hr/> Extending the path from Kooyong Avenue to Federal Street to cater for residents living beyond the end of the current path
Long	<hr/> Construction of a path along the western side of Albany Highway from Willyung Creek south to South Coast Highway

The section of Albany Highway between York Street and Chester Pass Road is discussed in Section 5.

4.4.4 Le Grande Avenue Intersection

This route includes a shared path along the southern side of South Coast Highway which is generally adequate for current usage. The project will link Le Grand Avenue to the path on the southern side of South Coast Highway.

Project	Le Grand Avenue Intersection
Responsibility	Main Roads and City of Albany
Reference	4
Links to Objectives	Cycle Participation Cycle Network Cycle Tourism
Possible Solutions / Treatments	Construct the missing link between the South Coast Highway shared path and the Le Grand Avenue shared path

Recommendations	
Short	Extending the Le Grande Avenue shared path to South Coast Highway, including a short section on South coast Highway to enable a safe crossing location Construction of kerb ramps to provide a connection between the two paths, east of the intersection
Medium	
Long	

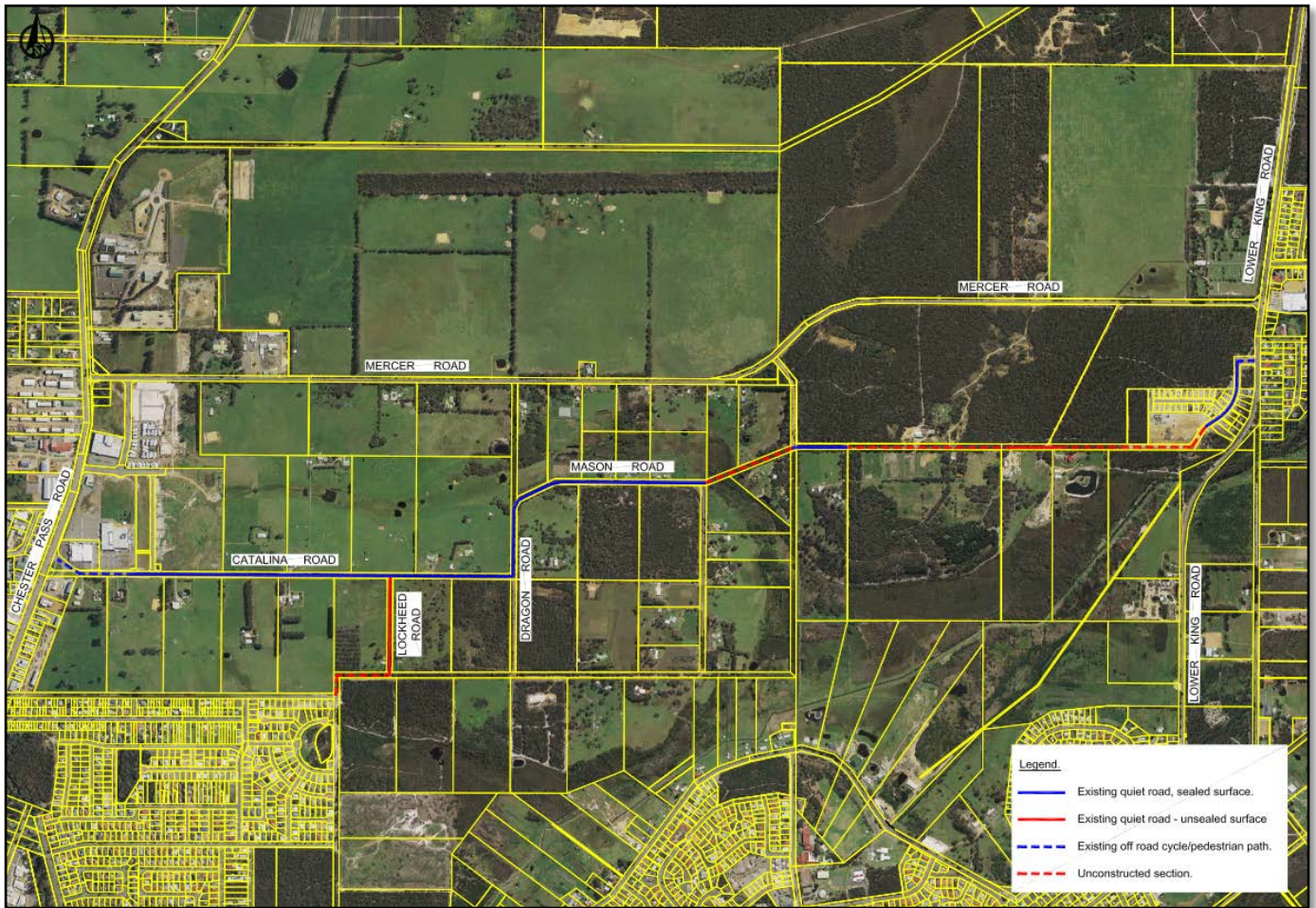


Figure 4.4.1 Recommended Bayonet Head to Chester Pass Road link

Recreational (Road-Riding) Routes

Recreational road cyclists tend not to stick to a single route, preferring to periodically change routes to maintain interest or to match terrain with training requirements. Discussions with representatives of the road cycling community have identified the current popular routes, as well as roads which are avoided. The popular routes are shown in Figure 4.5

As this network is quite extensive and subject to change from time to time, it is not proposed to develop a specific route for recreational road riding. However, there are identified key sections of the network which should be improved to cater for road riding cyclists. The East-West route is limited as there are considerable safety issues on all the major connectors and two options have been proposed:

4.4.5 Lower King Road to Chester Pass Road via Norwood Road

Currently road riders use either Mercer Road or Norwood Road to connect between Lower King Road, depending on the intended route west of Chester Pass Road. As a general rule, riders try to avoid travelling on Chester Pass Road and Albany Highway as far as possible due to the heavy traffic, including road trains

Mercer Road is an intimidating environment to cycle in, even for experienced road riders. Initially consideration was given to widening this road to provide cycle lanes, however it was preferable to provide cyclists with an alternative route that does not carry such heavy traffic volumes.

Norwood Road with reconstruction and widening was recommended as the better option. This is the preferred east-west route for any potential upgrade.

Project	Lower King to Chester Pass Road/Norwood Road
Responsibility	City of Albany
Reference	54
Links to Objectives	Cycle Network
Possible Solutions / Treatments	Norwood Road is due for reconstruction and widening in the near future and would form an effective east-west connection. Riders can then use Willyung Road and Rocky Crossing Road to get to Menang Drive. An alternative route for road cyclists is the proposed off-street/quiet streets link via Mason and Catalina Roads (see Section 4.1)
Recommendations	
Short	
Medium	Widening of Norwood Road to include sealed shoulders/on-road cycle lane
Long	

4.4.6 Lower King Road to Chester Pass Road via Greatrex Road

As an alternative to either Mercer or Norwood Roads, an east-west route could be constructed for road cyclists utilising the Greatrex Road, road reserve. This road is currently sealed from Chester Pass Road, eastward for a distance of 1.5km, unsealed for a further 1km, then unconstructed for the remaining 1km to Lower King Road.

These works would result in the provision of an east-west link from Lower King to Chester Pass Road which is void of traffic for its entire length but still caters for road cyclists. It would also enable cyclists to reach Menang Drive (which has wide shoulders and low traffic volumes) without travelling on Chester Pass Road for more than 200m. This would facilitate a loop around Albany which requires less than 1km of riding on road train routes.

One of the main advantages of this option is the spectacular forested corridors along the Greatrex Road alignment. However, the high costs of construction are likely to outweigh the benefits of this particular link, suggesting that the Norwood Road alignment is a more appropriate choice for recreational road riding connectivity. This option has therefore been omitted from the Network Plan.

Project	
Responsibility	Main Roads/City of Albany City of Albany
Reference	53
Links to Objectives	Cycle Network
Possible Solutions / Treatments	<p>The recommended works include:</p> <ul style="list-style-type: none"> • Sealing the 1km unsealed section of Greatrex Road to a width of at least 6m • Constructing a high quality shared path to a standard suitable to attract road riders (i.e. excellent alignment allowing speeds of 40km/h+ to be maintained) from the end of the unsealed road to the intersection of Lower King Road and Elizabeth Street <p>Sealing the southbound shoulder of Chester Pass Road to a width of 2.0m between Menang Drive and Greatrex Road.</p>
Recommendations	
Short	
Medium	Investigate the alternate east-west route discussed
Long	

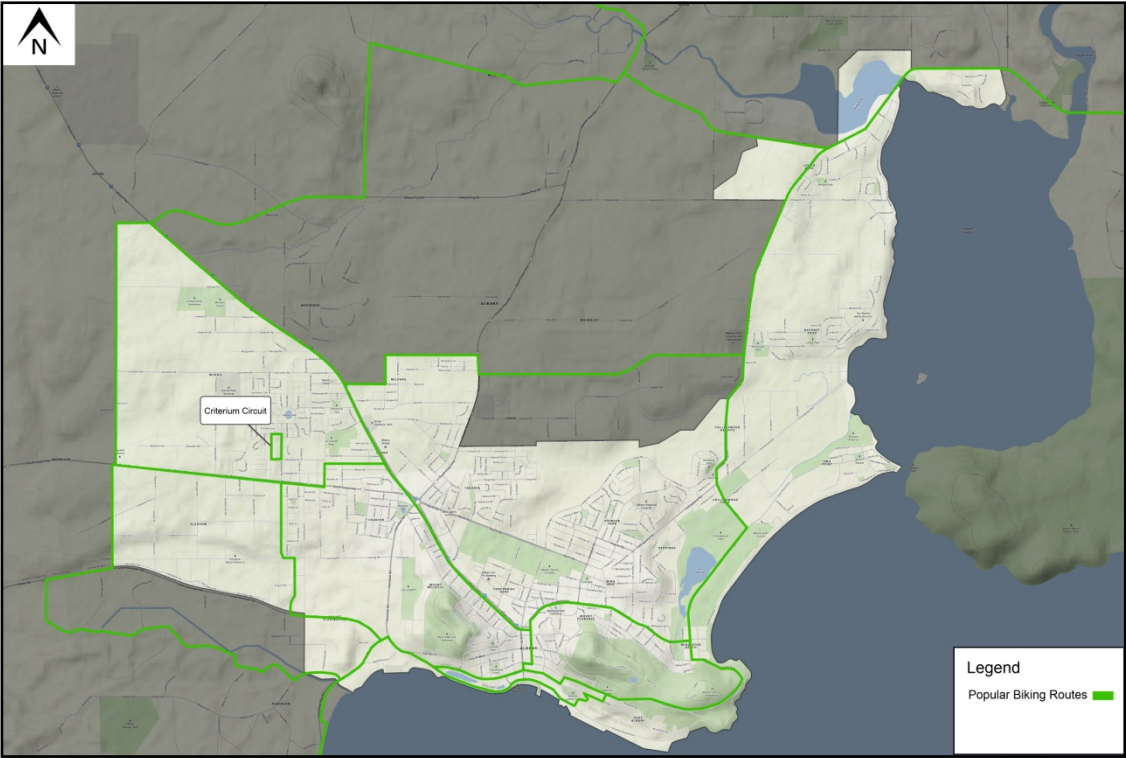


Figure 4.5 Popular Recreational (Road Riding) Routes



Figure 4.5 Popular Recreational (Road Riding) Routes

5. Area-Wide Network Improvements

In addition to the above corridor improvements, each precinct or area within Albany has been assessed to identify critical links which would benefit from infrastructure upgrades. The overall study area has been split into 5 Sub-Areas which are:

- 5.1 Area 1 – Albany Central Area
- 5.2 Area 2 – Lockyer/McKail
- 5.3 Area 3 – Milpara/Yakamia/Lange
- 5.4 Area 4 – Spencer Park/Middleton Beach/Collingwood Heights
- 5.5 Area 5 – Bayonet Head/Lower King
- 5.6 Area 6 – Little Grove

Each area has been looked at in depth, with recommendations to improve connectivity, mobility and safety between the local cycling generators and attractors. These links are particularly important for casual riders and provides access to the city centre, schools, business, community and recreation nodes.

See Figure 5 and Appendix E and F for detailed maps

Figure 5 Area Wide Improvements Key Map



5.1 Area 1 – Albany Central Area

The Cycle City Albany (2014 – 2019) strategic vision for Albany Central Area is to create an urban environment where vulnerable road users are the priority modes, where cyclists of all confidence levels feel safe. Currently there are a significant number of large infrastructure projects and improvements being undertaken within the Albany Regional Centre and Albany Central Area that will have an impact on future cycling infrastructure projects.

High pedestrian volumes, particularly in tourist season, make a primarily off-street cycling network impractical. Accordingly, a primarily on-street cycling network is proposed, designed with a mixture of high quality cycle lanes and low speed, mixed traffic riding. The area under discussion in this section incorporates the Albany Central Area and Albany Regional Centre.

5.5.1 Definitions

The definitions for the areas under discussion are:

Albany Central Area as defined in the *Albany Central Area Master Plan (2010)* and shown in Figure 5.1 incorporates the area bounded:

- to the east by Campbell Road, Spencer Street, Frederick Street and Bolt Terrace
- to the south by the Princess Royal Harbour foreshore
- to the west by Melville Street, Collie Street,
- to the north/west by Serpentine Road, Albany Highway, Barker Road and along the north western boundary of Centennial Park.

It incorporates the main arterial routes into the Albany Regional Centre.

Albany Regional Centre as shown in Figure 5.2 incorporates Stirling Terrace, Aberdeen Street, York Street, Collie Street, Lockyer Avenue (to Stead Road), Grey Street East, Grey Street West and Albany Highway (to east of Sanford Road).

Add Photos

5.5.2 Background – Albany Central Area and Albany Regional Centre

The Albany Central Area and Albany Regional Centre has a vast array of competing needs and any on-street infrastructure recommended will need to undergo detailed design works to ensure that the impact to other modes is considered. In particular, it is understood that there may be an impact on car parking and/or pedestrians as a result of the proposed works, in addition to the requirements for cars and bicycles to mix within the slow-speed town centre environment.

The cycling facilities recommended for the Albany Regional Centre, outlined in the following sections, will require extensive planning, design and consultation prior to implementation. It is essential that all cycle infrastructure projects fit with the clear future directions for the Albany Regional Centre and work towards integration. It is likely that it may be 2-3 years before the first of the facilities are available for use and up to 20 years before the full suite of facilities have been designed, funded and completed.

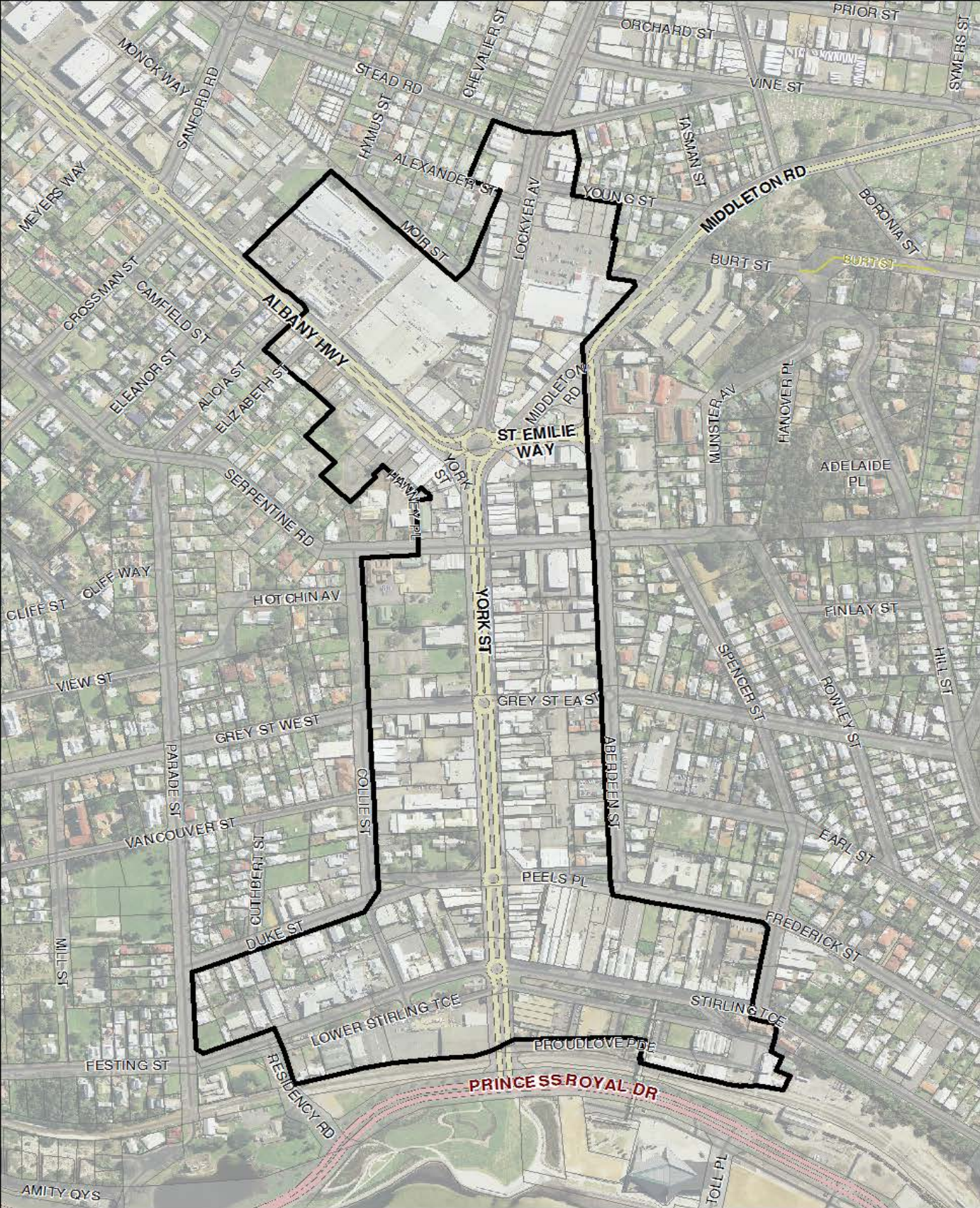
However, many of the recommended improvements within the **Albany Central Area** can be implemented within a short to medium term. They have been developed up as specific projects which provide a relatively convenient cycle route connecting the key demand generators within the Central Area, such as UWA, York Street, Albany Plaza and Dog Rock Shopping Centres, and ALAC. This route would cater for casual cyclists of medium confidence levels and above, being primarily on-street but in either low speed mixed traffic situations or formal cycle lanes

In essence these projects encourage and support cycling infrastructure on the main arterial routes, bringing cyclists into the Albany Regional Centre.

The recommended improvements for the **Albany Regional Centre** remain in the strategy as possible options for the longer term vision of Albany to become one of Australia's primary destinations. A comprehensive integrated transport plan will need to be undertaken, in conjunction with future planning for the Albany Regional Centre.



Figure 5.1 Albany Central Area



Albany Regional Centre

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Figure 5.2 Albany Regional Centre

Project	Albany Central Area/Albany Regional Centre
Responsibility	City of Albany
Reference	76, 76a, 77, 14, 15, 16, 18
Links to Objectives	Cycle Participation Cycle Network Cycle Tourism

DRAFT

Project	Albany Central Area/Albany Regional Centre
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Possible Solutions / Treatments	<p>The recommended route and improvements are illustrated in Figure 5.2 and include the following:</p> <ul style="list-style-type: none"> • Mixed traffic operation along York Street and Peels Place. • Northbound (uphill) cycle lane along Aberdeen Street, created by relocating the centreline to the east where necessary. This lane should be between 2.0-2.5m wide where adjacent to parking spaces to reduce the risk of dooring incidents. Southbound cyclists would ride in mixed traffic. • Widening of the northbound lane on Middleton Road between St Emilie Way and the existing cycle lane at Tasman Street to provide a cycle lane. The width should be a minimum of 1.5m, with a reduction in width to 1.2m adjacent to Dog Rock where widening is not possible. • Minor adjustments to the southbound lane on Middleton Road between Tasman Street and St Emilie Way to provide a cycle lane and a 45 degree ramp to the path on approach to the roundabout. • Modifications to the Middleton Road/Tasman Street intersection to permit right turns for cyclists from Tasman Street into Middleton Road (design to be determined by detailed design). • Mixed traffic operation along Tasman Street and Stead Road to Lockyer Avenue. • Eastbound contra-flow cycle lane along Stead Road between Lockyer Avenue and Hymus Street, in red asphalt to improve the visibility of this infrastructure and reinforce the status of the contra-flow cycle lane • Mixed traffic operation along Stead Road and Barker Road from Hymus Street to ALAC. • Reconstruction of the existing path, or construction of a new path, from ALAC to North Road at Barnesby Drive, as part of the Centennial Park redevelopment works
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Recommendations

Project	Albany Central Area/Albany Regional Centre
Short	<p>Reconstruction of the existing path, or construction of a new path, from ALAC to North Road at Barnesby Drive, as part of the Centennial Park redevelopment works</p> <p>Widening of the northbound lane on Middleton Road between St Emillie Way and the existing cycle lane at Tasman Street to provide a cycle lane.</p>
Medium	<p>Support the staged approach to cycle friendly improvements, within the Albany Central Area including:</p> <ul style="list-style-type: none"> • Mixed traffic operation along Tasman Street and Stead Road to Lockyer Avenue. • Eastbound contra-flow cycle lane along Stead Road between Lockyer Avenue and Hymus Street, in red asphalt to improve the visibility of this infrastructure and reinforce the status of the contra-flow cycle lane • Mixed traffic operation along Stead Road and Barker Road from Hymus Street to ALAC.
Long	<p>Trial reduced speed to 30km/hr into the Albany Regional Centre</p> <p>A comprehensive integrated transport plan will need to be undertaken, in conjunction with future planning for the Albany Regional Centre.</p>



Figure 5.3 Albany Central Area Cycling Improvements

Area 1 Centennial Park

Centennial Park is well located to cater for cyclists travelling between the City Centre and the northern and north-western suburbs. It is also a major destination in itself with several sporting fields, the Albany Leisure and Aquatic Centre (ALAC) and Showground. The imminent redevelopment of this park, which will include a redeveloped picnic area adjacent to the lakes, presents a significant opportunity to provide high quality infrastructure to serve cyclists travelling to and through the park.

The key cycling routes to and through Centennial Park will feed into Lockyer Avenue as the designed City Centre access route from the north. East-west travel across the park will also be popular, avoiding North Road and serving ALAC and the redeveloped park.

The shared paths around the redeveloped lakes area will provide a great loop for children on which to learn to cycle. However, it is desirable to separate utility/commuter cyclists from slower children and family cyclists.

Due to the presence of several old houses along Sanford Road, it is not possible to take a direct route to Lockyer Avenue in the short term. However this should be identified in long term planning and the opportunity taken to acquire land to provide the path link at a suitable time.

Add photo/drawing from CPSP concept plan

DRAFT

Project	Centennial Park
Responsibility	City of Albany
Reference	14, 14a, 69, 78, 78a, 78b, 16, 15, 15a,
Links to Objectives	Cycle Participation Cycle Network
Possible Solutions / Treatments	<p>The recommended network through Centennial Park includes:</p> <ul style="list-style-type: none"> • High quality shared path from the North Road/Barnesby Drive intersection, skirting the western and southern boundaries of the park to ALAC, then eastward to Lockyer Avenue. The interim alignment will pass along the southern side of the lakes, and it should be kept separate from the low speed shared paths around the lake. • A high quality (minimum 3.5m) shared path through Centennial Park re-development. • A medium quality shared path from the south western corner of Centennial Park to link with Wellington Street/Pioneer Road. • A high quality shared path from Lockyer Avenue, eastward, skirting the southern and eastern boundaries of the park to the intersection of North Road/Campbell Road. • Medium quality 2.5m shared paths, designed for lower speeds, around the lake, suitable for walkers and children learning to cycle
Recommendations	
Short	<p>The following shared path development is included in the future works for Centennial Park re-development including:</p> <ul style="list-style-type: none"> • High quality shared path from the North Road/Barnesby Drive intersection, skirting the western and southern boundaries of the park to ALAC, then eastward to Lockyer Avenue. The interim alignment will pass along the southern side of the lakes, and it should be kept separate from the low speed shared paths around the lake. • A high quality (minimum 3.5m) shared path through Centennial Park re-development. • A high quality shared path from Lockyer Avenue, eastward, skirting the southern and eastern boundaries of the park to the intersection of North Road/Campbell Road. • Medium quality 2.5 m shared paths, designed for lower speeds, around the lake, suitable for walkers and children learning to cycle
Medium	<hr/> <p>Shared path from the south western corner of Centennial Park to link with Wellington Street/Pioneer Road.</p> <hr/>
Long	

Area 1 Albany Highway (including Chester Pass Roundabout)

Albany Highway is currently the major access route to the Central Area for vehicular traffic carrying approximately 13,500 vehicles per day (*Statewide Traffic Digest, 2013 data*). It is also an important access route for cyclists, being the most direct link to/from the northern suburbs of Albany. However, it is generally avoided due to the unfriendly on-street cycling environment and the narrow, poor quality paths.

Project	Albany Highway (including Chester Pass Roundabout)
Responsibility	City of Albany, Main Road
Reference	55a, 55b
Links to Objectives	Cycle Network Cycle Participation Cycle Tourism
Possible Solutions / Treatments	<p>The <i>Albany Central Area Master Plan</i> (2010) proposal to narrow Albany Highway to two-lanes east of Sanford Road, with cycle lanes was supported by Cardno. They also supported a high quality cycling facility on a major corridor to the City Centre from Sanford Road to Chester Pass Road. A detailed corridor study would be required, including a feasibility study for the potential road modification works.</p> <p>Cardno also suggested an alternative arrangement be investigated as part of the feasibility study, which would consist of retaining the current 4-lane configuration, widening the existing carriageway slightly and installing on-road cycle lanes. This recommendation has more merit in the medium to long term. If the case for narrowing the road form can be justified, it is recommended that the left lane of Albany Highway, in both directions, from York Street to Mawson Street, be converted into a high quality cycle lane.</p> <p>Special care would need to be taken in the design of intersections along the route, particularly the junction with Sanford Road and any other proposed roundabouts. The aim should be to design intersections at which even medium confidence level cyclists feel comfortable using without reverting to the path network.</p> <p>At the Chester Pass Road end of Albany Highway, the cycle lanes would then transition to/from the path network on approach to the Chester Pass roundabout. Any significant changes to the roundabout seem unlikely until the Albany Ring Road is completed, which is considered to be a long term project. In the meantime, all but the most confident cyclists will tend to use the path network to traverse this intersection and these should be maintained in the best possible condition for safe use by cyclists.</p>
Recommendations	
Short	Off road shared path, to a minimum width of 2.5 (up to 3 m if possible) on western side from Chester Pass Roundabout to BP Service Station (just west of York Street)
Medium	Investigate options of retaining the current 4-lane configuration, widening the existing carriageway slightly and installing on-road cycle lanes or reducing the road to two lanes east of Sanford Road with on road cycle lanes.
Long	

Area 1 Lockyer Avenue

Between Centennial Park Central and Eastern Precincts, Lockyer Avenue forms the major cycling access route into the Albany Centre Area from Chester Pass Road, Yakamia, Spencer Park and Collingwood Heights. Due to the narrow road reserve, the numerous intersections and frequent driveway crossings, a high quality shared path is considered impractical for this corridor. Instead, a suite of on-street facilities is recommended to cater for cyclists of all confidence levels.

Project	Lockyer Avenue
Responsibility	City of Albany
Reference	69, 69a
Links to Objectives	Cycle Network Cycle Participation Cycle Tourism
Possible Solutions / Treatments	<p>Between the proposed Centennial Park path and Minna Street, Lockyer Avenue should be provided with high quality cycle lanes, at least 1.5m wide, in both directions.</p> <p>Between Minna Street and Albany Highway, a southbound cycle lane should be provided, created by narrowing the traffic lane and the median island. Mixed traffic cycling, even in slow speed, on this section is considered undesirable due to the uphill climb where cyclists will not be able to maintain the prevailing traffic speed, even at 30km/h. The cycle lane should be clearly marked with the 'Green Lane' treatment at and adjacent to all driveway crossings in order to reduce the risk of 'left hooks'.</p> <p>For northbound cyclists, a cycle lane is not considered necessary due to the gradual downhill slope which will enable cyclists to maintain a reasonable speed (20-30km/h). The expense of widening the road and the numerous driveways also make providing a cycle lane on this section undesirable.</p>
Recommendations	
Short	Between the proposed Centennial Park path and Minna Street, Lockyer Avenue should be provided with high quality cycle lanes, at least 1.5m wide, in both directions <u>Create a slow zone of 30km/hr along Lockyer Avenue to Stead Road</u>
Medium	<u>Between Minna Street and Albany Highway, a southbound cycle lane should be provided</u>
Long	

Area 1 York Street

The *Albany Central Area Master Plan* (2010) proposed some significant changes to York Street between Albany Highway and Grey Street, reducing the current six-lane divided carriageway to a two-lane divided carriageway with median parking, similar to the layout south of Grey Street. In response to the *Master Plan*, ABUG has been campaigning for the inclusion of cycle lanes on any modified layout of York Street.

York Street will be the main cycling route through the town centre and it is therefore important that it caters to less confident cyclists as well as experienced riders. The following represents a concept for consideration; detailed design and feasibility works are recommended to specify the changes.

It is recommended that a low speed (30km/h) traffic environment should be created by narrowing the road to a single lane in each direction, with kerbside parking on both sides and angled parking in the median island which would be accessed by southbound vehicles. The present left-in-left-out intersection at Serpentine Road would be replaced by a single-lane roundabout to assist in further slowing traffic speeds.

Southbound (downhill) cyclists would be expected to ride in primary position in the traffic lane, and this would be supported by the use of bicycle symbols in the lane. A southbound cycle lane is not considered appropriate for the following reasons:

- Cyclists of most confidence levels should feel comfortable riding in the lane in a low speed traffic environment, particularly as the downhill slope does not require much effort to maintain a reasonable speed.
- A southbound cycle lane would have to be located between parked vehicles and moving traffic, i.e. in the 'door zone'. As the parking would be short term, turnover would be high which increases the risk of cyclists being 'doored'.
- The downhill slope would encourage some cyclists to travel at higher speeds, further increasing the risk of dooring incidents.
- The number and frequency of roundabout intersections would require cyclists to merge into traffic regularly, which increases the risk of conflicts.

In contrast, a northbound cycle lane is recommended along the full length of York Street, to cater for cyclists travelling at slow speeds up the steep hill. The cycle lane should be between 2.2 and 2.5m wide, utilising the road space freed up by omitting the southbound cycle lane, to mitigate the risk of dooring incidents. Care should be taken to design appropriate merge points at each roundabout to maximise safety for cyclists.

The layout described above should be applied to the full length of York Street between Albany Highway and Princess Royal Drive. In addition, an appropriate link from the Princes Royal Drive intersection into Anzac Peace Park should be provided to facilitate cycling access to/from the waterfront precinct. In the medium to long term, consideration could be given to providing Dutch-style roundabout (bicycle/pedestrian priority) treatments at each of the roundabouts on York Street.

Area 1 York Street/Albany Highway/Lockyer Avenue roundabout

This intersection is the focal point for several of the key cycling corridors which feed into the Albany Central Area including Albany Highway; Chester Pass Road – Barnesby Drive – Centennial Park – Lockyer Avenue; Spencer Park – Centennial Park – Lockyer Avenue; Middleton Road; and the commencement of Albany's main street. At present it is a two-lane roundabout which is extremely unfriendly for cyclists riding on-street and a significant barrier for pedestrian and cyclist movement along the paths.

As part of the *Albany Central Area Master Plan* (2010), major changes were envisaged to this intersection to make it friendlier for pedestrians and cyclists. The concepts associated with this *Master Plan* layout are generally supported as beneficial to cyclists, but are not considered to take full advantage of the opportunities available at this location. Modifications to the concept are proposed to provide high quality cycling facilities and cyclist priority at this location.

Therefore, a slightly modified Dutch-style roundabout layout, as shown in Figure 5.4, is recommended for consideration as an option for this intersection. Key benefits include:

- Much smaller motor vehicle footprint than the existing roundabout layout
- Lower vehicle speeds due to crossings on all approaches and tighter roundabout geometry
- Pedestrian and cyclist priority over motor vehicles improving safety for vulnerable road users
- Layout is suitable for cyclists of confidence levels

- Seamless transition between cycle lanes (on York Street, Albany Highway) and low speed mixed traffic cycling (on Lockyer Avenue, St Emilie Way)
- Removes one of the most significant barriers to cycling in the Albany Central Area

In addition to these benefits, it would present a significant statement to residents and visitors alike that Albany truly is a 'Cycling City'.

It is understood that the concept shown is radical in the Australian context and that there are many design and implementation issues associated with the approval and construction of the roundabout as indicated. Justification would need to be sourced from international studies including the potential impact on pedestrian, cyclist and driver safety, compliance issues, geometric guidelines etc. However, the benefits of such an iconic and functional piece of infrastructure are considered to warrant continued investigation.



Figure 5.4 Cardno Proposed Roundabout Layout

An example of the Dutch-style urban roundabout layout used as inspiration for the proposed concept is shown in Figure 5.5



Figure 5.5 Example of Dutch Style Urban Roundabout with Cyclist Priority

Area 1 Grey Street West

Until such time as the shared path from Woolstores to the Anzac Peace Park is completed, Grey Street West and Festing Street will serve as the primary entrances to Albany Central Area from the west. As with other streets in the central area, a low speed environment is desirable in order to facilitate on-street cycling for cyclists of most confidence levels.

Between York Street and Collie Street, a low speed, mixed traffic cycling environment should be provided, supported by bicycle symbols located in primary position within the traffic lane. Traffic calming devices, such as raised or flat threshold entry statements, may be desirable to reduce traffic speeds to 30km/h.

Between York Street and Melville Street, the existing carriageway is relatively wide, facilitating the provision of cycle lanes at minimal expense. A westbound cycle lane is recommended along the full length of this section, allowing cyclists to climb the steep hill with protection from vehicle conflicts. To achieve this, it may be necessary to shift the centreline in some sections to provide sufficient width. It is considered that an eastbound cycle lane is not necessary along this section as it is a steep downhill slope and cyclists should be able to ride comfortably in mixed traffic.

If it is desired to retain the on-street parking between Collie Street and Melville Street, it is recommended that indented parking bays be created on the northern side of the carriageway. This means that the westbound cycle lane will not be located in the door zone and eastbound cyclists will be riding in primary position.

West of Melville Street, the carriageway narrows and widening is very expensive due to the steep terrain. Given the cost of widening to provide cycle lanes, this is considered to be a low priority which would divert funds from the Woolstores-Anzac Peace Park link which is a higher priority. Once this has been constructed, use of Grey Street will reduce significantly and therefore reduce the need for changes to this street.

Along a 300m section of Grey Street West, near the top of the hill, a service road exists along the southern side. This service road should be marked for two-way use by bicycles and pedestrians, as an alternative to using the road in this section which includes a curve with restricted visibility.

Area 1 Grey Street East

Grey Street East links to the proposed primary trail head for the Mount Clarence Parklands.

Between York Street and Aberdeen Street, Grey Street is one-way eastbound, which creates a barrier for westbound cycling movements. In addition to through traffic, this section also includes a number of car park accesses which may be used by cyclists. Accordingly, it is recommended that a contra-flow cycle lane be provided along this section. This lane would most appropriately be located along the southern kerb line, by reducing the depth of the angled parking spaces and the width of the traffic lane. The impact on car parking geometry will need to be identified to ensure appropriate standards can be maintained.

Due to the steep grade, it is expected that most of the demand along this street will be for cyclists leaving the trails and returning to the City Centre. Therefore no specific infrastructure east of Aberdeen Street is proposed.

5.2 Area 2 – Lockyer/McKail

The recommended shared path network is shown in the Network Plan (See Section 3).

Advantage should be taken to ensure that appropriate cycling facilities are provided as subdivisional activity progresses.

Area 2 McGonnell Road

The only significant missing link in the present path network is on McGonnell Road between Edinburgh Road and south of Todd Road.

Project		McGonnell Road
Responsibility		City of Albany
Reference		66
Links to Objectives		Cycle Network
Possible Solutions / Treatments		A shared path should be constructed between Edinburgh Road and south of Cleave Close to fill this missing link
Recommendations		
Short		
Medium	A shared path should be constructed between Edinburgh Road and Cleave Close	
Long		

Area 2 Clydesdale Road

The only significant missing link in the present path network is from Clydesdale Cul-de-sac to South Coast Highway. This would provide a direct shared path for children riding to Mount Lockyer Primary School from the new suburbs in McKail. However, due to unsafe scooter behaviour in this area, appropriate access controls need to be considered.

Project		Clydesdale Road
Responsibility		City of Albany
Reference		67
Links to Objectives		Cycle Network
Possible Solutions / Treatments		Complete the missing link from Clydesdale Cul-de-sac to South Coast Highway
Recommendations		
Short	Complete the missing link from Clydesdale Cul-de-sac to South Coast Highway, incorporating appropriate access controls.	
Medium		
Long		

Area 2 Mueller/Cull Road

The only significant missing link in this section of path network is on Mueller Street (from Cull Road Hanrahan Road). This would provide a direct shared path for children riding to/from Mount Lockyer Primary School and Parklands Primary School. It will also provide a missing link to connect to Hanrahan Road and the on-road cycle lane.

Project	Mueller/Cull Road
Responsibility	City of Albany
Reference	65, 65a
Links to Objectives	Cycle Network Cycle Participation
Possible Solutions / Treatments	Shared path on Mueller Street (from Cull Road to Hanrahan Rd)
Recommendations	
Short	
Medium	Construction of a shared path on Mueller Street (from Cull Road to Hanrahan Rd)
Long	

5.3 Area 3 – Milpara/Yakamia/Lange

Key links in this area include:

- North Road
- Lion Street/Pioneer Road/
- Barnesby Drive (discussed in Section 4)
- Chester Pass Road (discussed in Section 4)
- Dunn Street – Richard Street – Anson Road path
- Beaufort Road

Area 3 Barnesby Drive

During the 2013/14 FY, the missing link on Anson Road between the Richard Street path and the existing path was completed. This now provides a continuous shared path link between Albany Highway and Chester Pass Road. Combined with Barnesby Drive, it will significantly improve access in this area for casual cyclists in addition to providing a shared path link to North Albany Senior High School and GS TAFE.

Access from the Target Road/Galle Street area in Yakamia is currently difficult for casual cyclists as grades are steep and the path network is disconnected

Intersection with Barnesby Drive and Chester Pass Road is yet to be resolved with Main Roads, as it is subject to a private subdivision in process. The continuation of Barnesby Drive shared path to Chester Pass Road, as recommended is currently not possible (See Section 4.4.2).

Project Barnesby Drive	
Responsibility	City of Albany
Reference	1, 1a, 1b, 33
Links to Objectives	Cycle Network
Possible Solutions / Treatments	<p>Construction of the Barnesby Drive path, south of Butts Road, will assist in the short term by providing an outlet via Target Road with continuous shared path and reasonable grades.</p> <p>In the long term, the construction of Range Road will provide an alternative access route to this area.</p> <p>Range Road will be constructed with a high quality shared path from the beginning, with appropriate connections to local streets, to cater for casual cyclists. The path should be provided by the first stage of construction.</p>
Recommendations	
Short	Continuation of shared path along Barnesby Drive from Butts to Erindale Road
Medium	
Long	Construction of Range Road, incorporating a high quality 3m dual use cycle lane (see section 4.2.13)

Area 3 Anson Road/Newby Street

Newby Street provides a direct link between North Albany Senior High School, GS TAFE and the shopping and light industrial area along Chester Pass Road. The link to Chester Pass Road would also provide an alternative route for commuter and recreational cyclists towards North Road and into the CBD. The newly completed Anson Road shared path provides links to Richard Street and the southern end of Chester Pass Road. There is currently a missing link to the northern end of Chester Pass Road and to the east-west links.

Project		Newby Street/Anson Road
Responsibility		City of Albany
Reference		70
Links to Objectives		Cycle Network Cycle Participation
Possible Solutions / Treatments		Shared path on Newby Street from Chester Pass Road to connect with Richard Street.
Recommendations		
Short		
Medium	Investigate shared path to link Brooks Garden Precinct/Chester Pass Road to connect with Anson Road	
Long		

Area 3 Dunn/Richard Street

Dunn and Richard Street provide a direct link between North Albany Senior High School, GS TAFE and the shopping and light industrial area along Chester Pass Road.

The link to Chester Pass Road would provide an alternative route for commuter and recreational cyclists towards North Road and into the CBD. The newly completed Anson Road shared path provides links to Richard Street and the southern end of Chester Pass Road. There is currently a missing link to Chester Pass Road and to the east-west links.

Project		Dunn/Richard Street
Responsibility		City of Albany
Reference		70, 70a
Links to Objectives		Cycle Network Cycle Participation
Possible Solutions / Treatments		Shared path on Richard Street from Corner of Turner Street to Chester Pass Road to connect with Richard Street.
Recommendations		
Short		
Medium	Shared path on Richard Street from Corner of Turner Street to Chester Pass Road	
Long		

Area 3 Lion Street/Pioneer Road/Wellington Street

Wellington Street, Pioneer Road and Lion Street form an important local link between Albany Highway and North Road, serving several schools, the North Road shopping complex and several other small businesses. Feedback received from Yakamia Primary School raised this section of road as a concern for their students who ride from the residential properties on the slopes of Mount Melville.

The use of cycle lanes for this project would provide several benefits including:

- A visual narrowing of the carriageway due to the use of red asphalt which reduces vehicle speeds
- A clear visual cue that this is space for cyclists and that vehicles are ‘guests’ in this part of the road
- Allow full use of a carriageway to cater for all modes
- A superior facility for cyclists compared to a traditional shared path on a section of road with numerous driveways.

This treatment should be extended along Pioneer Road and Wellington Street to Albany Highway. It is expected that this arrangement would cater for cyclists of most confidence levels and avoid the need to upgrade the footpath.

Project	Lion St/Pioneer Rd/Wellington St
Responsibility	City of Albany
Reference	78, 78a, 78b
Links to Objectives	Cycle Participation Cycle Network
Possible Solutions / Treatments	It is recommended that the provision of cycle lanes be investigated, subject to the existing carriageway having sufficient width. If sufficient width is not available, then ‘advisory cycle lanes’ should be considered, as shown in Figure 5.5 In the longer term, a shared path connection between Albany Highway and North Road would provide opportunity to link the shops and schools, as well as these two major transport corridors.

Recommendations	
Short	It is recommended that the provision of cycle lanes or advisory cycle lanes be investigated
Medium	Based on above, identify potential sites for trial of the advisory cycle lanes, including Pioneer/Link Road
Long	



Figure 5.5 Example of Advisory Cycle Lanes in The Netherlands

Source: Northeastern University (<http://wiki.coe.neu.edu/groups/nf2011transpo/wiki/555b9/>)

DRAFT

5.4 Area 4 – Spencer Park/Middleton Beach/Collingwood Heights

Key issues in this area include:

- Casual cyclist access to Spencer Park Primary School and Albany Regional Hospital via Warden Avenue east
- Commuter cyclist access along Campbell Road and Hardie Road
- Casual and commuter cyclist access along Collingwood Road
- Casual cyclist access along Seymour Street

Area 4 Warden Avenue

Warden Avenue is a key link for school children to Spencer Park Primary, St Josephs College and Albany Primary and ASHS. It also is an important link for workers accessing the hospital from the east.

At present there is no path from Collingwood Road to Hardie Road, forcing less confident cyclists onto the road.

Project	Warden Avenue
Responsibility	City of Albany
Reference	63
Links to Objectives	Cycle Network Cycle Participation
Possible Solutions / Treatments	It is recommended that a shared path be constructed along the western side of Warden Avenue, with a branch along Reidy Drive to Spencer Park Primary School.
Recommendations	
Short	Construction of a shared path along the western side of Warden Avenue from Collingwood Rd to Hardie Road, with a branch along Reidy Drive to Spencer Park Primary School
Medium	
Long	

Area 4 Campbell Road/Hardie Road/Hospital

Albany Regional Hospital is one of the City’s major employers and potential trip generators; however cycle access is generally poor for commuter cyclists. Hardie Road is too narrow to provide cycle lanes and has a solid centreline, which encourages drivers to ‘close shave’ cyclists. In addition, the intersection of Hardie Road and Angove Road is difficult for cyclists to negotiate due to high traffic volumes and conflicts with vehicles. For less confident cyclists there is a good existing shared path along the eastern side of Campbell and Hardie Road.

Project Campbell Road/Hardie Road	
Responsibility	City of Albany
Reference	49
Links to Objectives	Cycle Network, Cycle Participation
Possible Solutions / Treatments	<p>To improve access along this corridor for commuter cyclists, the following works are recommended:</p> <ul style="list-style-type: none"> • Solid centrelines should be removed and replaced by broken centrelines in accordance with Austroads and MRWA standards. • Bicycle symbols along the route, located in the traffic lane • Promotion (by bicycle symbols, maps and signage) of the alternative route via Wansborough Street and Dickson Street which allows cyclists to avoid the Hardie Road/Angove Road intersection <p>Widening of Campbell Road to provide an eastbound cycle lane between North Road and Angove Road. This will assist cyclists to climb the hill without conflicting with vehicles.</p>

Recommendations	
Short	Solid centrelines should be removed and replaced by broken centrelines in accordance with Austroads and MRWA standards
Medium	<p>As part of the new Signage Strategy consider:</p> <p>Bicycle symbols along the route, located in the traffic lane along Campbell to Wansborough road</p> <p>Promotion (by bicycle symbols, maps and signage) of the alternative route via Wansborough Street and Dickson Street which allows cyclists to avoid the Hardie Road/Angove Road intersection</p>
Long	Widening of Campbell Road to provide a north-eastbound cycle lane between North Road and Angove Road

Area 4 Collingwood Road

As well as serving Spencer Park, Collingwood Park and Seppings, Collingwood Road also provides an alternative cycling route to Ulster Road for both casual and commuter cyclists. Combined with Tassel Street and North Road, cyclists can proceed on a ‘quieter’ route into the Albany Central Area and connect with the proposed Centennial Park paths.

For casual cyclists, a shared path runs along the northern/western side of Collingwood Road, although this path includes several detours away from the road and a missing link at Burville Street where cyclists must ride on the pavement

The difficult crossing at Lower King Road/Troode Street has also been identified as an issue in the community consultation.

For commuter cyclists, no facilities are provided and feedback received during the community consultation has indicated that it can be an intimidating environment to ride in due to traffic volume, speed and the absence of cycle lanes.

Project	Collingwood Road
Responsibility	City of Albany
Reference	50, 50a, 50b
Links to Objectives	Cycle Network, Cycle Participation, Cycle Culture
Possible Solutions / Treatments	<p>The recommended works along Collingwood Road to provide for casual cyclists include, in order of relative priority:</p> <ul style="list-style-type: none"> • Improving the crossing at Lower King Road/Troode Street. Several options have been considered but a more detailed study is recommended to determine the best option. Consideration should be given to locating a single crossing in between the two T-junctions, with associated tightening up of the intersection throats. • Provision of wayfinding signage and pavement markings to assist cyclists in navigating the path where it detours from the roadway between Rycraft Drive and Mokare Road, and the connection from Collingwood Road to North Road via Tassel Street. • Construction of a shared path along the southeastern side of Collingwood Road to serve residents located on this side of the road. The present path, being located in bushland for much of its length, does not serve these properties <p>For commuter cyclists, it is recommended that:</p> <ul style="list-style-type: none"> • In the long-term Collingwood Road be widened with 1.5m wide cycle lanes in both directions. The priority for this work should be to provide a south-westbound cycle lane from Sheoak Place to Angove Road to allow cyclists to climb the hill without conflict from vehicles.

Recommendations	
Short	Investigate options and costings for crossing at Lower King Rd/Troode St As part of the new Signage Strategy consider: Wayfinding signage between Rycraft & Mokare St & Collingwood Road to North Road, via Tassel St
Medium	Construction of a shared path, along southeastern side of Collingwood Rd between Rycraft and Warden Streets

Project	Collingwood Road
Long	Collingwood Road be widened in the long-term to provide 1.5m cycle lanes in both directions

Area 4 Seymour Street

Seymour Street provides a link between Spencer Park and Middleton Beach. The section between Collingwood Road and Nelson Street does not currently have a shared path, forcing casual cyclists onto the road, including school children.

The Lake Seppings Drive route (next section) represents the best future option for cyclists wishing to avoid crossing the ridgeline, with Campbell Road providing a more circuitous connection in the short-term.

Project	Seymour Street
Responsibility	City of Albany
Reference	51
Links to Objectives	Cycle Network Cycle Participation
Possible Solutions / Treatments	The Seymour Street link is direct and forms a useful connection between these two suburban areas. However, it crosses a significant ridgeline which will be a barrier for some cyclists.

Recommendations	
Short	
Medium	A shared path on Seymour St, between Collingwood Road and Nelson St, be constructed to fill this missing link
Long	

Area 4 Lake Seppings Drive

Lake Seppings Drive is a partially constructed road linking Middleton Beach to Spencer Park. Once completed, it will bypass the steep grades via other routes such as Seymour Street, making it an attractive route for both casual and commuter cyclists.

Project	Lake Seppings Drive
Responsibility	City of Albany
Reference	52
Links to Objectives	Cycle Network Cycle Participation
Possible Solutions / Treatments	It is recommended that a shared path be constructed along the eastern side of Lake Seppings Drive, with a connection to the Collingwood Road shared path at its northern end.

Recommendations	
Short	

Project	Lake Seppings Drive
Medium	
Long	A shared path along eastern edge of Lake Seppings Drive, to connect with Collingwood Road shared path

Area 4 Ulster Road

Due to relatively heavy traffic volumes and the absence of a central median island, Ulster Road can be difficult to cross safely for both pedestrians and cyclists. This is not a significant issue along most of Ulster Road, as there is little development on the north/western side. However, the Collingwood Heights ‘Eclipse Estate’ is located on the north-western side of Ulster Road, which separates this residential area from schools, beaches and shared paths.

Consideration was given to the provision of shared paths on streets within Eclipse Estate, e.g. Eclipse Drive and Boronia Avenue, however given the small catchment and low traffic volumes it was not considered appropriate to include these in the works schedule at the present time.

See Figure 5.6

Project	Ulster Road
Responsibility	City of Albany
Reference	79, 80
Links to Objectives	Cycle Network Cycle Participation
Possible Solutions / Treatments	In order to provide safer access for pedestrians and cyclists across Ulster Road, the following is recommended: <ul style="list-style-type: none"> • Provision of a refuge island on the eastern side of the Ulster Road/Eclipse Drive intersection, with associated path connections. • Provision of a shared path from the intersection of Lower King Road/Boronia Avenue, along the northern side of Lower King Road to Ulster Road, then crossing the eastern and southern legs of the Lower King Road/Ulster Road intersection, with shared path connections to existing paths on Ulster Road (south side) and Lower King Road (east side at Collingwood Road).

Recommendations	
Short	
Medium	Provision of a refuge island on the eastern side of the Ulster Road/Eclipse Drive, with associated path connections Provision of a shared path from the intersection of Lower King Road/Boronia Avenue, along the northern side of Lower King Road to Ulster Road, then crossing the eastern and southern legs of the Lower King Road/Ulster Road intersection, with shared path connections to existing paths on Ulster Road (south side) and Lower King Road (east side at Collingwood Road).
Long	



Figure 5.6 Ulster Road/Eclipse Drive shared path

5.5 Area 5 – Bayonet Head/Lower King

Feedback from Flinders Park Primary School identified a number of issues for children attempting to ride to school; including:

1. Safety issues with the crossing point at Yatana Road and Taylor Street.
2. The existing route to reach the school from Lower King (via Lower King Road) was circuitous and added significant extra distance to the journey.

Elizabeth Street was identified as an issue for casual cyclists and pedestrians. This route forms an important connection to Lower King Road for many Lower King residents, serves the retirement village and as part of a loop walk/cycle route around Lower King.

Between Paul Terry Drive and Alison Parade, no shared path is provided, which forces cyclists to use the road which is currently in poor condition and subject to poor driver behaviour. It is understood that a shared path will be provided as subdivisional development proceeds along Elizabeth Street. However the timing of this development cannot be predicted and it may result in a wait of many years for this path to be completed. This is also a missing link in a walk/cycle loop around Lower King (via Lower King Road, Thorne Street/Rae Road, The Esplanade and Elizabeth Street)

Project	
Responsibility	City of Albany
Reference	60, 61
Links to Objectives	Cycle Tourism, Cycle Participation, Cycle Network
Possible Solutions / Treatments	<p>The shared path at Yatana/Taylor St be relocated to cross only the western leg of this intersection, removing the conflict between pedestrians, cyclists and vehicles</p> <p>With the increase in sub-divisional activity in the Oyster Harbour/Lower King area, the number of children travelling to the school from that direction is expected to increase and therefore the need for a more direct route will become more important. An indicative alignment for a shared path connection between Flinders Park Primary and Oyster Harbour has been shown on the Network Plan and it is recommended that this be incorporated into structure planning for the area.</p> <p>Connecting the missing link on Elisabeth Street (between Paul Terry Drive and Alison Parade) will create a Lower King Loop.</p>
Recommendations	
Short	The shared path at Yatana/Taylor St be relocated to cross only the western leg of this intersection, removing the conflict between pedestrians, cyclists and vehicles
Medium	
Long	<p>A shared path on Elizabeth Street, between Paul Terry Drive and Alison Parade will connect the missing link, is subject to private development</p> <p>Indicative alignment for a shared path between Flinders Park PS and Oyster Harbour Development</p>

5.6 Area 6 – Little Grove

The major cycling improvements for Little Grove are outlined under the Albany Harbours Path (Section 11) and 4.2.9 Hanrahan Road/Princess Royal Drive. In particular Princess Royal Drive is the only cycling access between the Albany Central Area and Frenchman Bay Roads.

Overall, around the Little Grove School and local shop there is a network of shared paths and quiet streets creating a relatively safe environment for both pedestrians and cyclists. At present there is a red asphalt shared pathway on Bay View Drive that takes cyclists around the harbour. The path ends at Bay View Drive just past Stubbs Road directing the rider and pedestrian onto the road.

There is though an alternative concrete path at the end of the shared path linking Bay View Drive - King George Street - Gordon Street past the school and onto the shop.

Feedback from a recent community forum in Little Grove (2014) highlighted that Bay View Drive was a popular route and that there was a need for a connecting link from where the shared path ends at Bay View Drive through to the shop on Frenchman Bay Road completing the safe network around the community hub.

Project		Bay View Drive to Frenchman Bay Road
Responsibility		City of Albany
Reference		
Links to Objectives		Cycle Network, Cycle Participation, Cycle Tourism,
Possible Solutions / Treatments		There are a number of possible solutions and treatments including: In the short term improving the signage highlighting the concrete path link from Bay View Drive - King George Street - Gordon Street past the school and onto the shop. In the longer term extending the red asphalt shared path from Bay View Drive around to Chippana Drive and onto the shop.
Recommendations		
Short		Further investigate treatment options and prioritize into the Indicative Works and Funding Schedule.
Medium		
Long		

6. Cycling Participation

Objective 2:

To be a City where walking and cycling becomes the easy choice of travel for trips of up to 5kms, around identified community hubs.

Cycling is recognized as being good for our community. Cycling creates good social capital – it helps to make connections within and between social and community networks. It appears that well designed neighbourhoods encourage more cycling and walking, allow more interactions between neighbours and increases the sense of community in residents, with additional mental and physical benefits.

6.1 Bike Route Information, Maps and Signage

Cycle maps are covered in Section 8.2

Signage is covered in Section 7.2

Recommendation	Cycle Maps/Signage
Short	Revise format and reprint Go Cycle Albany brochure map publication. Align with new Amazing Albany branding (currently being developed - Adventure Albany, Taste Albany, Cycle Albany) and reformat publication.
Short	Identify appropriate tourist, corporate and community outlets where the map will be stocked and a process to keep the supply stocked
Short	Ensure future maps are available and distributed in different formats, including electronically and via mobile phone applications

6.2 End of Trip Facilities

End of trip facilities are a critical, but often forgotten, component of the cycling network. The presence and/or quality of end of trip facilities can often make or break the decision to cycle for many trips.

Different trip purposes will have different needs when it comes to end of trip facilities. For example:

- A commuter may want a secure place to park their bicycle inside their workplace, along with showers, lockers and ironing facilities to enable them to freshen up before commencing work.
- A shopper may only want a secure short stay place to park their bicycle, conveniently located to their destination (e.g. close to the entrance of a shopping centre, or on the footpath in a ‘main street’ environment) which is ideally protected from wet weather;
- A recreational rider generally has end of trip facilities at their own home but may require a secure place to park their bicycle at an intermediate destination, such as a cafe or a park.

The City is responsible for providing bicycle parking on public land such as road reserves, parks, recreational facilities and Council buildings.

End of Trip facilities are covered in Section 8.3.

Bicycle parking and short stay facilities

A common theme in the survey responses was the lack of bicycle parking (i.e. u-rails) particularly in the CBD area and this should be the highest priority location.

Short stay end of trip facilities should generally be in the form of simple u-rails or other design which facilitates the secure parking of a bicycle. U-rails are more than just utilities for parking bicycles; they can also enhance the streetscape if designed cleverly, and can contribute to the image of Albany as a Cycling City.

In accordance with Austroads guidelines, U Rails should be located approximately every 30 metres along ‘main street’ type shopping strips and in small clusters at the entrances to shopping centres and other significant destinations.

Due to the volume of parking which is required, parking at many locations will need to be progressively provided over multiple years.

It is recommended that the City investigate a scheme where local businesses can apply for 50% contributions to the installation of u-rails. Such a scheme would reward businesses who support cycling by providing parking ahead of other businesses that do not. If such a scheme included the City Centre precinct, it would also assist the City in determining the precise locations and style for u-rails.

With the focus on cycling tourism, popular tourist attractions should have bicycle parking installed to enable tourists to visit as part of a cycling tour of Albany. Bike racks need to be considered at key tourist attractions- such as WA Residency Museum, Anzac Peace Park, Albany Heritage Park (incorporating Princess Royal Forts, Mt Melville lookout, Anzac Memorial), Albany Entertainment Centre, Waterfront, Patrick Taylor Cottage, Strawberry Cottage, Middleton Beach, Emu Point and Vancouver Arts Centre.

The *Munda Biddi Albany Cycle Tourism Strategic Plan* provides a range of suggestions regarding the location of short-stay and recreational bike parking facilities which are endorsed in this Plan:

- Bicycle parking facilities at key attractions- such as Brig Amity, WA Museum, Anzac Peace Park, Princess Royal Fortress, Light Horse Memorial, Mt Melville lookout, Albany Entertainment Centre, Waterfront, WA Museum, Patrick Taylor Cottage and Vancouver Arts Centre
- Multi-purpose street furniture e.g. tree guards that double up a bike racks
- A bicycle repair stand at the Visitor Centre

The City, in conjunction with the Department of Culture and the Arts, UWA and local artists, could arrange for a public art competition to develop unique and innovative designs for simple on-street bicycle parking. The designs should, first and foremost, be suitable for locking up a variety of bicycles, but the design possibilities are endless. Potential themes could include cycling culture, Albany’s natural features, wildlife, or Albany history. As well as providing tangible benefits to cyclists, the public art competition would continue to encourage more sectors of the community to support cycling.

Some examples of artistic bicycle parking facilities are shown in Figure 6.2

Recommendations	Bicycle Parking and Short Stay Facilities
Short	Complete an audit of City owned end of trip facilities.
Short	Develop a detailed area plan and/or appropriate policy for provisions for end of trip facilities.
Short	Trial suitable cycle parking facility designs with a view to permanent installation at key locations around the city.
Medium	Establish incentives and support for local businesses to install bicycle parking facilities.
Medium	Provide bicycle parking facilities at key tourist attractions (see Section 8)
Long	Provide U-rails, with capacity for a minimum of 10 bicycles, at all major recreational facilities and Council buildings.

Long Stay Facilities

The Local Planning Scheme No. 1 does not include any requirements for end of trip cycle facilities, other than bicycle parking, such as:

- Showers
- Lockers
- Secure and/or undercover bicycle parking
- Washing/drying/ironing facilities

Whilst simple bicycle parking may be sufficient for short-stay cycling trips, these facilities are critical to encouraging long-stay (i.e. commuter) cycling trips to private developments.

Long stay end of trip facilities for commuters should generally be provided by the employer. Council’s involvement in the provision of end of trip facilities should be in the form of:

- Requiring, through its Town Planning Scheme, new developments to provide a certain minimum standard of end of trip cycle facilities for both employees and visitors; and
- Providing suitable end of trip cycle facilities for employees and visitors at its own offices, depots and community facilities.

In many cases workplaces, particularly in the hospitality industry, will already provide showers and lockers for staff so meeting these requirements for many developments is not considered to be particularly onerous.

The Green Building Council of Australia’s Green Star ratings for end of trip facilities are an appropriate benchmark.

Recommendation	Long Stay End of Trip Facilities
Medium	Provide end of trip facilities, such as showers, lockers, secure parking and washing/drying/ironing facilities at Council workplaces for use by staff.
Medium	Review the Local Planning Scheme No 1 to encourage end of trip cycle facilities to be considered

Figure 6.2 Example of use of public art to provide End of Trip Facilities



Source: City of Albany and Randwick City Council

6.3 School Programs

School children are a critically important component of the cycling community; they are the current and future generation of cyclists and road users. The early exposure of children to cycling as an enjoyable way to spend their leisure time and to get to/from school has been proven to contribute significantly to children continuing to cycle into adulthood.

The major opportunities for encouraging school children to ride bicycles include:

- Cycling to/from school – the majority of children live within 5km of their school which is a comfortable cycling distance
- Cycling lessons at school – teaching children the basics of riding a bicycle and safety on and around the roads
- Organised cycling sport, either at school or on weekends, ranging from simple leisurely rides, to road riding and mountain biking

- Reduction in traffic congestion at drop off and pick up times
- Increased and incidental physical activity by riding their bikes to and from school

Schools should be encouraged to provide secure bicycle parking for their students. To facilitate procurement of bike racks, schools should explore various funding opportunities to install bike racks on their grounds.

Initiatives such as Bike Week, Cycle to School and Cycle to Work should be encouraged and supported, with specific activities and promotions targeting different age groups. A key focus should be children in the 10-14 age group who are reaching the age where they may consider independently cycling to school.

A school focus is important particularly at high school level, so that children (and their parents) understand safe cycling methods. In addition, when students become drivers themselves they will then also understand the needs of cyclists.

School-based education programs have been run successfully around the world, with on-line packages available from agencies such as:

Australian

- NSW Education Department:
http://www.curriculumsupport.education.nsw.gov.au/policies/road/travel/active/bicycle_education.htm
- Bicycle Victoria:
<https://www.bicyclenetwork.com.au/general/bikes-and-riding/42206/>
- VicRoads:
<http://www.vicroads.vic.gov.au/Home/SafetyAndRules/RoadSafetyEducation/PrimarySchools/BikeEd.htm>

International

- Various State Transport Authorities (USA):
<http://www.bikexpert.com/streetsmarts/usa/index.htm>
- North Carolina Coalition for Bicycle Driving (USA):
<http://www.humantransport.org/bicycledriving/gallery/index.html>

Recommendation	School Programs
Short	City of Albany to promote, endorse and support programs to encourage school students to ride to school (eg Bike Week, Cycle to School)
Short	City of Albany to continue to endorse and support the development of school's end of trip facilities
Short	City of Albany to promote, endorse and support Bike Education programs within schools

6.4 Community Promotion

There are a number of initiatives that can be employed to promote cycling in Albany. Fundamental to this effort are the infrastructure improvements proposed as part of this strategy; it is difficult to increase cycling ridership if the network has significant gaps or is considered 'unsafe'.

A number of events are already being held in and around Albany for the active recreational cycling community. Future events could be tied to the opening of specific bicycle routes as they occur, or an event can be expanded to incorporate a cycle initiative. This will tend to encourage a completion timeframe for infrastructure improvements and will actively promote and acknowledge the effort of the City and celebrate the City's success outside the existing bicycle user groups. It is also important to ensure the community is aware of the progress being made on developing the cycling network – many less prominent works are often completed without the wider community noticing.

Other events should be used to promote the casual and scenic nature of the proposed bicycle network with Cycle to School and Cycle to Work days organised to coincide with local shared path improvements. The

organisation of Cycle to School initiatives should include parents and teachers and follow educational programs to ensure children understand safe cycling.

Local recreation facilities should be promoted by organising bicycle tours for recreational riders, combining these with tourist attractions within the City. Information regarding the improved bicycle infrastructure should be distributed not only to local cyclists and businesses, but also to adjoining Local Government Areas.

Safe cycling to school routes could be promoted through the preparation of walking and cycling maps for each school, which are then distributed to parents. This could be complemented by providing bicycle education lessons to demonstrate safe routes to school and safe riding techniques.

It is recommended that the City engage in annual or bi-annual cycling marketing and research activities to keep the community actively involved in cycling improvements and to promote the concept of cycling for transport and recreation. This initiative could be undertaken in conjunction with existing cycling events and could be incorporated into a Regional Bicycle Week which extends beyond the City boundaries. Involvement by BikeWest, the Department of Sport and Recreation, Department of Education and Training and local bicycle user groups would be encouraged to expand the marketing and advocacy base, and may contribute to a regional draw for Albany in its role as a Cycling City.


Significant synergies can be obtained between cycling promotion and cycling safety and awareness campaigns, such as the example shown in Figure 6.5 from the Bunbury region. Combined with a map identifying popular riding routes, or maps showing the difficulty levels for various routes, the brochures can simultaneously promote safe road user behaviour and encourage cycling. These synergies could also be developed with the mountain bike trails and the Munda Biddi Trail – mapping and brochures indicating not only the location of the trail but showing potential trail users that they can cycle to/from the trail rather than drive.

In order to recruit new cyclists or encourage ‘old’ cyclists back onto their bikes, every opportunity should be taken to promote and publicise the Cycle City Albany Strategy and the vision for Albany to become one of Australia’s primary Cycle destinations. New cyclists should feel encouraged and welcomed and existing cyclists congratulated and supported. Every new bicycle sold in Albany could receive ‘A Cycle City Albany Welcome Pack’ provided by the Council and include promotional material, stickers, maps and web links.

Recommendation	Community Promotion
Short	City support a yearly cycle count, to collect data on usage and act as a promotional and recognition activity
Short	In consultation and with support from the community encourage a series of cycle events to encourage cycling, for all levels of participants
Short	Promote bike access in all council planned events, where possible
Short	City to host an annual cycling forum to engage, promote, inform and evaluate the achievements made as a Cycle Friendly City.
Short	Publicise any new cycle routes and make information available through the City of Albany website
Medium	Gain support from local cycle businesses and develop a ‘Cycle Welcome Pack’ for new cycle purchasers.


Figure 6.5 Example of Brochure

Ferguson Valley Road Users *Code of Conduct*




- Ferguson Valley roads are mixed use roads.
- We all have a right to use the road.
- Be a courteous and responsible cyclist and driver.
- Always look to improving your own cycling and driving.
- Take the time to enjoy the beautiful Ferguson Valley scenery.


SUPPORTED BY:




SPIRAL OF DARDANNUP
PARADISE COUNTRY



ROADWISE



Amy Gillett FOUNDATION
Safe together



South West
CYCLE CLUB

Dardannup & Districts
Residents' Association

Safe Cycling

- Keep left to allow clear passage for passing vehicles.
- Wear brightly coloured clothing.
- Be predictable and always indicate your intentions.
- When riding with others ride 2 abreast, not more than 1.5m apart, but be courteous when the road narrows.

Safe Driving

- Be patient and cautious when driving near cyclists.
- Allow at least 1 metre clearance when passing cyclists.
- Always indicate your intentions.
- Cyclists are allowed to ride 2 abreast.





Road safety is everyone's responsibility

FERGUSON VALLEY

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SHARED USE AREA
PLEASE DRIVE SAFELY

7. Developing a Cycling Culture – Safety for All Users

Objective 3: Safety and Respect for all Users

To develop a bike riding culture in the City of Albany so that cycling is seen as a legitimate and normal use of the road, with mutual respect between all users

In order for Albany to achieve its vision to become a Cycling City, a significant culture change is required within the community and amongst road users.

The Albany community must embrace a culture which consists of safe cycling, safe walking and safe driving. Not necessarily a culture where every person is a cyclist, but one where cyclists are seen as legitimate road users and treated in a considerate and equitable manner.

7.1 Travel Speed and Shared Slow Zones

As Albany’s cycling network develops, and the number of cyclists grows, interactions between cyclists and vehicles will increase. Much of the proposed cycling network is based around the premise of shared environments and on-street facilities, and developing an environment where cyclists of all confidence levels can feel comfortable riding on the street. In the proposed network, shared environments will generally be low speed environments, with separated on-street cycling facilities provided in higher speed areas. Managing driver and rider behaviour at these conflict points will need to be a key focus of educational and promotional efforts.

Low speed environments have significant positive impacts on road safety, amenity, the environment and sustainability, aligning with the City of Albany’s corporate objectives. The most effective way of managing conflicts between cyclists and other road users is to use infrastructure to provide separation between user types. However, infrastructure takes a significant investment of time and money to be realised, so there will naturally be an interim period of many years before a truly separated network will be available. In the meantime the road will need **‘to be shared’**.

Recommendation	Travel Speed and Shared Slow Zones
Short	Trial of Shared Slow Zones in key zones when opportunities arise and investigate compliance, traffic flows and any issues
Medium	Using online survey tools and annual event, such as Super Tuesday Bike Count, assess the confidence from cyclists and support for shared slow zone areas from all road users

7.2 Signage

Also see Section 4.1

When targeted correctly, signage is a relatively low cost but effective way to encourage safer road user behaviour, way finding and regulate road user behaviour.

Cycling signage for Albany would consist of four main ‘purposes’ including welcome signage, safety signage, tourism directional signage and regulatory signage. It’s important to note that for Albany to reach its vision a separate signage strategy would be required. The strategy would clearly identify the different purposes but still link together and fit with the broader City of Albany/Amazing Albany branding and marketing initiatives. The following sections outline some of the recommended signage which should be included as part of a Cycle Awareness Campaign.

Welcome Signage

It is recommended that 'Welcome' signage be installed on all major approaches to the Albany urban area, including:

- Frenchman Bay Road (near Woolstores)
- Lower Denmark Road (near Woolstores)
- South Coast Highway (near Timewell Road)
- Albany Highway (at the current 'Albany' town name sign)
- Chester Pass Road (north of Mercer Road)
- Lower King Road (on the Nanarup side of the Lower King Bridge)

A "Welcome to Albany: A Cycle Friendly City" signage would highlight to community and visitors that cycling is an activity that is central to the culture in Albany and something anyone can participate in.

To reinforce the message, 'repeater' signs should be installed on major cycling corridors within the City, such as:

- Ulster Road
- Hanrahan Road/Princess Royal Drive
- Albany Highway
- Middleton Road
- Golf Links Road

Safety Signage

Safety signage, aside from ordinary warning signage, should focus on delivering important messages about appropriate road user behaviour. Key road user behaviour themes have emerged from the feedback of existing cyclists and it is recommended that signage target the following key areas of concern:

- Vehicles passing cyclists – emphasise safe passing distance of at least 1m (urban) and 1.5m (rural / heavy vehicle).
- Merging / squeeze points – particularly on Princess Royal Drive near the railway bridge, and the approach to roundabouts but wherever cycle lanes and sealed shoulders merge. As an example, the signs could include the message to 'Merge in Turn' with a graphic showing a cyclist merging into the traffic stream between two cars, at the end of a cycle lane.
- Roundabouts – signs should convey messages to guide both driver and rider behaviour. A message for cyclists such as 'Use the Path or Claim the Lane' to discourage cyclists from riding in the gutter, and 'Watch for Cyclists' signs to remind drivers approaching roundabouts that they must look out for cyclists using these traffic devices.
- Mixed traffic riding – particularly in the Albany Central Area where cyclists and motorists will share the road but overtaking should be discouraged. The sign graphic could incorporate a photograph of cyclists riding in primary position in mixed traffic with the message 'The Road is there to Share'.

In the majority of cases, there isn't existing Australian or Main Roads WA standard designs for these signs and therefore the City will be required to create the new designs. It is recommended that signs generally conform to the general colours, shapes and layouts prescribed in Australian Standards but with the necessary modifications to deliver the appropriate message.

Figure 7.2 illustrates some examples of signage which has been developed to deliver the 'Share the Road' message in Australia and New Zealand. The common theme with these signs is that the message is clear and concisely displayed, even for drivers who see the sign for the first time. Where installed on road train routes, the signs could include a graphic of a road train, rather than a car, to emphasise the need for heavy vehicle drivers to take extra care when passing cyclists. A review of current legislative trends for safe passing distances should be undertaken, with a view to incorporating larger distances on signs on higher speed roads.

Figure 7.2 Examples of Signage Encouraging Safe Behaviour



1. City of Albany signage on Lower King Road (Source: Cardno)

2. New Zealand signage on a rural State Highway (Source: Cycling Wellington blog – cyclingwellington.co.nz)

3. New Zealand signage on a rural minor road (Source: Andrew Priest)

Tourism Directional Signage

Also see Section 8

Guidance signage provides directional information, including destination distances and directional arrows at key points. These signs aim to maximise the proportion of cycle journey spent on the cycle network by ensuring that users are aware and make use of available infrastructure. Ideally, paths should be marked continuously across intersections with indications of path direction and possible destinations and T junctions and terminations. Signage can provide a considerable benefit to both safety and wayfinding, if managed well. They are also particularly important for cycle tourists, who may not be aware of the route and require additional information to inform their rides. Way-finding signage will direct people to important local and regional attractions and community facilities such as key shopping areas, schools, parks and tourist attractions.

In addition, maps with greater detail and information can complement way-finding signage, distributed in different formats, including electronically and via mobile phone applications.

Regulatory Signage

Regulatory signage is placed along shared pedestrian paths, permitting cyclists who are over the age of 12 to legally use the off-street cycle network. Line marking is recommended over free-standing signage.

These regulatory signs will need to meet Austroads Guidelines.

Recommendation	Signage
Short	A comprehensive Signage Strategy (including an audit and design guidelines) be developed to support the 5 year implementation plan. This will include welcome signage, safety signage, directional signage and regulatory signage.
Short/Medium	Roll out the signage strategy on specific new projects as determined in the implementation plan Target key tourist and commuter routes for any signage upgrades on existing routes
Long	All major cycle routes have regulatory and way finding signage

7.3 Cycle Awareness and Safety Campaign

Changing people’s attitude towards bike riding is also a key component to the success of this strategy. A small component of the community believe that compared to a car, bike riding is slower, creates congestion, is inconvenient and dangerous. We need to build a culture of respect and understanding between cyclists and car drivers, cyclists and pedestrians, particularly on shared paths.

The City of Albany community must embrace a culture which consists of safe cycling, safe walking and safe driving. Not necessarily a culture where every person is a cyclist, but one where cyclists are seen as legitimate road users and treated in a considerate and equitable manner.

Conflict between Cyclists

The range of types of cyclists is extremely varied, as discussed in section 1.7. Sometimes this can cause conflict between different cycle users. Although less experienced riders tend to be confined to the off-road network and provide less conflict between riders, on-road commuters can have a variety of riding skills, travel speeds and purpose for riding. An education program is required so that all cyclists have an understanding of each other’s needs and protocols.

Conflict between Shared Path Users

Our shared path network is extensive and runs along some of the most scenic coastline in Australia. On occasion, and particularly during our busier tourist seasons, there may be conflict between cyclists, walkers,

runners and dogs. The majority of these issues result from poor behaviour, and a lack of understanding and consideration, rather than a question of poor infrastructure or design. Basic road (and path rules) of keeping to the left, and the common courtesy of ringing a bell, will often overcome any potential conflict. As the number of shared pathway users continues to increase, it will be important that an education campaign and clear signage be installed. The image below illustrates an example of signage which has been developed to deliver the “Share the Path” message in the City of Perth.



City of Perth Share the Path Signage

Improved perception of Cyclists as Legitimate Road Users

There is a perception among some non-cyclists, that cyclist are not legitimate road users and should be on the ‘shared path’s where ever possible. Driver education, when targeted properly, can be an effective tool in encouraging better road user behaviour. Programs need to be run to educate cyclists and motorists on the rights of cyclists on the road. Educating drivers on cyclists’ rights and on safe cycling is the first step in safely sharing the road. Cyclists also need to abide by the road rules if they want to be seen as legitimate road users.

Driver training is particularly important if Albany is promoting itself as a cycling tourism destination, as their behaviour can have serious impacts on the viability of the ‘Cycling City’ brand.

All agencies and groups with an interest in road and cycle safety can support and build a culture of respect and understanding between all road users. It may be worth exploring the Department of Transport’s TravelSmart officer program, to support any improvements in sharing the road practises.

Recommendation	Cycle Awareness and Safety Campaign
Short	A comprehensive Signage Strategy be developed – including regulatory signs See Section 4.1
Short/Medium	In conjunction with community groups and key cycle and road safety agencies support a Share the Roads Campaign and/or Bike Safety Campaign, including the development and distribution of educational material
Short	Investigate the resources to support a Cycle City Albany Coordinator to assist with the coordination of the Share the Road and/or Bike Safety Campaign

DRAFT

7.4 Hazards and Safety Issues Reporting

The quality and condition of the roads and shared paths used by cyclists is important in encouraging more cycling. Cyclists can be adversely affected by tree roots, glass, potholes and changes in the surface conditions. Paths, roads and on-lane shoulders should be regularly inspected and maintained to ensure quality does not fall below acceptable levels.

It is important that the cycling community are educated on how to report a hazard and who is responsible for that level of road/path. The current system of reporting hazards or safety issues for the City of Albany is by email or phone to the City of Albany front office. The report is then forwarded to the appropriate directorate and/or officer responsible for review and action. There is potential to improve this system, with a possible online link to identify and address maintenance issues.

The responsibility for addressing any hazards on specific roads or shared paths is dependent on the owner of the section, the severity of the hazard and the maintenance and repair schedule. There is potential to educate and inform all path users of the reporting processes, as part of a 'Share the Road' Campaign.

Also see Section 3.2

Recommendation	Hazards and Safety Reporting
Short	As part of the Share the Road/Bike Education campaign, include information on reporting hazards and safety issues
Short	Maintenance work prioritization will be undertaken as per existing documentation and processes Promote the existing processes to report routine maintenance issues
Medium	Undertake a review of the maintenance reporting processes

8 Cycle Tourism

Objective 4: Cycle Tourism

To be a City that is recognized as a prominent regional cycling destination, delivering economic and tourism benefits for the community

Cycling tourism has been identified by the City as a key driver of Albany's future and it is inextricably linked with this Strategy. This Strategy has set out how the infrastructure should be developed to create a high quality cycling network and the promotional strategies to foster a community which considers cycling to be part of the fabric of the City's culture. These strategies will also support and enhance cycle tourism.

This section deals specifically with strategies which particularly target the growing area of cycle tourism.

Recreational cycling is growing in popularity, and is particularly attractive in Albany due to the quality of the shoreline infrastructure, attractive scenic destinations and variety of cycling opportunities.

There are several key growth areas for cycle tourism which should be targeted, including:

- Cycling holidays (where cycling is the main purpose)
- Holiday cycling (cycling being one of a number of activities whilst on holidays)
- Cycling day visits
- Cycling Events (competitive, recreational and social)
- End of trip experiences

Within these growth areas, there are several key demographics which fit into one or multiple categories:

- Ordinary holiday makers (e.g. families travelling in holidays) who hire a bicycle for recreational purposes
- Recreational (path or road) cyclists who visit Albany specifically for the cycling experience
- Recreational (trail) cyclists who visit Albany to ride trails such as the Munda Biddi or the Denmark Rail Trail
- Mountain bike trail cyclists who visit Albany specifically to ride trails
- Tourists visiting Albany for whom cycling can fulfil their travel needs, without the expense of hiring a vehicle
- Long distance touring cyclists
- Competitive cyclists taking part in cycling events

8.1 Cycle Tourist Routes

Albany Harbours Path

The Cycle City Albany Strategy incorporates improvements to a number of existing cycle routes which would be of interest to cycle tourists. The Albany Harbours Path is a spine route for casual and recreational cyclists, running along Albany's spectacular foreshores from Lower King Bridge (Oyster Harbour) along Middleton Beach (King George Sound) around the Boardwalk and into the CBD. It then follows the Princess Royal Harbour around to Little Grove.

The feedback from the community was particularly strong on this project, with 91% of respondents agreeing or strongly agreeing for a priority to be the completion of the Albany Harbours Plan to link Lower Kalgan in the north and Discovery Bay in the south. The Cycle City Albany Strategy includes recommendations to complete the 'missing links' to the Albany Harbours Path and potentially extend it to Discovery Bay in the south and Lower King in the north-east. See Section 4.3 for details.

This shared path cycle route is already acknowledged as one of Australia's iconic cycle shared-paths. With a commitment to completing the 'missing links' in the route, it will further enhance the region and continue to draw cycle tourists.

An opportunity has been identified within the City of Albany, working collaboratively across directorates to develop a 'Nature Play Trail' project. The Nature Play Trail could link existing 'community hubs play spaces' in identified regional parks, which also have a strong tourism focus and align with the Albany Harbours Path. This project has the potential to market Albany as the Natural Play Regional Centre of WA, and aligns with

the overall vision of this strategy 'For the City of Albany to become one of Australia's primary cycling destinations'.

ADD Map from Paul

Munda Biddi

According to the Munda Biddi Foundation Cycle Tourist's (unlike other forms of tourists) require a variety of services because they travel light and are more reliant on local services than car based tourists.'

Cycle tourism has the potential to inject significant spending into the local economy – the Munda Biddi Trail Foundation conservatively estimated that cycling touring could inject \$13 million per annum into the South West and Great Southern economies (based on an average trip of 3.5 days and spending \$150 per day on transport, accommodation, supplies and equipment). Munda Biddi is recognised as one of Australia's top 50 Bike riding experiences, according to Australia's most widely read bike magazine Ride On

According to the Draft Trails Hub Strategy for Albany – Section 1 "There were 9590 Munda Biddi trail visits in 2010" (DEC: User Survey Data). This figure is low given it is based on the trail being from Perth to Nannup and excludes usage of Nannup to Albany. With the trail now completed this figure is considered a significant underestimate of total users on the Trail.'

The Munda Biddi Albany Cycle Tourism Strategic Plan (2011) suggested a suite of opportunities and actions to develop cycle tourism in the region. Some of these recommendations have been incorporated into the Cycle City Albany Strategic Plan.

The re-alignment of Munda Biddi along Lower Denmark Road and into the Albany Regional Centre has been identified as a priority by the City of Albany and solutions are currently being explored.

Recommendation	Cycle Tourist Routes
Short	Solutions for the re-alignment of Munda Biddi into the Albany Regional Centre, to be incorporated in the Feasibility Study for Hanrahan/Princess Royal Drive Consider realign Munda Biddi Trail to include more scenic locations, specifically Elleker to Wind Farm sections.
Short/Medium	Prioritise and stage projects to complete the missing links between Lower King and Discovery Bay to create an iconic cycle tourism shared path.
Medium	Support the concept and development of the 'Nature Play Trail', aligning with the existing Albany Harbours Path along Emu Point and Middleton Beach and encourage cycle tourist stopping points.
Medium	Explore the re-location of the End Terminus for Munda Biddi to be incorporated within the Albany Heritage Park

8.2 Cycle Promotion

Cycle Maps

Cycle specific maps are a vital pre-planning tool and a useful navigational resource while cycling. The items within the map required by cycle tourists are directly related to safety such as indications of roads not suitable for cycling and the locations and option of cycling routes that provide separation from traffic. Because cycle touring is slow paced and self-propelled in nature, it is important that rest areas and water facilities, along with distances between them are accurately provided on maps.

The Go Cycle Albany map was produced in 2007 and available in hard copy and electronically on the City of Albany and BikeWest websites. However, the resource is now out of date as there have been considerable additions to the cycle network. Upgrading the Department of Transport Go Cycle Albany map is recommended, with a hard copy and online version made available. The online map would be accessed

through the City of Albany website with supplementary links to other cycling sites such as the ACC webpage and the Munda Biddi webpage.

Following approval of the strategy, maps detailing the extent and type of paths should be made available to residents and tourists, similar to those provided by the Department of Transport. An increased awareness of safe, well signposted bicycle routes will unlock some of the latent demand in the area. Maps should also be distributed concurrent with educational drives, through schools and community events. The Go Cycle Albany could be utilised as a logo to aid with promotion and to align with other City of Albany tourist marketing strategies.

Recommendation	Cycle Maps
Short	Revise format and reprint Go Cycle Albany brochure map publication. Align with new Amazing Albany branding (currently being developed - Adventure Albany, Taste Albany, Cycle Albany) and reformat publication.
Short	Identify appropriate tourist, corporate and community outlets where the map will be stocked and a process to keep the supply stocked
Short	Ensure future maps are available and distributed in different formats, including electronically and via mobile phone applications
Short	Align any cycle promotion within the City of Albany's Tourism Marketing strategies
Medium	Research and produce other Cycle Albany marketing collateral, investigate online delivery, smart phone/tablet capabilities. Include Cycle Albany as a key message in broader destination marketing strategies

8.3 End of Trip Facilities

Cycle tourists are a varied demographic, as identified in the beginning of the chapter. However, the availability of secure and accessible cycle parking is essential for most cycle tourists, and is as important as cycle routes, for encouraging and supporting more people to travel by bike.

Cycle parking should be placed in convenient, highly visible location, with good passive surveillance. Other facilities such as long term lockers, changing rooms and showers are also essential for cycle tourists.

Also see Section 6.2

Recommendation	End of Trip Facilities/Tourist Stopping Points
Short	Explore and support end of trip facilities at the Albany Heritage Park (incorporating Princess Royal Fortress, Mt Melville lookout, National Anzac Centre)
Medium	Audit existing bike racks at key tourist points and identify a list for upgrade, replacement and/or installation
Medium	Install a bicycle repair stand at the Visitor Centre
Medium	Explore funding opportunities to install creative bike racks at key tourist attractions - such as WA Residency Museum, Anzac Peace Park, Albany Heritage Park (incorporating Princess Royal Fortress, National Anzac Centre) Mt Melville lookout, Albany Entertainment Centre, Waterfront, Patrick Taylor Cottage and Vancouver Arts Centre
Long	Expand the end of trip facilities to include innovative tourist 'stopping' points such as geo-caching points, photo-shoot stops, rest/shelter stops.
Long	Support and facilitate local investment in establishing bike hire and/or bike tour businesses in high profile visitor locations (Middleton Beach, Emu Point, Albany Heritage Park, Albany foreshore/marina, WA Museum/Brig precinct).

8.4 Cycle Events

Cycle Events can be a strong attractor of visitors to the region and are also keenly supported by local communities. In 2007 the City of Albany hosted the start of the Bike Victoria Great Escapade with nearly 3,000 cyclists undertaking a 9 day cycle from Albany to Perth. This was the first time a cycle event of this size was held in Western Australia and the economic benefit from this ride for the local communities was unprecedented.

Within the City of Albany there are a number of cycling events in the road cycling, Mountain Bike, triathlon, adventure racing and charity categories. However, there is the opportunity to improve the capacity of these to benefit the local economies and also to attract and/or develop a suite of new cycle-focused events to help build visitation and capacity.

Recommendation	Cycle Events
Short/Medium/Long	Attract and support iconic cycle events via the City's Regional Events Sponsorship program and Major Event Attraction program (one off and annual events; road, track, and mountain; competitive and amateur; single day and stages)
Short	In consultation and with support from the community encourage a series of cycle events to encourage cycling, for all levels of participants

9 Management and Implementation

Objective 5: Management and Implementation

To develop management mechanisms to support and guide the ongoing implementation of the Cycle City Albany (2014-2019) Strategy

9.1 Coordination – Cycle City Albany Officer

Better coordination across Council will help deliver the recommendations and actions of this Strategy seamlessly and cost effectively. Considerable work has been undertaken to ensure the strategy and actions have been embedded in all strategic and operational documents. To coordinate the implementation of the strategy it is recommended the City investigate resourcing a Cycle City Albany Officer. This position can work across all directorates and with partners and key stakeholders, to support the 5 year implementation plan.

Recommendation	Cycle City Albany Officer
Short	The City investigate resourcing a Cycle City Albany Officer to support the 5 year implementation plan

9.2 Implementation Plan and Review

Bike Strategy Committee

The development of the City of Albany's first Bike strategy involved considerable strategic guidance from a Project Control Group (PCG). There is merit in considering a similar group to oversee and provide guidance on the implementation of the Strategy over the coming years.

Feedback Register

Feedback is received from time-to-time from residents and visitors about the cycling network. If this feedback is not addressed immediately, it should be kept on a feedback register to ensure that when the next bike plan is being prepared, the feedback can be incorporated in the new plan.

Recommendation	Implementation Plan and Review
Short	Consider the establishment of a Cycle City Albany Strategy Committee to meet 6 monthly to oversee and provide guidance on the implementation of the Strategy over the coming years.
Medium	Develop a feedback register, to inform future cycle network projects

9.3 Measuring Success

Data Collection

Collecting data is an important aspect of planning for future infrastructure. Currently, the City does not collect data on the frequency or type of cycling, which routes are used, and what the major issues are for cyclists.

A small sample of current cycling patterns was obtained from survey respondents who filled out the map. This is a good base from which to work but the data is not robust enough to fully inform business cases for funding. Bicycle crash data was obtained from MRWA for the most recent five year period.

See Appendix B

Commencing in Spring 2014, it is recommended that the City undertakes data collection activities along major cycling routes to identify their current usage. Base level (mid-block) data should be collected using automated counters on a rotational basis. This should be complemented by manual counts conducted periodically at major junctions on the network to identify turning movements. A good, low cost method of

collecting data is to get involved with the ‘Super Tuesday’ annual bike counts organised by Bicycle Network (formerly Bicycle Victoria) or the equivalent surveys conducted by the Department of Transport.

Collecting cyclist volume data before and after implementing significant improvements to a route should be strongly considered. The results can be used to understand the impact of these improvements, as well as assist in the preparation of business cases and funding applications for future improvements. If the City can demonstrate an increase in cycling numbers is likely to occur following a project, then the application is likely to be well received by the Department of Transport.

Review

It is important to measure the success of the Cycle City Albany Strategy. The Strategy has been developed with short, medium and long term recommendations.

It is suggested that a review should be undertaken to align with these timeframes:

Short Term Review by April 2015

Medium Term Review by April 2016

Long Term Review by April 2018 and to include a full review of the Strategy

As part of the reviews, there needs to be mechanisms developed to assess projects completed and recommendations achieved.

Recommendation	Measuring Success
Short	Develop some mechanisms to measure the success and capture projects completed and achievements.
Short/Medium	Collecting cyclist volume data before and after implementing significant improvements to a key routes
Short	Gain community support for the ‘Super Tuesday’ annual bike counts organised by Bicycle Network (formerly Bicycle Victoria) or the equivalent surveys conducted by the Department of Transport.
Medium	Establish a review process aligned with the timelines for recommendations
Medium	A review of crash data is recommended for 5-year increments to assist in identifying any safety impacts of improved infrastructure, and any ongoing trends in bicycle crashes.

Cover Page

Cycle City

2014-2019

Strategy

Appendices

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Appendix A “Blank Slate” Community and Stakeholder Consultation Results

Methodology

The philosophy of the initial community consultation phase was to present a ‘blank slate’ to the community; that is to seek feedback on the issues and gaps in the existing network. A survey questionnaire was developed in conjunction with the City and placed on the City’s website. The survey included a map to allow respondents to highlight their favourite cycling routes and/or specific issues.

A hard copy version of the survey was also developed and distributed throughout the City, with excellent assistance from the PCG, to maximise the level of participation and range of community views collected. Survey distribution sites included:

- > Council offices
- > Albany Leisure and Aquatic Centre (ALAC)
- > Albany Library
- > Great Southern TAFE (Albany)
- > UWA- University of WA Albany Campus
- > All three local bicycle shops
- > School newsletters
- > Various local shops and cafes
- > Various cycling groups
- > Staffed stalls at the Saturday and Sunday markets

To complement the survey, a community workshop was held at the Albany Civic Centre on Monday, 21st of October 2013. The workshop was run by Cardno and the City, with assistance from PCG members, and allowed interested members of the community to provide feedback on the vision and objectives, and identify possible actions to help achieve them. In addition to this, a Question and Answer session was held at the end of the workshop, allowing attendees to talk directly to the project team about the preliminary network plans and discuss key issues of concern.

Key themes raised in the Question and Answer session included:

- > Roundabouts – safety issues and design
- > Shared zones – consider a trial on cycle routes
- > Different coloured surfaces to improve wayfinding and safety
- > Road user behaviour is a concern for riders and needs changing
- > Squeeze points – safety concerns
- > Short and long terms plans for City Centre roads and paths
- > Footpaths – should be shared paths except where significant safety issues exist; cyclists generally ride on them anyway

Survey Results

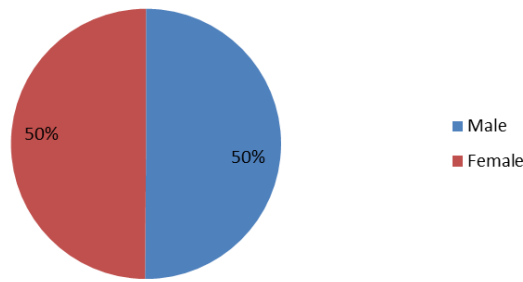
A total of 460 completed surveys were received by the City, either online or in hard copy form, showing the significant interest in cycling within the community. In Cardno’s experience, this level of response is consistent with other large regional centres such as Bunbury, but greatly in excess of the typical level of interest observed in Metropolitan Local Government Areas.

The following presents an outline of the responses received to each question.

Demographics

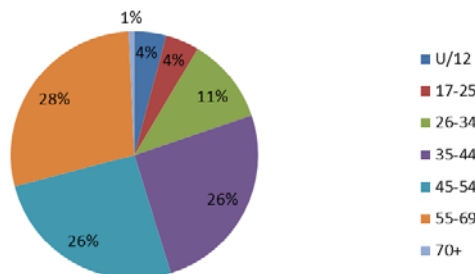
Demographics of the survey respondents are presented below. It is interesting to note that the survey had a very even balance between genders and that 80% of respondents were aged from 35-69. The vast majority of the respondents live in Albany, which indicates that the opinions represented in the survey are mainly from the perspective of local residents.

Gender

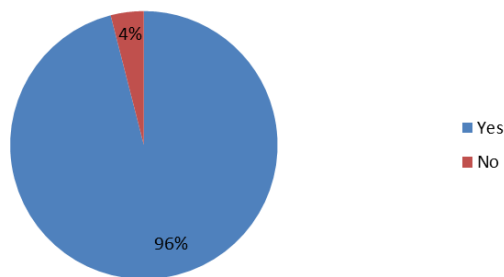


This response rate is generally consistent with previous survey results. However, it is understood through research that commuting cyclists are predominantly male. There are a few potential explanations for the above results: Albany has a more even mix of male and female cyclists across the board; recreational/casual riders in Albany are more likely to be female; or (as is our experience) women are more likely to complete a survey questionnaire.

Age



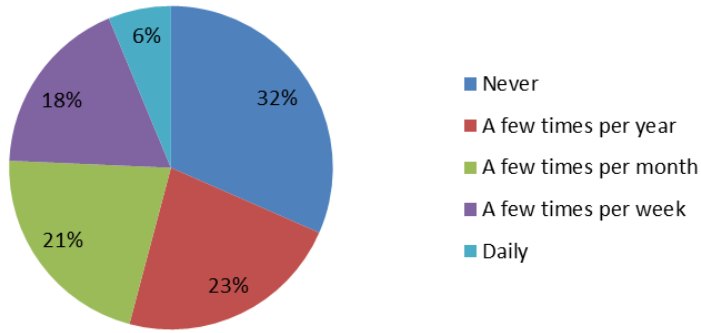
Do you live in Albany?



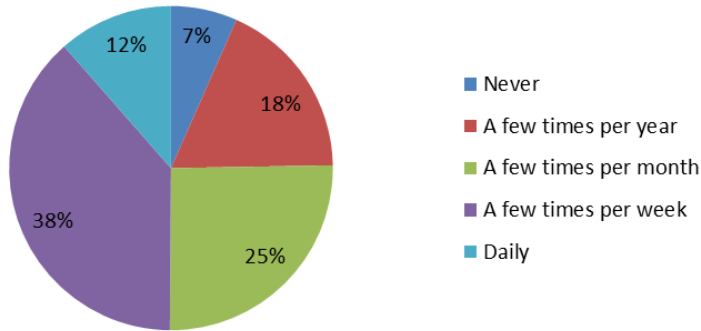
Travel Patterns

Respondents were asked to provide feedback on their travel patterns from the perspective of frequency, trip purpose, cycling ability and preferred routes. The following outlines the responses to each of these questions.

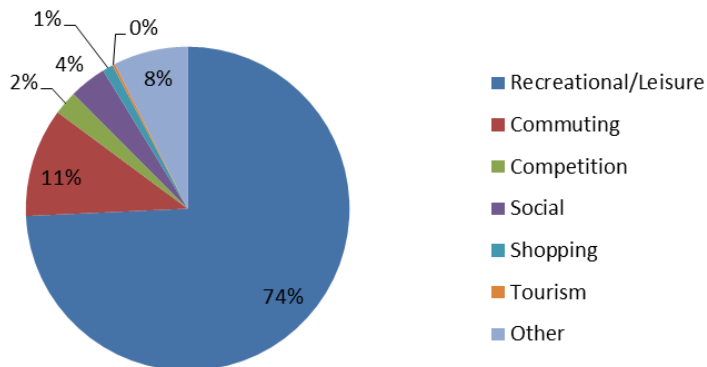
How often do you ride a bicycle for the purpose of commuting? (Note that responses will probably include school or shopping trips, not just journey to work trips)



How often do you ride a bicycle for recreational purposes?

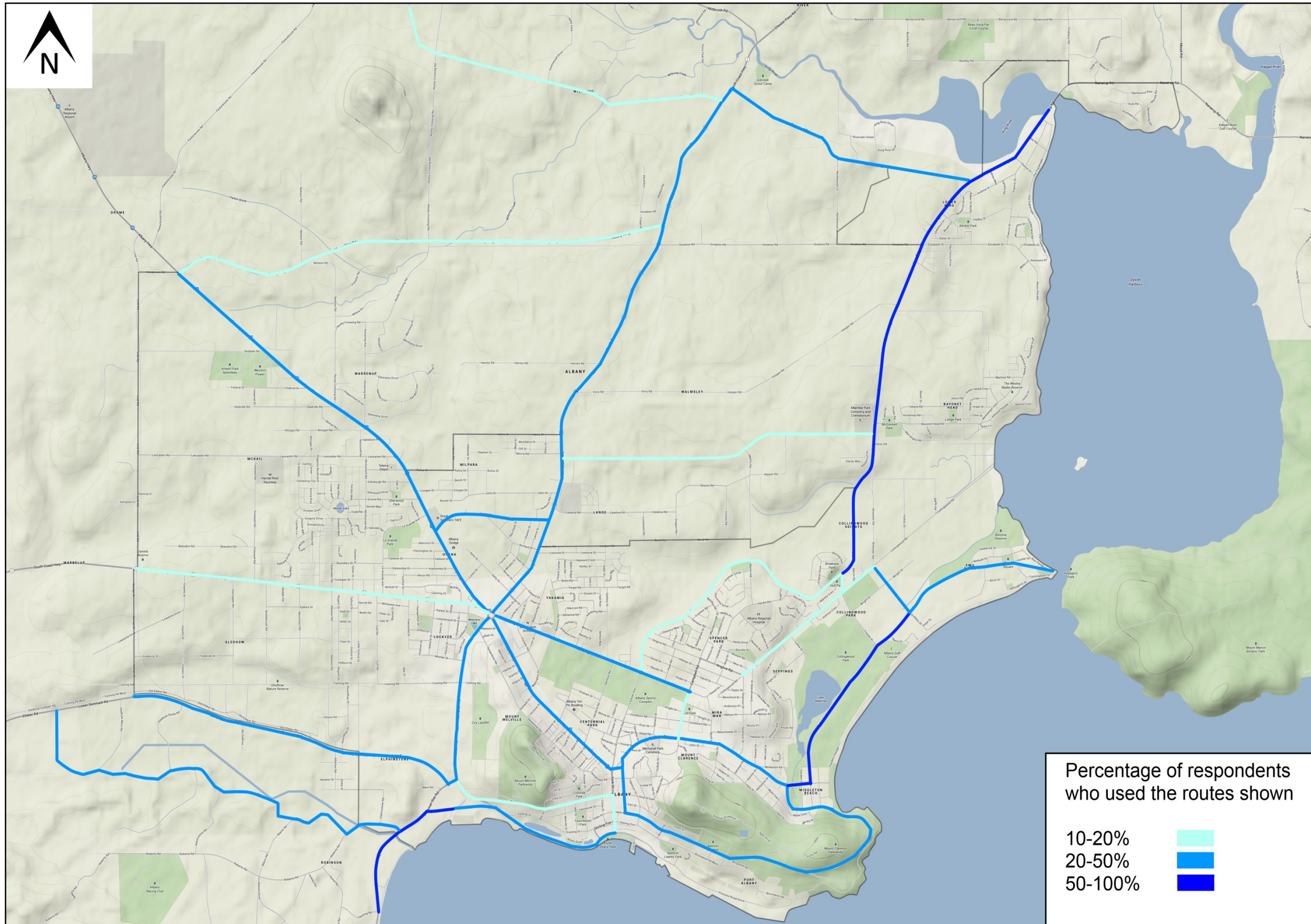


What is the principle purpose of your bicycle trips?

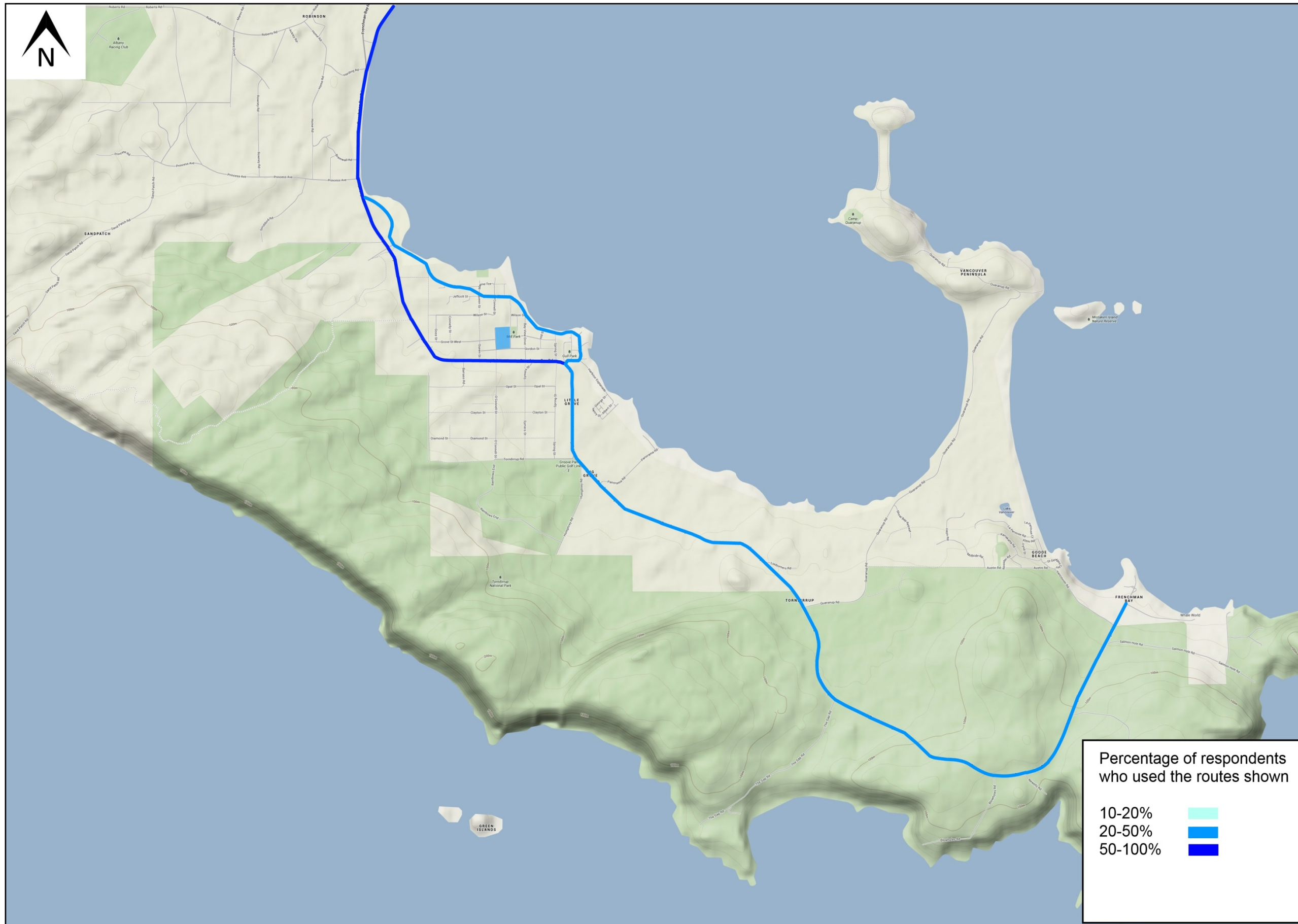


Respondents were also asked to nominate their preferred riding routes, using the maps attached to the survey. The most popular nominated routes are shown in **0** and **0**. These maps should be used as a general guide only as it was noted that only approximately 20% of respondents nominated a designated route. Many had difficulties in marking up the map accurately on the hard copy, and the map was not available online.

Most Popular Cycling Routes – Albany Central

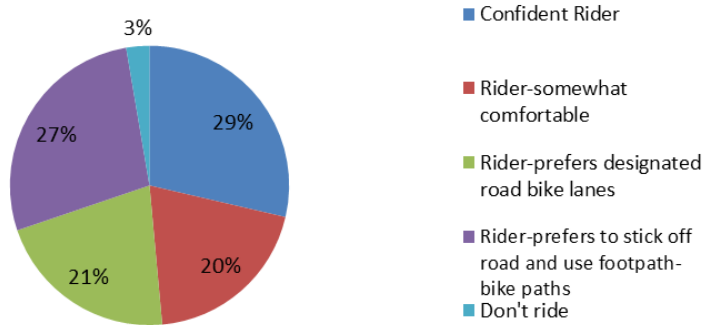


Most Popular Cycling Routes – Frenchman Bay



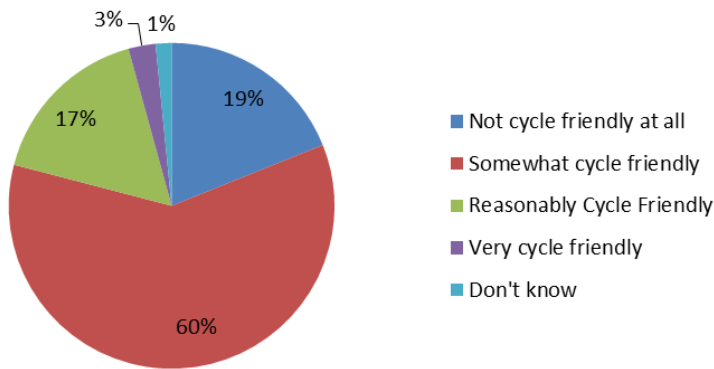
Cycling Ability and Attitudes

Which phrase most accurately describes your riding ability?



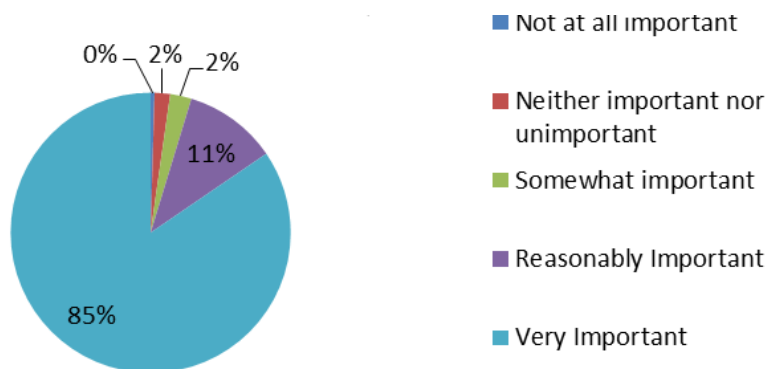
The above graph demonstrates that survey respondents included a wide range of cyclist types and confidence levels.

How cycle friendly is Albany?



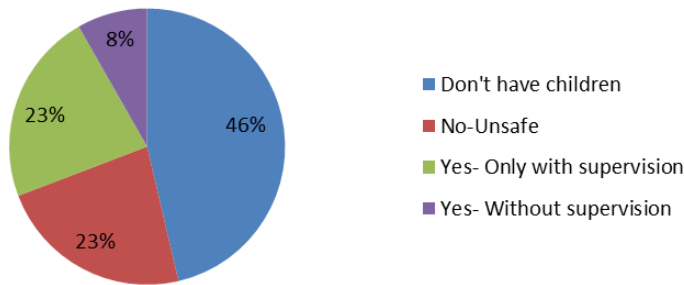
The above graph demonstrates that while there is still significant work to do, as the majority (60%) of respondents feel that Albany is a somewhat cycle friendly city.

What level of importance do you place on safety and convenience when cycling?



The above graph illustrates the high importance cyclists place on both safety and convenience in the route selections.

Do you feel comfortable allowing your children to ride in Albany?



Of those respondents who had children, 43% did not feel comfortable allowing their children to ride in Albany, whilst only 15% felt comfortable allowing their children to ride without supervision. It should be noted that parents' attitudes towards children cycling will vary greatly depending on a number of factors such as the age of the children, so this should be kept in mind when considering these results.

Qualitative Network Feedback

At the end of the survey, respondents were asked a series of open answer questions in order to garner qualitative feedback on the network.

- > *What do you like about your chosen route(s)?*
- > *What do you like dislike about your chosen route(s)?*
- > *How do you plan your bike route?*
- > *Why do you prefer this route over other alternatives?*
- > *What improvements could make your cycling trip better?*
- > *Do you have any other comments of suggestions concerning bicycle infrastructure in Albany?*

Not all respondents answered all these questions. Those that did respond provide a wide range of answers, illustrating the different needs that different types of cyclists have.

An analysis of the responses enabled responses to be separated into either the "cycling environment" theme or specific location issues.

Approximately 20% of respondents cited a preference for bicycle paths, and stated that they would like to see more, to avoid cycling with traffic. A desire to avoid heavy traffic was also a significant theme, mentioned by over 10% of respondents, with many noting that they altered their preferred route to avoid this. Shared path maintenance was also cited as a significant issue, with many respondents stating that poorly maintained pathways deterred them from reusing the route.

A wide range of location-specific issues were raised in survey responses. The missing section of the Albany Harbours Path from Woolstores to York Street was by far the most cited location, representing over 45% of total location-specific responses. The other most frequently cited locations included Lower King to Lower Kalgan, and Little Grove to Goode Beach.

Appendix B Existing Policies, Plans and Data

National Policies

National Urban Policy: Our Cities, Our Future (2011)

Our Cities, Our Future is the guiding national framework for shaping the future of our cities, focusing on improving their productivity, sustainability and liveability. The report identifies that although nearly 40% of Australians commute less than 10km to work or study, less than 1.6% cycle (p. 55). The absence of safe and convenient cycling routes is a major contributor to this low mode share. The report also notes that the infrastructure must meet the needs of its target users (p. 63), a key component of the network design philosophy for this Bike Plan.

Moving Australia 2030 (2013)

Moving Australia 2030 – A Transport Plan for a Productive and Active Australia was produced in 2013 by the Moving People 2030 Taskforce. The report outlines a whole-of-system approach to how we fund transport infrastructure, how we move people, how we move goods, and how we better integrate our spatial planning systems with effective transport networks.

Cycling is addressed within the report mainly in the context of a healthy and active Australia. The key relevant recommendation for this Bike Plan is to “Provide sustainable infrastructure funding that supports active travel”. This Bike Plan supports this recommendation by identifying the highest priorities for allocating funding to cycling and a clear message that funding needs to be provided in all future years.

National Cycling Strategy (2010)

The Australian National Cycling Strategy 2011-2016 (NCS) was prepared by Austroads and the Australian Bicycle Council in September 2010. The purpose of this strategy is to double the existing rates of cycling in a holistic manner by supporting its myriad of benefits through promotion, infrastructure provision, integrated planning and safety improvements.

Benefits identified in the NCS (pp. 8-11) include:

- > Societal Benefits - reduced traffic congestion as a result of commuters shifting to cycling modes, as well as increasing the land area available for urban activity
- > Environmental Benefits - reduced carbon footprint as a result of a transition to active, zero-carbon transport
- > Health Benefits - increased fitness has both a social and economic benefit to the community by encouraging interaction, improving quality of life and reducing health care costs arising from a sedentary lifestyle
- > Equity Benefits - a comprehensive cycling network reduces the proportion of household income necessary to provide mobility. This is particularly beneficial for low income families and households located near the urban fringe, where public transport may be lacking
- > Convenience - where cycling infrastructure provides a safe, comprehensive network for access to education, employment and entertainment precincts, cycling presents an efficient travel mode. Short trips are most affected by good cycling facilities.

A series of actions have been identified (pp. 27-29) to achieve the goal of doubling cycling mode share. This implementation framework focuses on the following priorities and objectives:

- > Cycling Promotion - Promote cycling as both a viable and safe mode of transport and an enjoyable recreational activity
- > Infrastructure and Facilities - Create a comprehensive network of safe and attractive routes to cycle and end-of-trip facilities
- > Integrated Planning - Consider and address cycling needs in all relevant transport and land use planning activities
- > Safety - Enable people to cycle safely
- > Monitoring and Evaluation - Improve monitoring and evaluation of cycling programs and develop a national decision-making process for investment in cycling

- > Guidance and Best Practice - Develop nationally consistent technical guidance for stakeholders to use and share best practice across jurisdictions.

This Bike Plan incorporates all the key actions listed above. In addition, the Bike Plan aligns with the NCS objective of “creat[ing] a comprehensive network of safe and attractive routes to cycle and end of trip facilities” (p. 22).

Walking, Riding and Access to Public Transport (2013)

This document is a Ministerial Statement from the Australian Government, setting out how the Government will increase the proportion of people walking and riding for short trips, and accessing public transport, in our communities. The document provides a summary of the benefits of greater use of active transport and guidelines for the coordination of land use and transport planning and development to achieve high quality outcomes.

There are no direct actions involving Local Government, however this Bike Plan is generally consistent with the aims and objectives of the document.

State Policies

Western Australian Bicycle Network Plan 2014 – 2031

The Western Australian Bicycle Network Plan 2014 – 2031 was released by the Department of Transport during the development of the City of Albany Bike Plan. The WABN plan replaces the Perth Bicycle Network (PBN) and provides a guide for the expansion of metropolitan and regional cycling facilities in this State.

This is the first time the WA Bicycle Plan has been State wide rather than Perth metro (the 1985 and 1996 plans were Perth metro area) indicating the increased prominence of cycling planning and implementation in the regions.

For regional cities there will be a focus on medium-to-long term planning for cycling facilities, though a review of cycling facilities in the larger regional cities, identifying any gaps in existing networks and planning for future growth corridors. Existing bike plans will become the starting point for identifying a strategic network.

There will be an increase in funding made available through the Regional Bicycle Network (RBN) Grants program. The RBN will have a greater emphasis on larger projects of strategic importance, subregional connectivity and connections to schools, activity centres and cycle tourism.

End of Trip facility guidelines for activity centres will be formed to establish recommended standards in line with current trends and best practice. Solutions will be investigated to incorporate these end of trip facility guidelines into State and local planning requirements.

Many of the projects recommended as part of this Bike Plan are within the focus areas for the Department of Transport and will be eligible for grant funding.

Western Australia Planning Commission Development Control Policy 1.5 – Bicycle Planning (1998)

This policy describes the planning considerations which should be taken into account in order to improve the safety and convenience of cycling. Both State and Local Government agencies have been encouraged to promote cycling as a mode of transport because of:

- > recognition of the adverse environmental effects of motor vehicles, particularly the private car
- > moves towards the development of low-energy lifestyles, initially as a response to the “energy crisis” of the mid-1970s
- > the need to make more efficient use of transport infrastructure
- > increasing awareness that cycling reduces congestion and the need for car parks.

The policy sets out a requirement to ensure cycling is considered in all aspects of land use and transport planning. In particular, the policy recommends (pp. 5-6) that a cycling network should be developed for urban areas by:

- > improving the existing road network and new subdivisional roads to meet the needs of cyclists more effectively
- > providing off-road facilities of adequate standard where there is a strong demand (such as near schools) and where the opportunity exists
- > providing information to enable cyclists to make the most effective use of the network
- > ensuring that the needs of cyclists are adequately catered for in the planning, design and construction of extensions to the existing road network.

This Bike Plan has been prepared in accordance with these principles. The Bike Plan contains proposals to improve the existing road network, provide off-road facilities, provide information (by way of pavement markings and signs) to enable cyclists to use the network and ensure that cyclists are adequately catered for in future infrastructure projects.

The policy also supports the provision of appropriate end of trip facilities through the imposition of development conditions dealing with such matters as the type, number and location of bicycle parking facilities, and the installation of showers and change rooms with an emphasis on locations including:

- > shopping centres
- > factories
- > offices
- > educational establishments
- > sport, leisure and entertainment centres
- > health centres and hospitals
- > libraries and other public
- > buildings
- > rail and bus stations
- > major places of employment
- > parks
- > beaches and recreation venues
- > tourist attractions.

Liveable Neighbourhoods (2009)

Liveable Neighbourhoods was produced to implement the objectives of the previous State Planning Strategy which guides the sustainable development of Western Australia to 2029. Its primary function is as a guide to more sustainable structure planning and subdivision, applicable to new urban areas and large urban infill sites.

The key element of Liveable Neighbourhoods relevant to, and consistent with, this Bike Plan is Element 2, Objective 9:

- > To provide a safe, convenient and legible bicycle movement network to meet the needs of both experience and less experienced cyclists, including on-street and off-street routes.

Main Roads WA (MRWA) Policy for Cycling Infrastructure (2000)

This document sets out MRWA's policies for the provision of cycling infrastructure on its network. All new roadworks and upgrades involving road widening will meet the requirements of these guidelines. Existing roads and cycling facilities that do not meet the above requirements will be progressively upgraded. The timing of retrofit work will be determined by the availability of funds and priorities.

Key elements of this policy relevant to the City of Albany include:

On-Street Facilities

- > New urban roads will be constructed with an edge line separated sealed shoulder in accordance with the desirable standards within Austroads' Guide to Traffic Engineering Practice "Bicycles" Part 14 (1999). Where this cannot be achieved, a shared path will be constructed adjacent to the road.
- > On existing highways and main roads, the facility described above for new roads, will only be provided in conjunction with any upgrades involving widening the road where land is

- available within the existing road reserve or, if land is being resumed for other purposes, the cost of acquiring the additional land is not proportionately higher than that for the other purpose.
- > Sections of rural main roads that are regularly used by more than 25 cyclists per day will comply with urban area guidelines indicated above. Roads not used regularly by cyclists will comply with MRWA Technical Standards for the provision of shoulders.

Off-Street Facilities

- > Main Roads will provide shared paths adjacent to highways and main roads which are not considered appropriate for cyclists or where the lane widths required by these guidelines cannot be achieved.
- > Path widths and layouts will generally be in accordance with Austroads Part 14 (1999), with the use of red oxide coloured asphalt for the path surface.

Local Policies

Town of Albany Town Planning Scheme No. 1A (TPS No. 1A) - District Scheme (Updated to 2013)

The purpose of TPS No. 1A is to control, regulate and co-ordinate public and private development, the use of land and buildings and other activities to improve the amenity, convenience, economy and attractiveness of the environment. In order to obtain development approval, development proposals must comply with the requirements of TPS No. 1A.

Town Planning Schemes generally provide guidelines and/or requirements for the provision of bicycle parking and end of trip facilities, including the quantum, location, type and quality. This enables the gradual improvement of bicycle facilities within private land as development occurs; which is essentially the only effective way of developing adequate end of trip facilities in private development destinations. TPS No. 1A, however, does not make any reference to bicycle parking or end of trip facilities, which is a key gap identified in this policy.

It is understood that TPS No. 1 will be replaced by LPS No. 1 in the near future, as outlined below.

City of Albany Local Planning Scheme No. 1 (LPS No. 1)

LPS No. 1 is a comprehensive review and conation of the existing planning schemes, drawing together all of the strategies prepared in the past and providing a blueprint for the City's growth over the next two decades.

LPS No. 1 is a substantial improvement over TPS No. 1A for cycling. Key features include:

- > Bicycle parking requirements by land use (Table 5)
- > A discount on car parking requirements if bicycle parking is provided (Clause 5.8.5.4)
- > Design requirements for bicycle parking (Clause 5.8.5.18)

However, LPS No. 1 does not include any requirements for end of trip facilities other than bicycle parking, such as:

- > Showers
- > Lockers
- > Secure and/or undercover bicycle parking
- > Washing/drying/ironing facilities

Whilst simple bicycle parking may be sufficient for short-stay cycling trips, these facilities are critical to encouraging long-stay (i.e. commuter) cycling trips to private developments.

In many cases workplaces, particularly in the hospitality industry, will already provide showers and lockers for staff so meeting these requirements for many developments is not considered to be particularly onerous.

These requirements must necessarily be scaled depending on the type and scale of the development to ensure that provision is commensurate with the likely patronage and usage profile of such developments.

Community Strategic Plan – Albany 2023 (2013)

The City of Albany Community Strategic Plan (Albany 2023) provides an overarching direction and framework to inform the Corporate Business Plan which details what will be delivered by the City in the next 4 years. The Vision of Albany 2023 is “to be Western Australia’s most sought after and unique city to live work, and visit.” The Bike Plan ties in strongly to the objectives of Albany 2023. Key objectives within Albany 2023 and how they relate to the Bike Plan are outlined in Table X

Albany 2023 – Relevant Objectives

Objective	Relevance to the Bike Plan
1.3 To develop and promote Albany as a unique and sought-after visitor destination.	The Bike Plan will contribute to the development of cycling-based tourism within the City, positioning Albany as a unique destination within WA.
2.2 To maintain and renew city assets in a sustainable manner.	Providing and maintaining infrastructure to encourage the use of cycling as a regular transport mode reduces the demand for further road and car parking space, reducing the environmental impact of the city’s transport assets.
2.3 To advocate for and support “green initiatives” within our region.	The Bike Plan supports the case for investment in cycling infrastructure and encouraging a greater uptake of cycling for commuter and recreational purposes.
3.1 To advocate, plan and build friendly and connected communities.	The Bike Plan will support the development of new communities in a friendly and connected manner through the provision of cycling infrastructure that provides alternatives to car use and promotes social interaction. Further, the Bike Plan will contribute to improving the connectivity of existing communities within Albany and assisting the transformation of Albany CBD into a family friendly area that provides a unique visitor experience.
3.2 To develop and implement planning strategies that support people of all ages and backgrounds.	The Bike Plan will promote active, healthy lifestyles within our community. The infrastructure and programs proposed will cater for all ages and backgrounds. Providing the facilities for greater uptake of cycling will assist in ensuring equitable economic participation for those who are unable to drive.
3.3 To develop vibrant neighbourhoods which retain our local character and heritage.	The Bike Plan will assist in improving access to locally-based sporting, recreational, cultural and entertainment facilities and opportunities. Greater uptake of cycling also contributes significantly to vibrancy and safety of public spaces and streets.
4.3 To develop and support a healthy, inclusive and accessible community.	The Bike Plan will promote active, healthy lifestyles within our community. The infrastructure and programs proposed will cater for all ages and backgrounds. Providing the facilities for greater uptake of cycling will assist in ensuring equitable economic participation for those who are unable to drive. Increasing the uptake of cycling will contribute to promoting community safety, through greater passive and active surveillance of public places.
5.3 To engage effectively with our community.	The Bike Plan includes wide ranging consultation with stakeholders and the general community whose input will be incorporated into the proposed projects and programs, and their priority.

Access and Inclusion Plan 2012-2017 (2012)

The City of Albany is committed to ensuring that all public services, facilities and information are available to all community members, including those who have a disability, thereby enabling all community members to participate in all aspects of community life.

In recent years the City of Albany has made a number of improvements to City infrastructure to improve accessibility and safety for members of the community living with a disability, their families and carers. These improvements include the introduction of tactile paving, hand rails and non-slip materials to improve the safety of steps and paved areas and many others.

Key strategies within the Access and Inclusion Plan which are relevant to the Bike Plan include:

- > Facilitate the improvement of pedestrian road crossings to meet the requirements of people with disabilities in terms of location
- > Continue to review and improve access to public open spaces and public areas including:
 - Parks and reserves
 - Beaches
 - Facilities (including footpaths)
- > Where appropriate, ensure that City publications promote inclusion and participation for people with a disability
- > Develop links between the Access and Inclusion Plan and other City strategies and all relevant legislative requirements.

Projects and programs recommended as part of the Bike Plan will deliver benefits to people with disabilities, such as through the provision of new and improved shared paths and crossing facilities. In addition, Bike Plan projects will need to be designed to ensure that any impacts on people with disabilities are mitigated or eliminated, and ensuring that people with disabilities are adequately catered for, e.g. through the provision of tactile pavement markings.

City of Albany Policy - Public Open Space (2013)

The City's Public Open Space (POS) Policy has been developed to ensure that a suitable amount of recreation and sporting space is provided within existing and future residential areas and that it is accessible to the community.

A key component of the POS Policy is the improvement of access (paths) to and within recreation and sporting spaces. The POS Policy includes an analysis of public open space within 11 different precincts. The outcomes of this analysis will be used to inform the selection of routes within the Bike Plan.

Asset Management Plan – Pathways (2013)

The *Asset Management Plan – Pathways* (AMPP) has been compiled to ensure the maintenance, renewal and creation of new pathway activities are undertaken in a systematic way that reflects community needs.

The AMPP divides the path network into a hierarchy of:

The AMPP provides key management principles, design assumptions and new path criteria to guide the way that renewals and new infrastructure are designed.

The AMPP includes a 10-Year Financial Plan for the expansion, upgrade and renewal of the path network, a copy of which is included in **Error! Reference source not found.** The projects prioritised within the plan formed a starting point for the network analysis undertaken as part of the Bike Plan.

The primary focus of the AMPP is, however, to set out the likely financial maintenance and renewal commitment required to keep the existing network in a suitable condition into the future. The Plan is therefore inherently limited in its scope and is not an adequate substitute for a full Bike Plan.

City of Albany Policy Gap Analysis

General Policy Overview

Based on the City of Albany policies reviewed, the following deficiencies have been identified:

Preliminary Policy Gap Analysis

Gap	Recommendation
TPS No. 1A does not include any mention of bicycle parking or end of trip facilities.	1 Prepare and gazette amendment to TPS No. 1A specifying the location, quantum, type and quality of bicycle parking and end of trip facilities to be provided for each type of development. It is noted that this is in process via LPS No. 1.
LPS No. 1 does not include any requirements for end of trip facilities other than bicycle parking	2 Amend LPS No. 1 to include requirements for private developments to provide end of trip facilities, including: <ul style="list-style-type: none"> ▪ Showers ▪ Lockers ▪ Secure and/or undercover bicycle parking ▪ Washing/drying/ironing facilities These requirements must necessarily be scaled depending on the type and scale of the development to ensure that provision is commensurate with the likely patronage and usage profile of such developments.
Changes to the road network are made without adequately considering the impacts on pedestrians and cyclists	3 Ensure that all changes to the road network adequately provide for pedestrians and cyclists. Include this requirement as part of the relevant policies.
The Asset Management Plan contains good principles for managing the path network and assessing new proposals but does not contain a network analysis.	4 Undertake Bike Plan with full network analysis and resulting priorities (i.e. this project)
Asset Management Plan – Pathways does not adequately cater for on-street facilities which are a critical component of the cycling network.	5 Ensure Bike Plan adequately includes on-street components.

Previous Cycling-Related Feedback

Albany Bicycle User Group (ABUG) undertook consultation exercises within the Albany cycling community in 2006 and 2009. The purpose of these exercises was to gather:

- > data about the cycling participation in Albany
- > the views of existing cyclists on the state of the network
- > suggestions for improving the cycling network

Whilst the sample sizes were small, the information collected as part of these consultation exercises will be invaluable as a comparison to the consultation exercises to be carried out as part of the Bike Plan.

The feedback collected by ABUG identified Princess Royal Drive/Hanrahan Road as the highest priority problem spot in Albany.

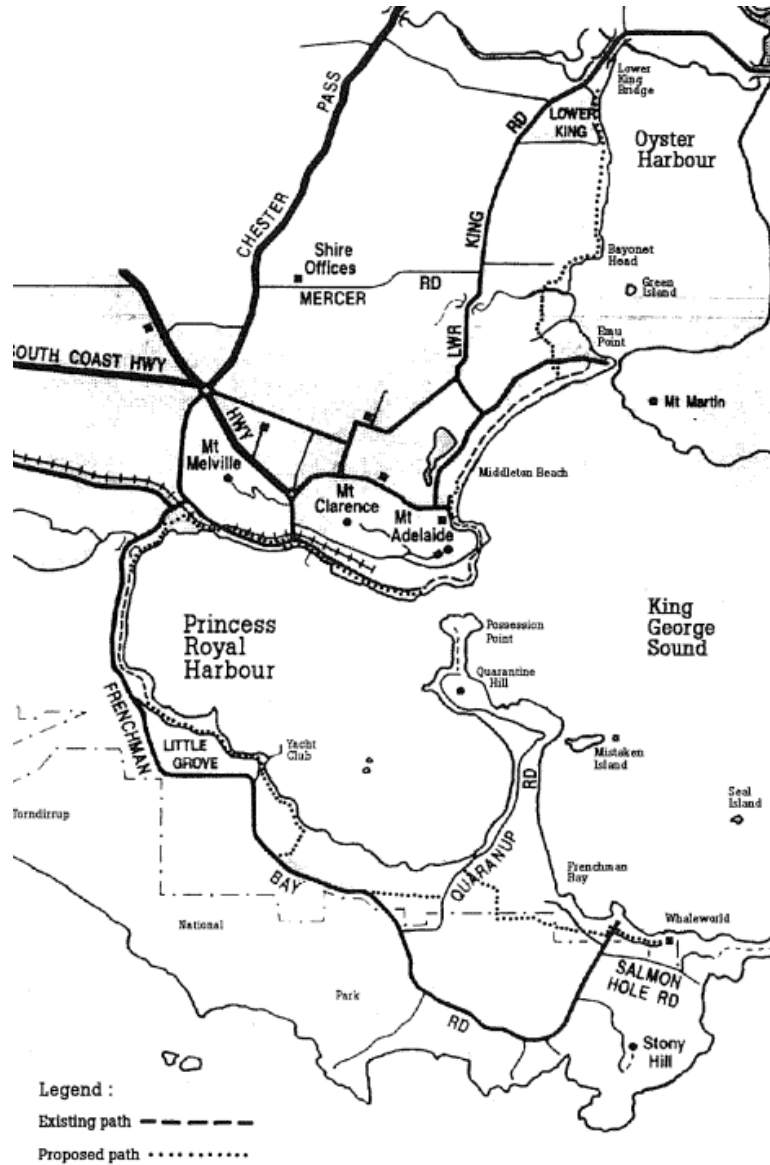
Previous Cycling Plans

The closest document to a Bike Plan is the *Albany Harbours Dual Use Path Planning Strategy* (DUPPS) which was prepared in 1996 for the former Town of Albany and Shire of Albany. The DUPPS provides some excellent information to enable the selection of route and priorities for future

sections of the harbour path link. The conclusions reached in the DUPPS have been revisited as part of this strategy.

The DUPPS considers in detail the preferred alignment and form of a continuous link of shared paths between the Lower King Bridge and Whaleworld, skirting the harbour, as shown in Figure 1.2. At present, the path link has been completed between Lower King, Emu Point and Albany CBD, and from Woolstores Place to Little Grove. The key missing section is that between Brunswick Street, Albany, Woolstores, and particularly the Frenchman Bay Road railway level crossing and approach. The path finishes at Little Grove and has not been completed to Whaleworld.

Albany Harbours Dual Use Path Planning Strategy (1996)



Bicycle Crash Data

Crash data involving bicycles was obtained from MRWA for the most recent five year period and is summarised below.

A total of 27 cycling accidents were recorded for the 5 year period 1 Jan 2008 to 31 December 2012 with:

- > 77% of crashes occurred on the road and 23% occurred on the footpath or shared path.
- > 66% of crashes occurred during daylight hours, 26% occurred early morning and 8% occurred on dusk or during evening.
- > 30% of crashes occurring on Tuesdays, 18% occurred on the weekends and the remaining were spread throughout the week.
- > 45% of crashes occurring at driveways, 19% at T junctions, 15% at roundabouts and 21% were unknown.
- > 56% of reported cycle crashes had minor property damage, 7% had major property damage, 7% required medical treatment, 26% required hospitalisation and there was one fatality
- > 74% of accidents occurred in dry weather, 14% of accidents occurred in wet condition, and conditions were unknown in 12%.

The number of crashes which occurred during this period was insufficient to identify any particular locations of concern. However, the associated *rate* of crashes provides a benchmark for identifying the effects of future infrastructure improvements on cycling safety.

City of Albany Draft Bike Plan

Community Engagement Summary

A comprehensive **Community Engagement Plan** was undertaken in the development of the City of Albany Bike Plan. The City has undertaken a thorough network analysis and a range of consultation and community engagement activities to ensure the draft plan meets both the strategic direction for the elected members, council officers and the community. The level of engagement varied according to the identification of stakeholders and within the constraints of the project.

Background

With a commitment from the State Government for funding over a three year period, the City of Albany has contracted transport planning consultants Cardno to assist with the development of a five year Bike Plan. The development of the Draft Bike Plan has involved extensive community consultation including:

- **Establishment of Project Control Group (PCG)** in July 2013, which included key agencies, organisations and interested community groups with a passion for cycling
- **Regular Community Updates and Media**
- **Open Slate Survey** from 30 September to 22 October, 2013. 460 surveys completed.
- **Open Slate Workshop** held on Monday 21 October 2013. The workshop was attended by over 60 community members and business representatives
- The results from the survey and workshop were included in the draft report (Section 3, page's 24-30).

Public Submission Period

Following the adoption of the Draft Bike Plan at the February 2014 Council meeting, the draft report was available to the public for a 29 day public comment period from 26 Feb to 28 March 2014.

In collaboration with the Stakeholder Engagement Manager, Julie-Ann Gray the City undertook a comprehensive community feedback process using a range of techniques (to ensure the community had significant opportunities to be INFORMED, INVOLVED and CONSULTED).

This included:

1. Public notice advertising in Weekender, Albany Advertiser and website – 11-13 March 2014
2. Media Release Re: City of Albany Bike Plan pedals ahead – 26 February 2014
3. Media Release: City Endorses Bike Plan: Advertiser February 27 2014
4. Media Release: Weekender March 13 2014
5. Media Release: The Extra March 7 2014
6. Media Release: Bike Week Event: Weekender March 27

7. GWN report Bike Plan launch - <http://au.gwn7.yahoo.com/w1/video/-/watch/21909410/cycle-city-plans/>
8. ABC Radio – Interview Friday 21 March 10.30 am
9. ABC Radio – Interviews from Pop Up Gallery, Saturday 22 March
10. Static Display at Library from 6 March – Wed 19 March 2014
11. ‘Pop Up Cycle Gallery’ at Bay Merchants Middleton Beach - Thursday – 20 – 22 March. The Gallery including the draft report, an executive summary, large laminated maps with the transport routes and submission forms. Approximately 120 people visited the Pop Up Cycle Galleries, including tourists, casual cyclists, recreational cyclists and the Albany Cycle Club members.
12. Pop Up Cycle Gallery at Velo Vineyard on 23 March as part of Bike Week and held at Oranje Tractor Vineyard, a Cycle Friendly Business. Approximately 150 people attended the event and there was considerable interest in the static displays and maps during the morning.

Public Submission Summary

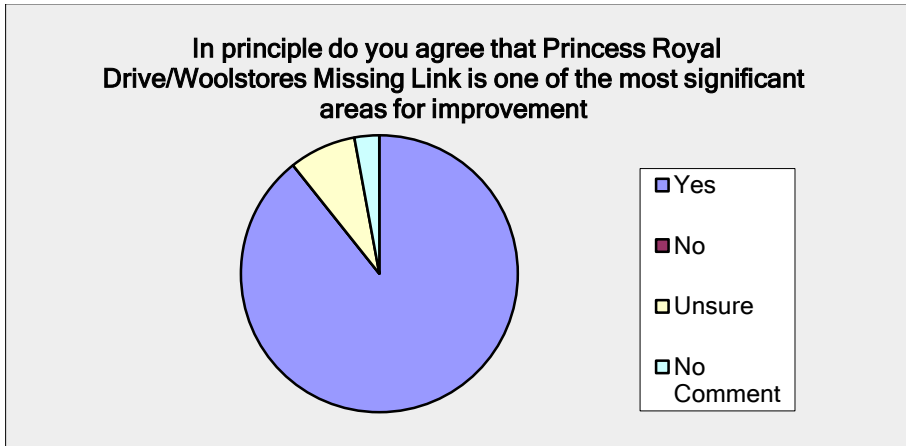
The public submission period closed on Friday 28 March, 2014. Approximately 130 public submissions were received, including:

- 106 submission forms
- 18 additional written/email submissions
- 2 other submissions

Summary of Submissions

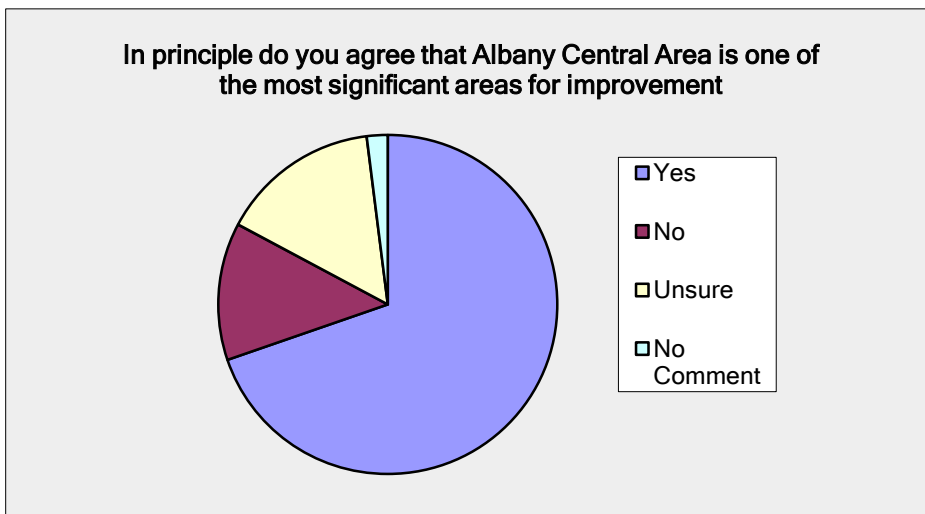
- Over 60% of respondents classified themselves as recreational cyclists, 35% were sport cyclists, 28% were commuter cyclists and 23% were casual cyclists. (NB: the total equals more than 100% as many identified themselves as more than one type of cyclists).
- An overwhelming 97% of respondents agreed in principle with the City of Albany Bike Plan.
- 95% of respondents strongly agreed in the vision for Albany to become Australia’s primary cycling destination.
- All five objectives received strong support.
- Of the two key areas identified in the Draft Bike Report:
 1. Nearly 90% of respondents believed Princess Royal Drive is one of the most significant areas for improvement. (See Figure 1.1)

Figure 1.1



2. Of the respondents, 70% agreed that the Albany Central Area is one of the most significant areas for improvement, 15% were unsure and 13% did not agree. (See Figure 1.2)

Figure 1.2



3. Of the other seven longer term recommendations the strongest support was for:
- Shoulder provision and widening along popular road cycling routes (98% agree or strongly agree).
 - Minor improvements at pinch points and danger spots, particularly around schools and community hubs (95% agree or strongly agree).
 - Comprehensive education and promotional campaign to encourage safety, sharing and cooperation between all users (93% agree or strongly agree)
 - Completion of Albany Harbours Plan to Lower Kalgan in the north and Whaleworld in the south (91% agree or strongly agree)

An additional 88 written submissions from individuals and key stakeholder groups (Albany Cycle Club, Albany Bicycle Users Group) were received with the key themes being:

- Specific comments on the **Cycle network** (improvements, hot-spots) including a significant number of responses on safety issues on Princess Royal Drive/Woolstores/Frenchman Bay Road (66 responses).
- Specific comments on **Safety and Respect** (eg Safety behaviour messages/programs such as 'Share the Road', 1m matters) (29 responses).
- Specific comments on **Cycle Tourism** (13 responses).
- Specific comments on **Report Layout** Improvements (6 responses)

City of Albany staff has reviewed the submissions and additional written and email responses and summarised the feedback and suggested improvements to the Draft Report, under the headings of:

1. Improvements to Report Layout
2. Vision and Objectives – Governance and Sustainability
3. Bike Plan Cycle Network and Design
4. Bike Plan Other Content

Suggested Recommended Improvements to the Draft Bike Plan:

1. Improvements to Report Layout

- Expand the Draft Bike Plan into a 'Cycle City Albany Strategy', acknowledging the considerable work undertaken by Cardno through the Draft Bike Plan, extensive community feedback and staff comments on needing to make the document 'a workable tool'.
- Include additional Section – Summary of Key Recommendations (summarised from sections 6-9) and summary of priority projects into Indicative Works and Funding Schedule
- Executive Summary to include the Vision, Objectives, Strategies and Key Recommendations
- Define time period for Five Year Plan (2014 – 2019)
- Priorities using short term, medium term, long term recommendations
- Re-align content under Chapter heading aligned to Objectives

2. Vision, Objectives – Governance and Sustainability

- Amend the Vision to – The City of Albany to become one of Australia's primary cycling destinations - a Cycling City where the community appreciates the social, health, economic and environmental benefits provided by cycling. This is seen as realistic and achievable for the five year strategic plan.
- Include information on the primary drivers for cycling within Section 1
- Combine some objectives and expand on some of the strategies
- Include a section on Governance to help develop management mechanisms to support and guide the ongoing implementation of the Bike Plan.

- Develop a checklist for COA staff to ensure cycling design and implementation plans are considered early in the project planning process

3. Bike Plan Cycle Network and Design

Community feedback with suggestions and actions have been reviewed and where supported, have been included in Plan including:

- Albany Highway (look at alternative concepts)
- Middleton Beach Tourism precinct including investigate incorporating on-road cycle lane on Adelaide Crescent, as part of the Middleton Beach Foreshore Plan
- Albany Highway/Anson Rd intersection – cycling to school. Review safety and crossing points for cyclists
- Re-route the Little Grove to Whaleworld section alignment (6.2.11, 6.3.1.10)
- Review existing road reserves which may be utilised for the cycleway network. The narrowing of the roads also reduces traffic speed.
- Encourage creative ideas and design for end-of-trip facilities
- Design new concrete paths using new technology in joint connections, which reduces the impact and improves comfort for riders.

4. Other Bike Plan Contents

- Cycle Tourism (Section 8) needs expanding. Review the Munda Bidli Albany Cycle Tourism Strategy and identify key initiatives to be included, which align with the Bike Plan objectives and COA Tourism Strategic direction. Incorporate Cycling Marketing and Promotion Plan.
- Review the Western Australian Bicycle Network Plan (2014-2031) and include supporting evidence in Policy Section
- Include brief description of Decision Making Matrix, used to identify projects and priorities.
- Cycling Culture – need to add education of cyclists and City of Albany staff who are involved with the building of the cycling network.
- Review and reprint of existing cycle map – include different types of cycle routes (eg Cycle paths, Shared paths, Quiet streets, on road cycle lanes)
- Investigate the OpenCycle map platform for mapping on portable devices, in addition to the updating of the hard copy Albany Cycle Map. This system can also be exchanged with and used with other professional mapping platforms.

Summary

The development of the first City of Albany Draft Bike Plan has involved an extensive network analysis and a comprehensive range of consultation and community engagement activities. The recommended improvements will greatly add to the five year plan and provide clear strategic direction and operational guidelines for the elected members, council officers and the community.

Version Control

Version	Date	Status	Distribution	Comment
01	12/05/2014	Final Report (Unadpoted)	Rec Manager ED – Community Services	Author: K Buttfield Adoption Reference: OCM DD Month YYYY Item No. (if Council) or EMT date for (Operational matters)

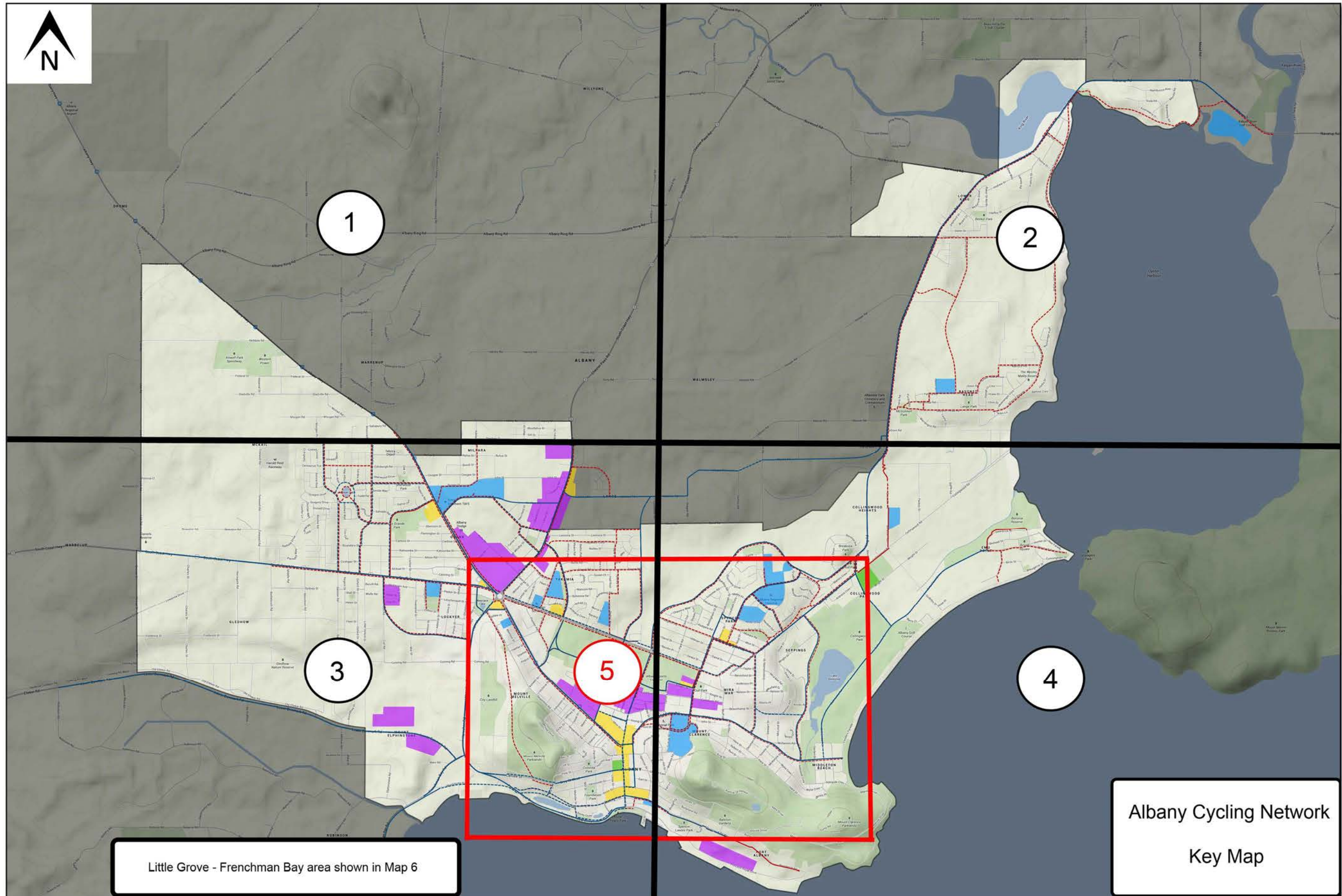
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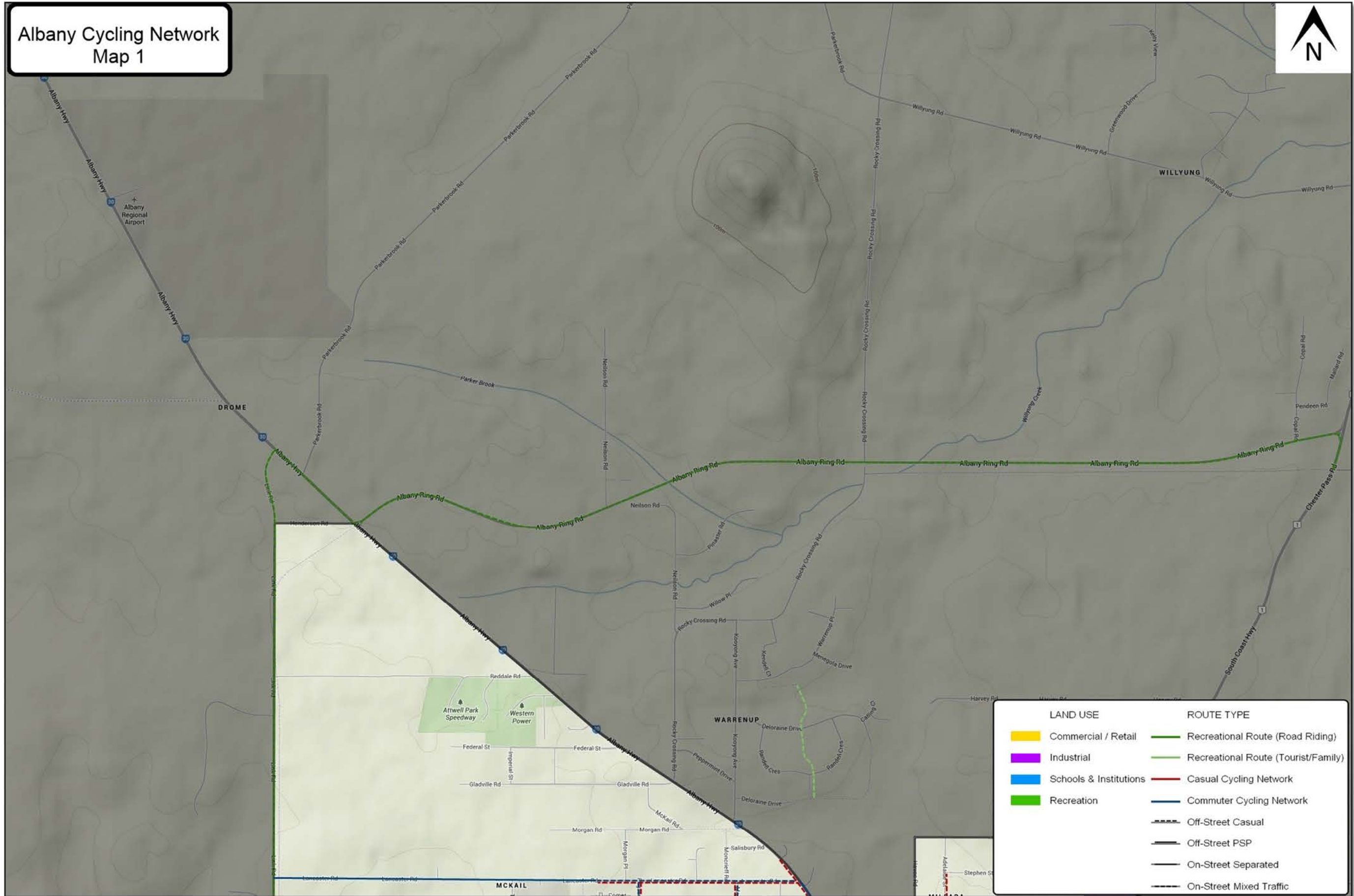
This information contained in this document is a guide only. Verification with original Local Laws, Acts, Planning Schemes, and other relevant documents is recommended for detailed references. The City of Albany accepts no responsibility for errors or omissions.

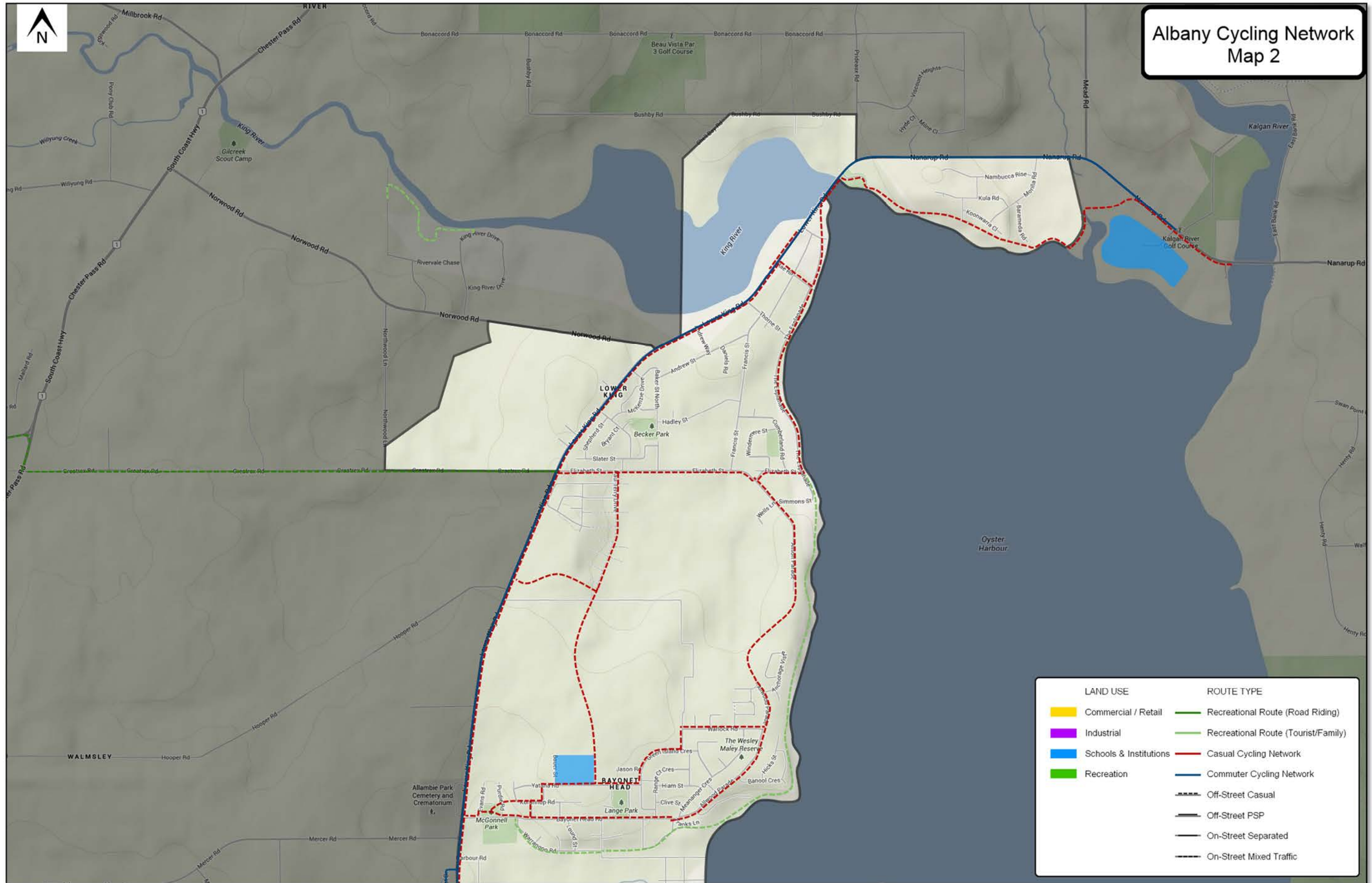
Figure 3.1 Network Plan – Key Map



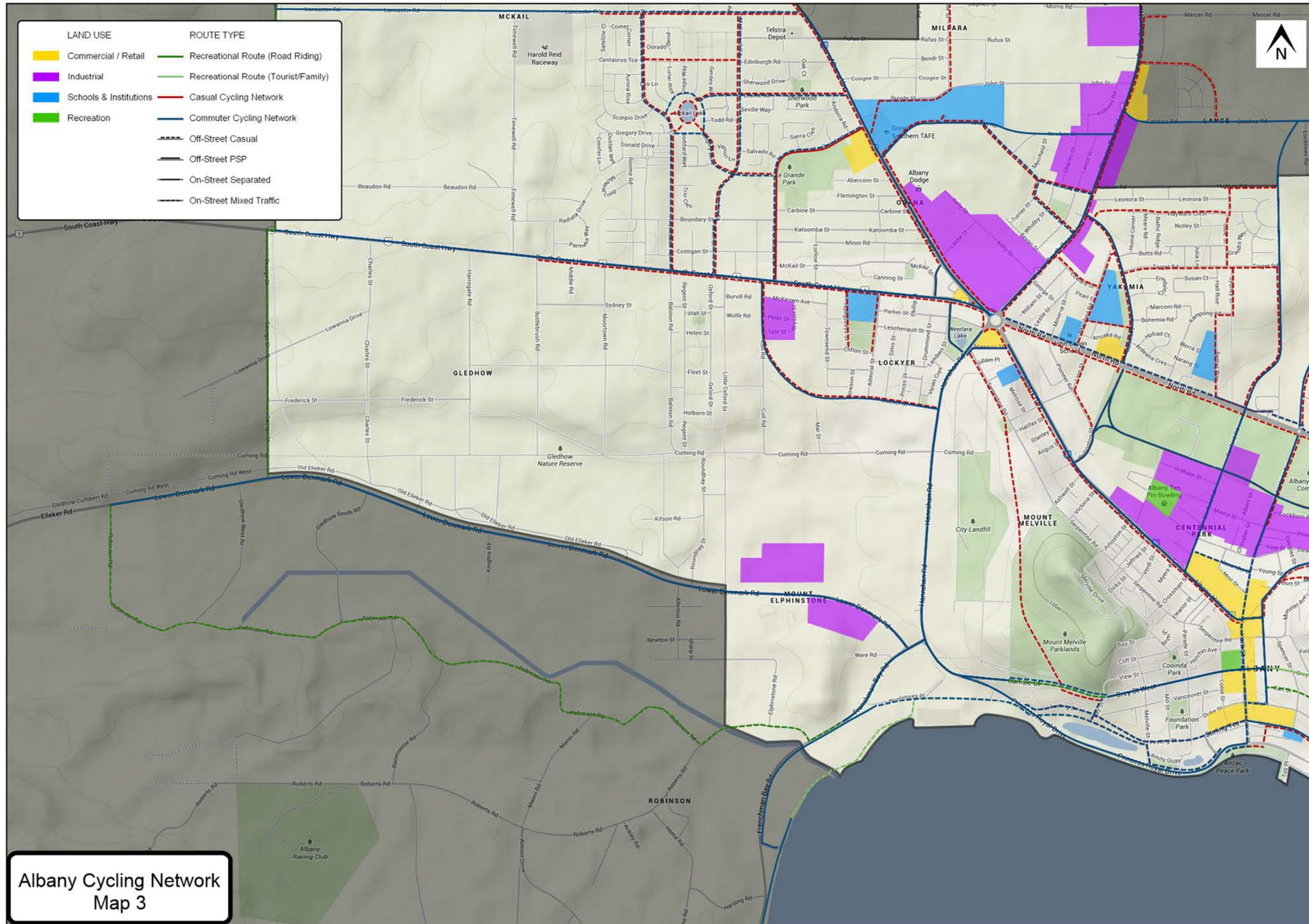
Little Grove - Frenchman Bay area shown in Map 6

Albany Cycling Network
Key Map

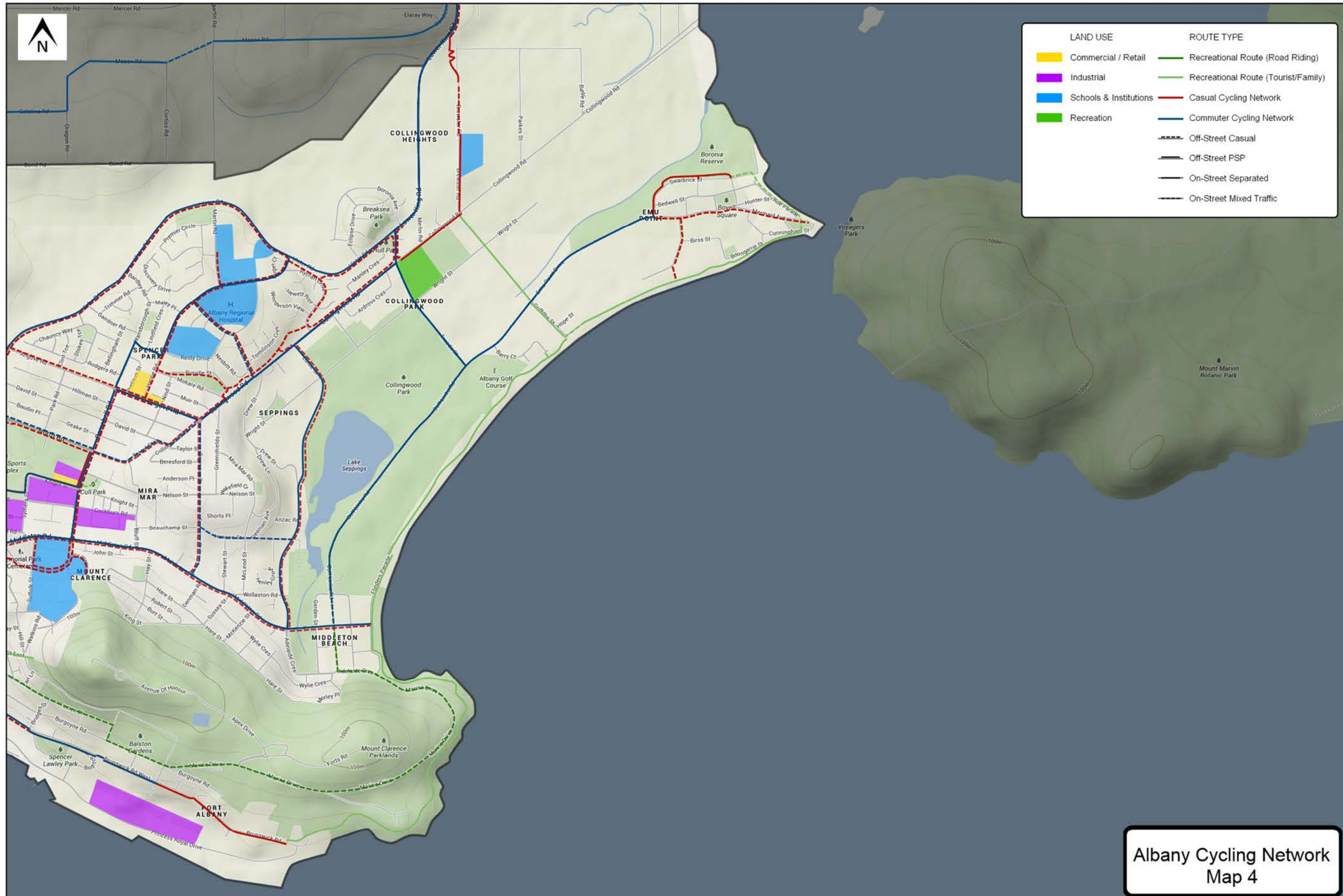


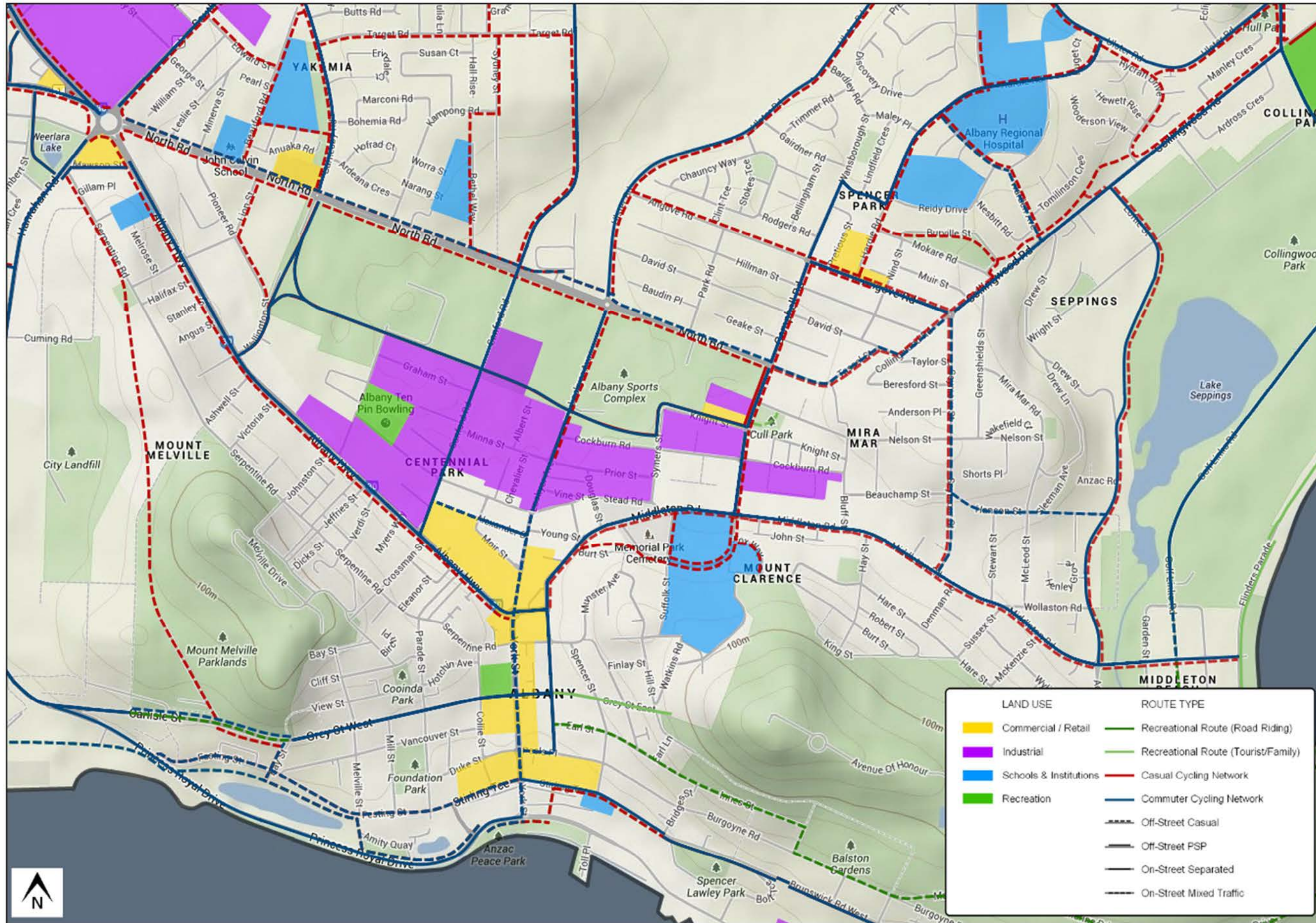


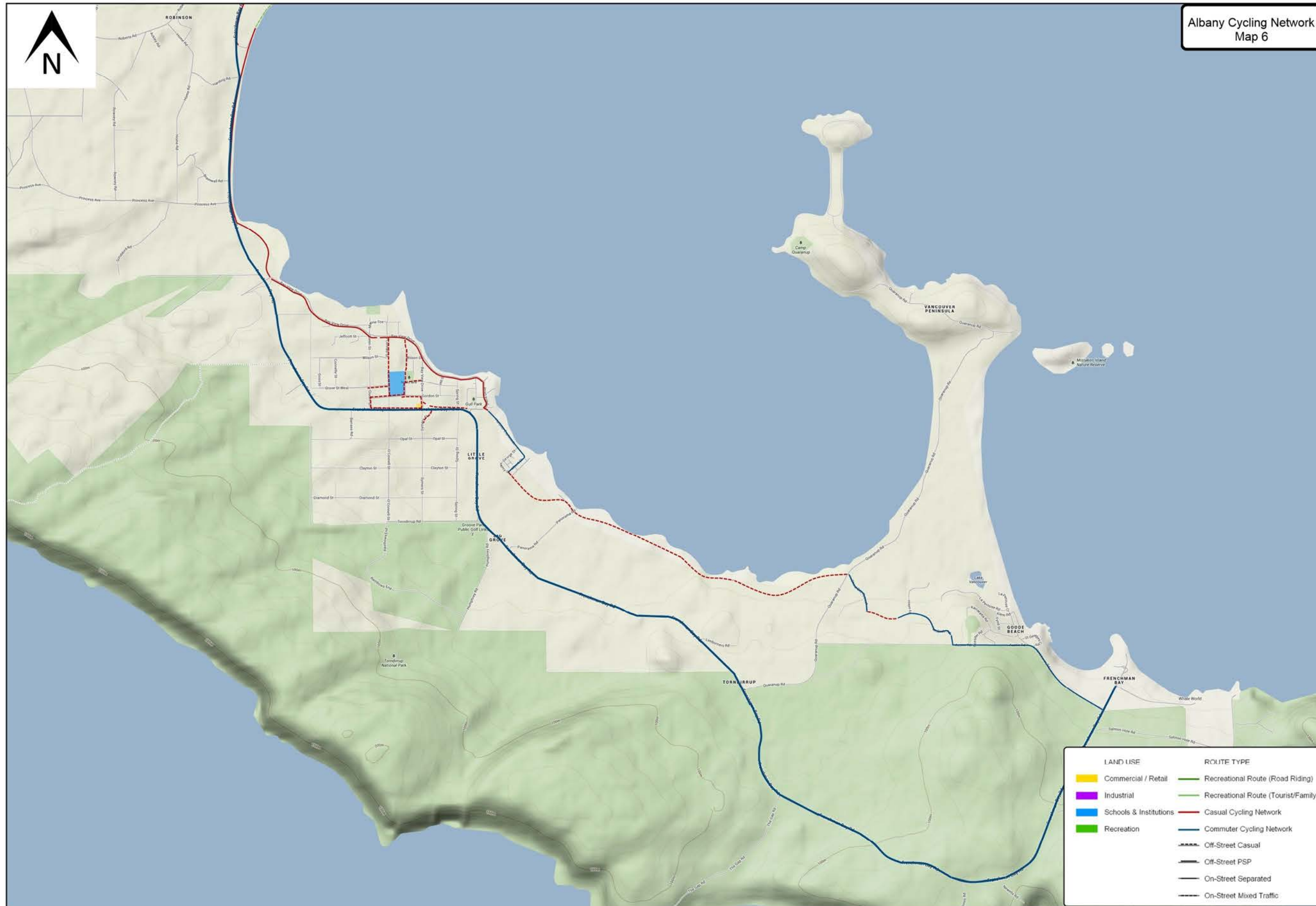
D3 Network Plan – South-West Quadrant [3]



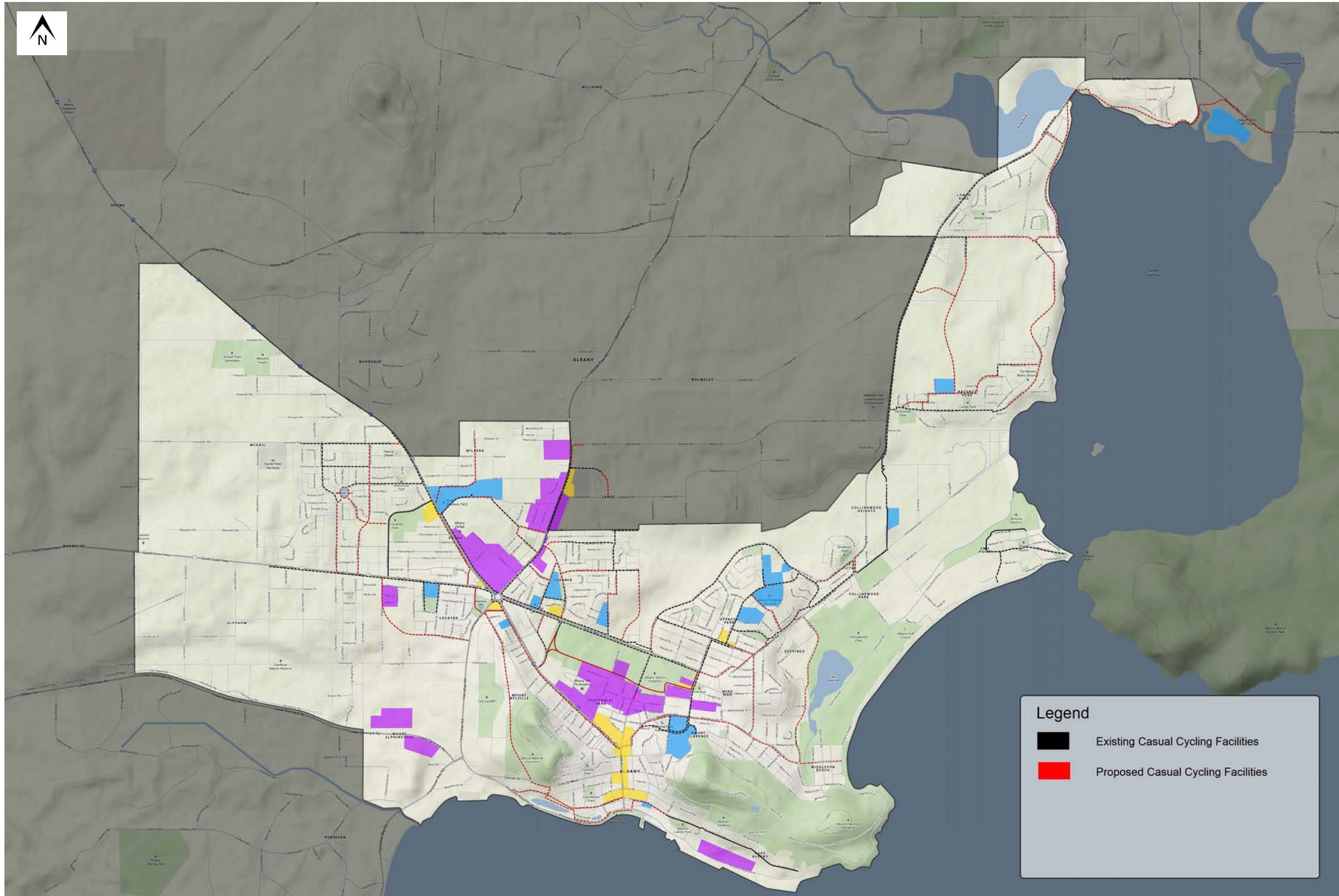
D4 Network Plan – South-East Quadrant [4]





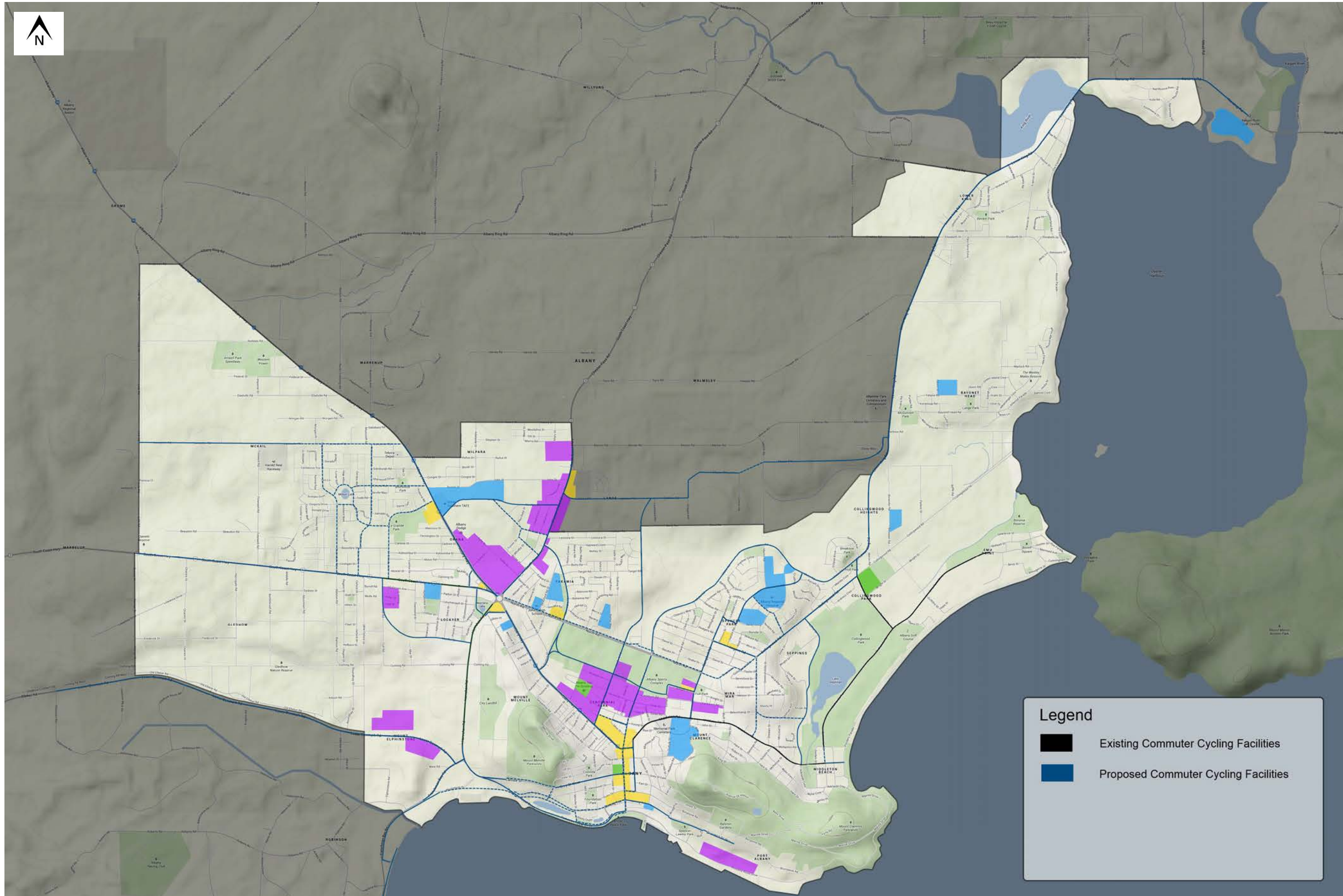


D7 Proposed Casual Cycling Infrastructure Changes – Albany Central

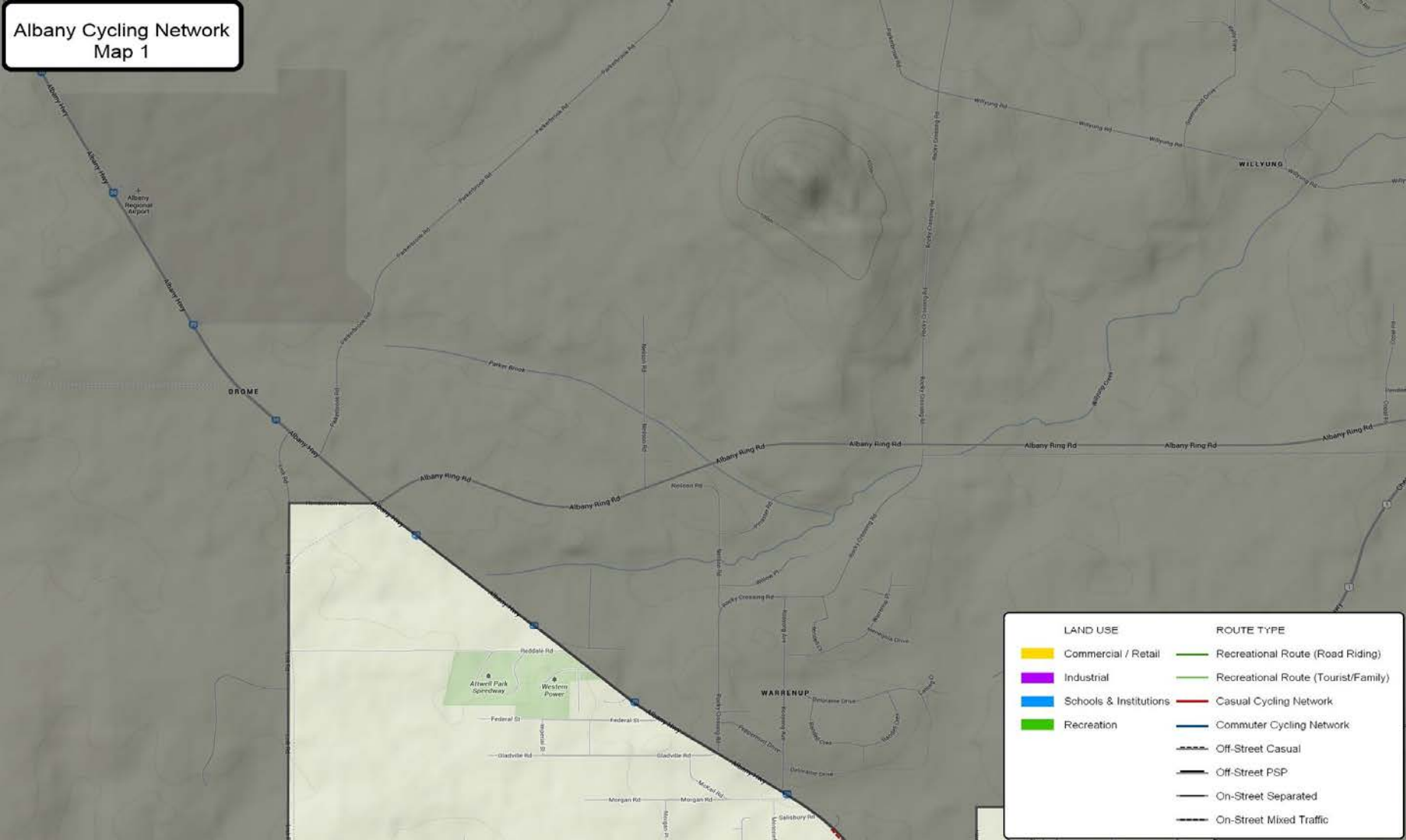


D8

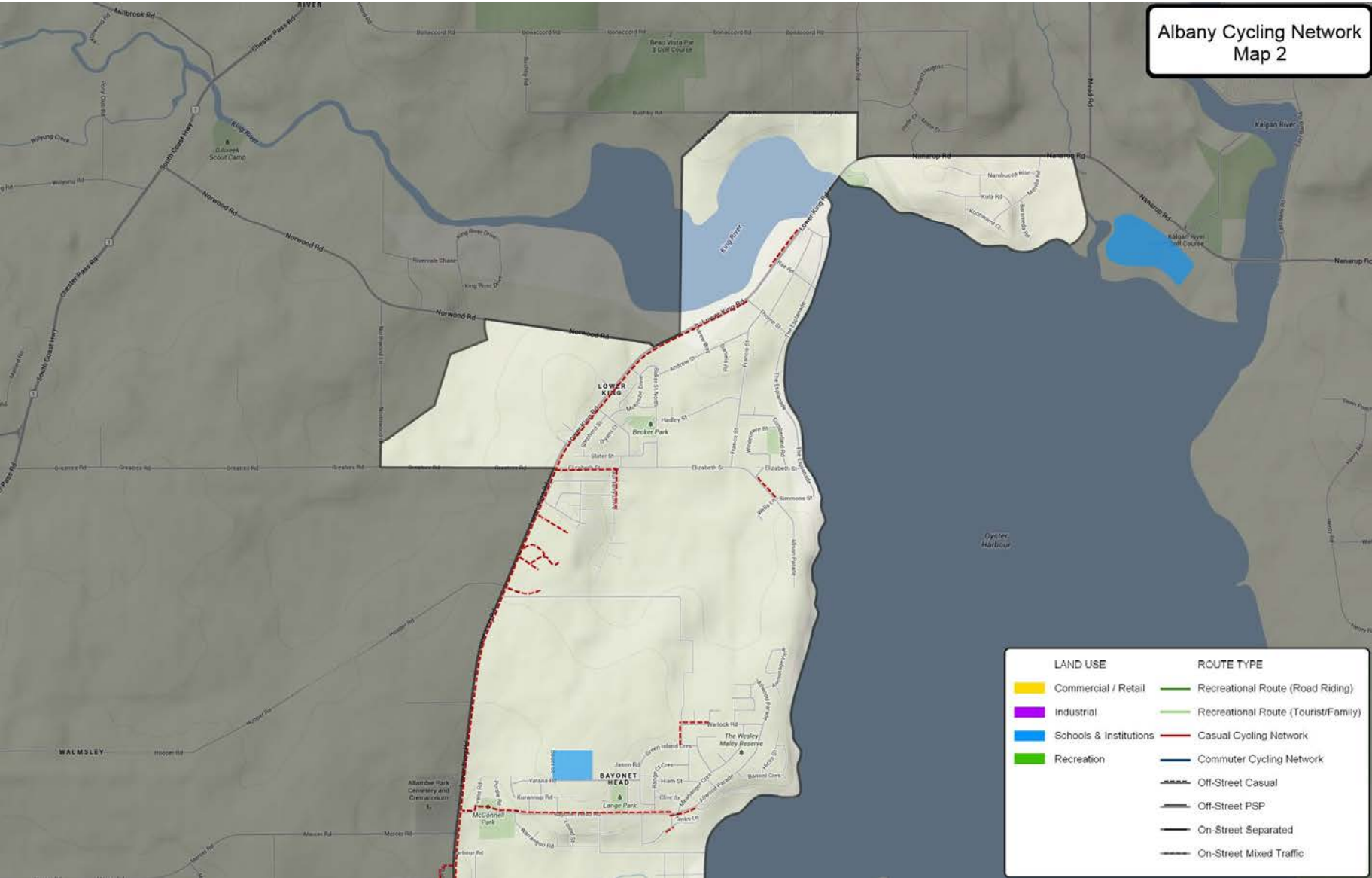
Proposed Commuter Cycling Infrastructure Changes – Albany Central



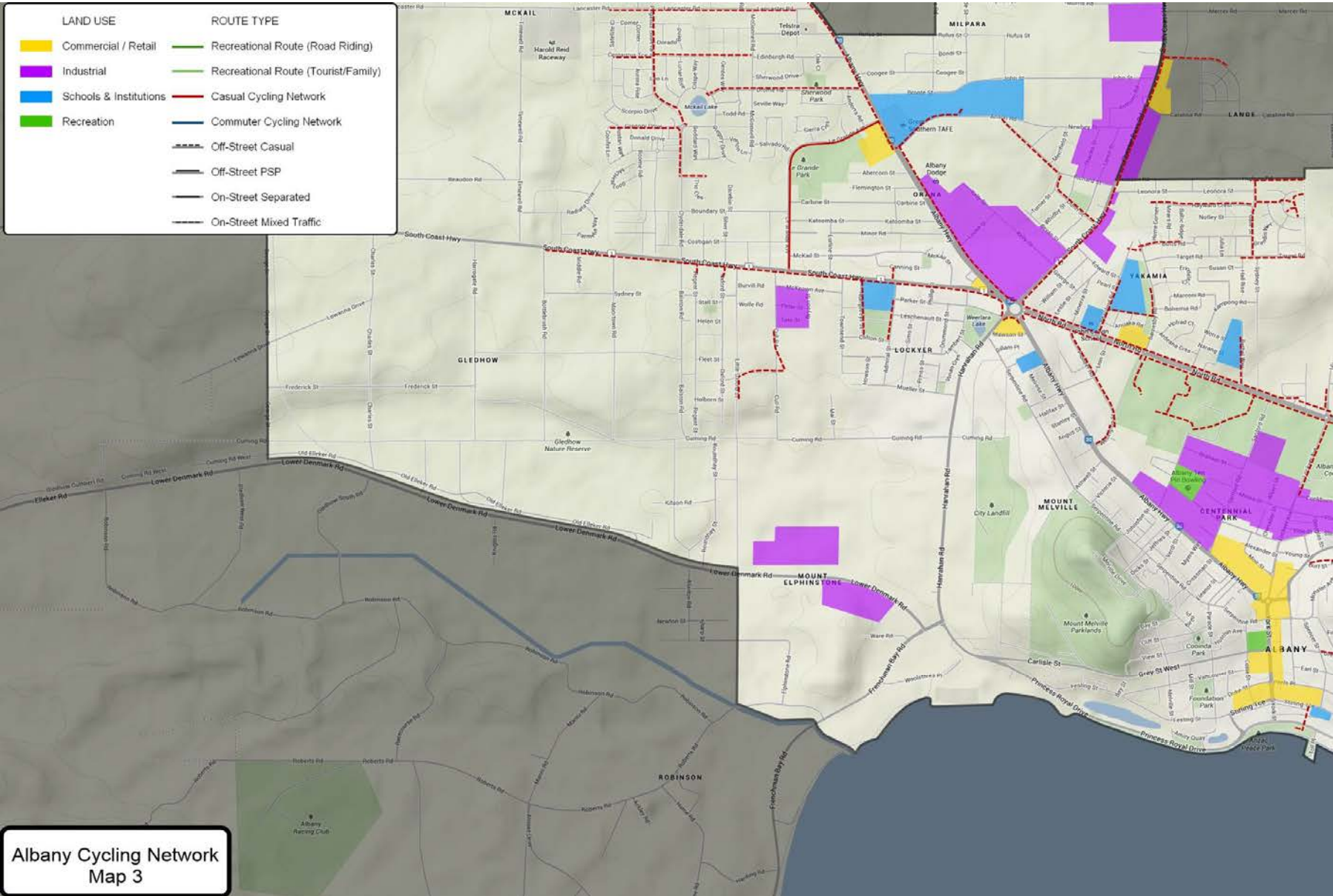
E1 Existing Facilities Casual Cycling Map



E2 Existing Facilities Casual Cycling Map



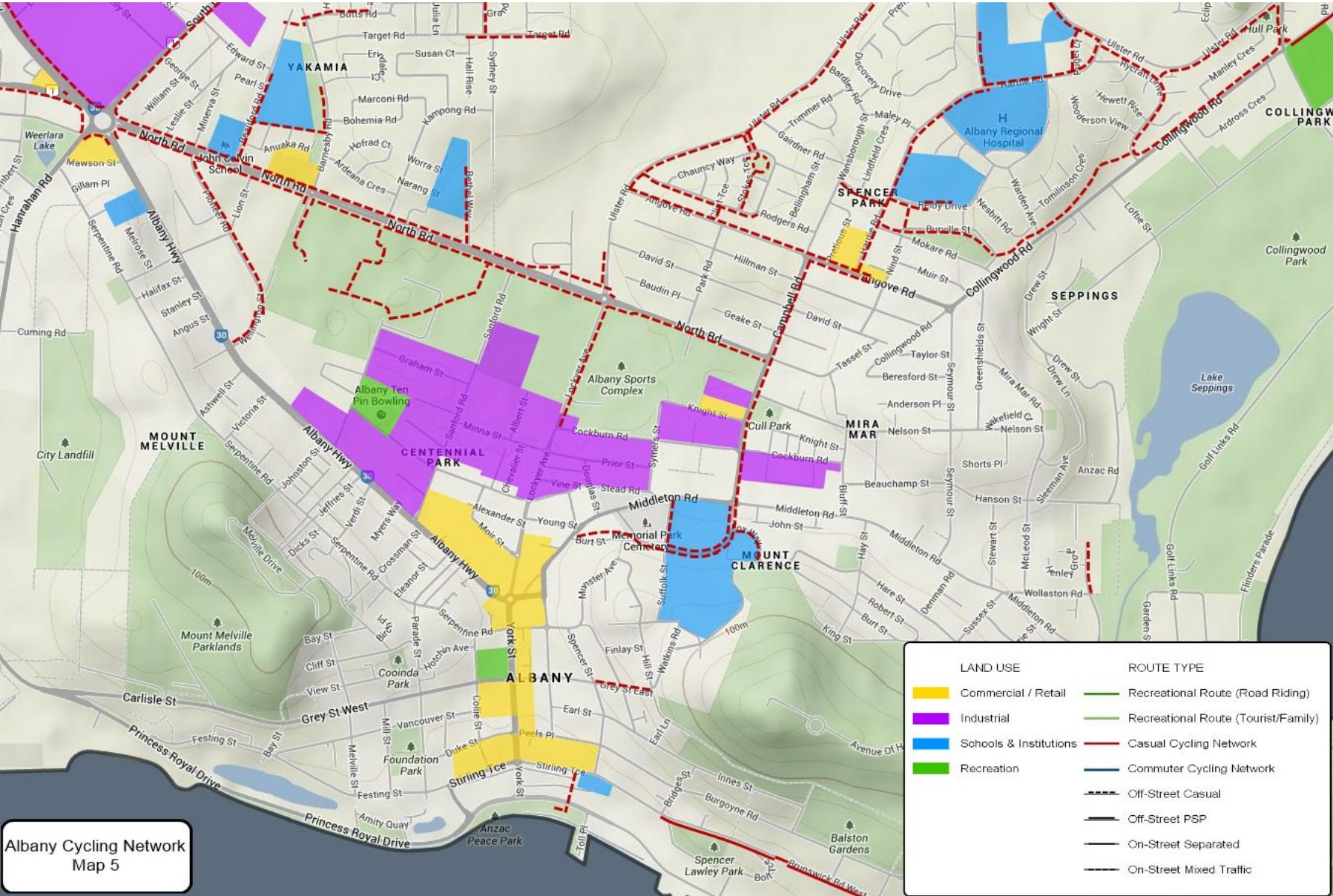
E3 Existing Facilities Casual Cycling Map



E4 Existing Facilities Casual Cycling Map

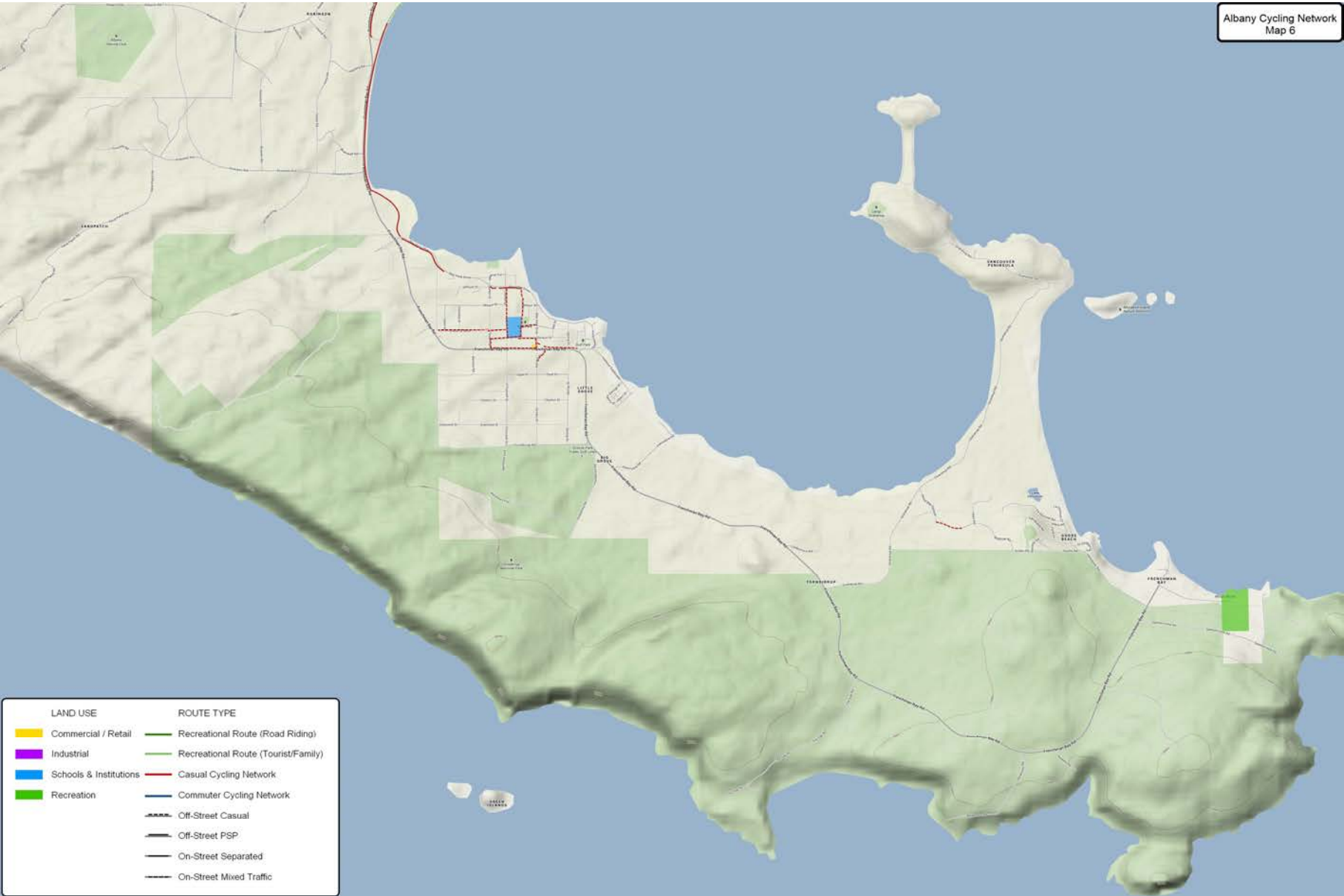


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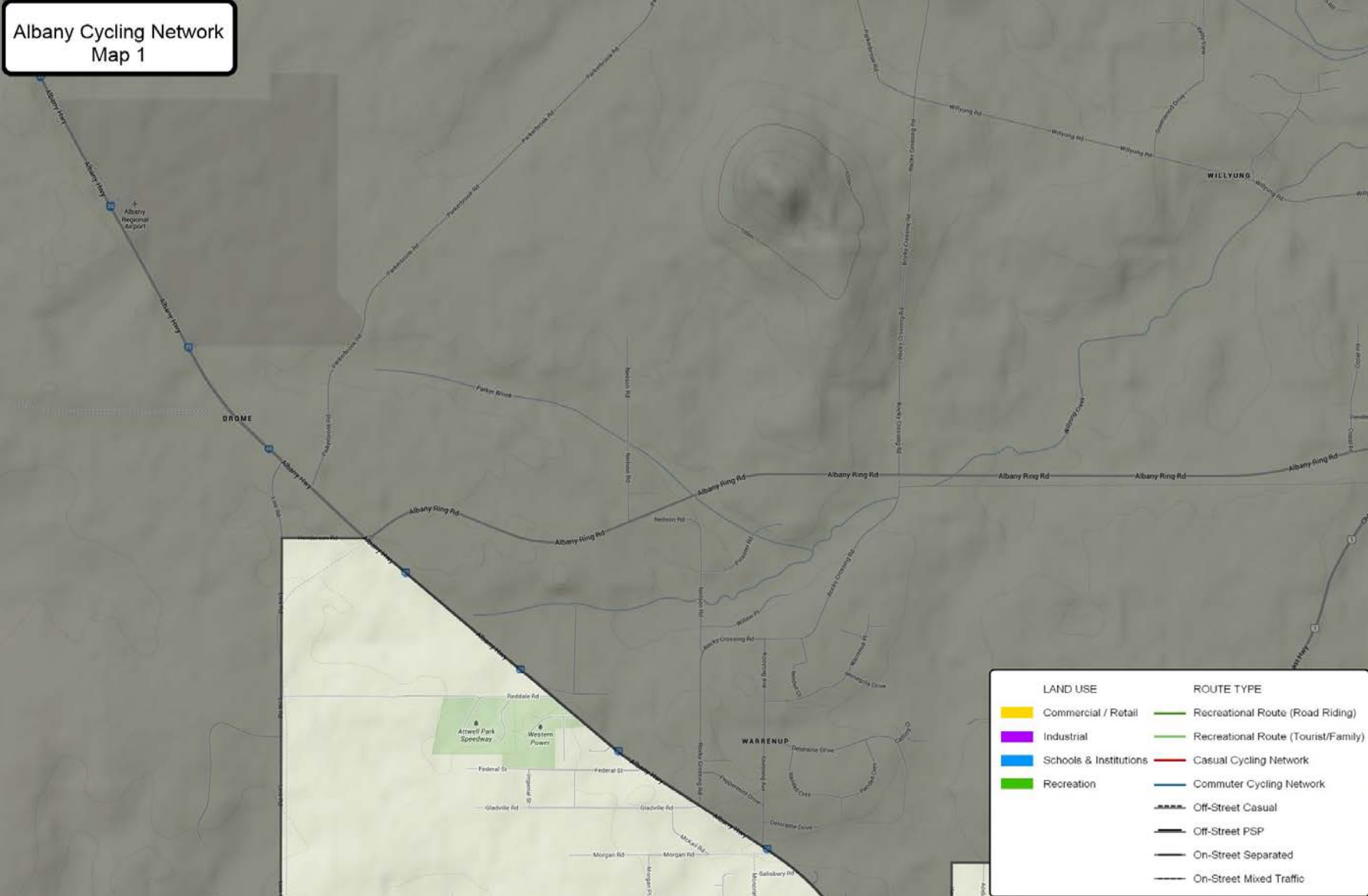


Albany Cycling Network Map 5

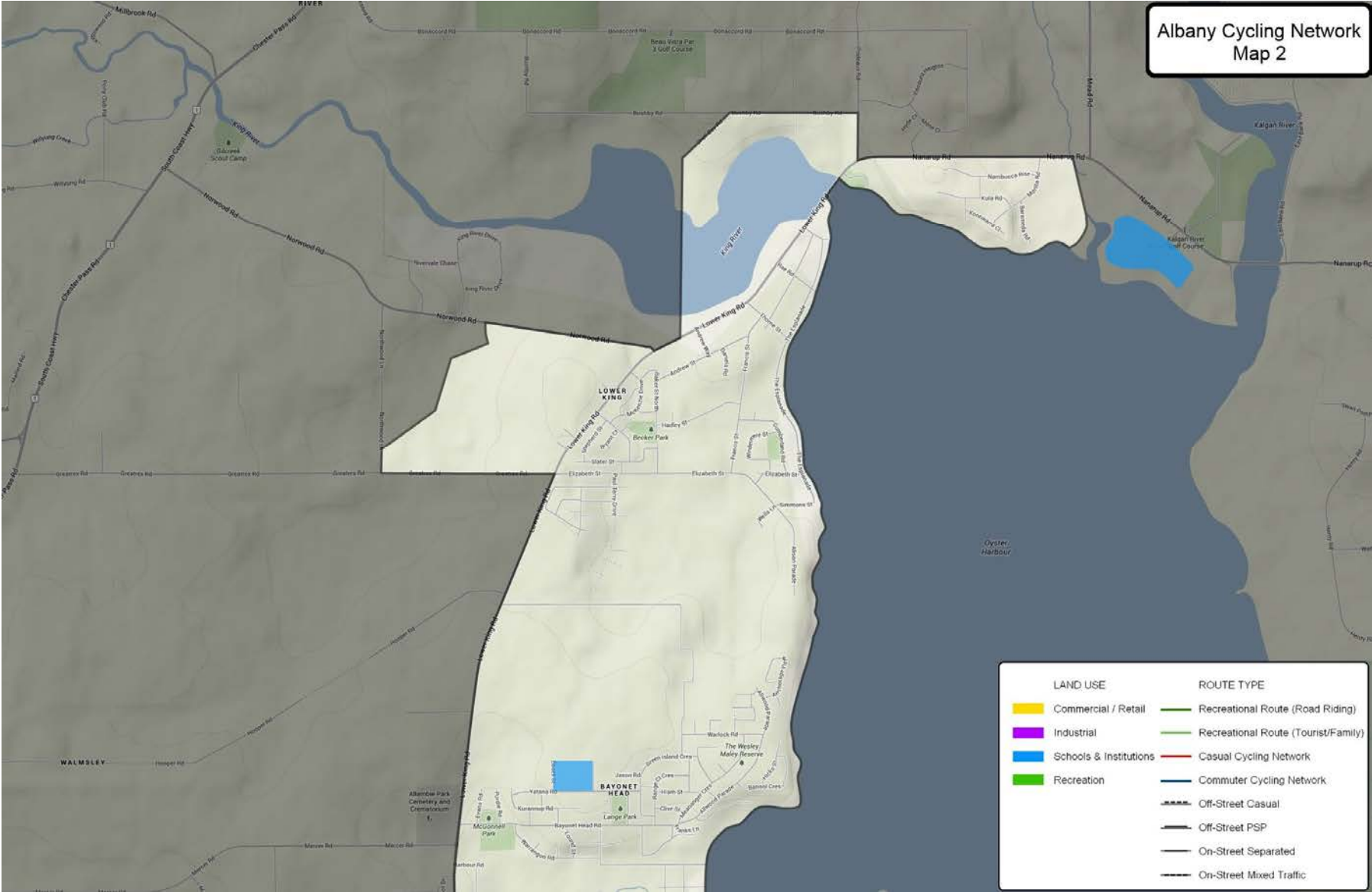
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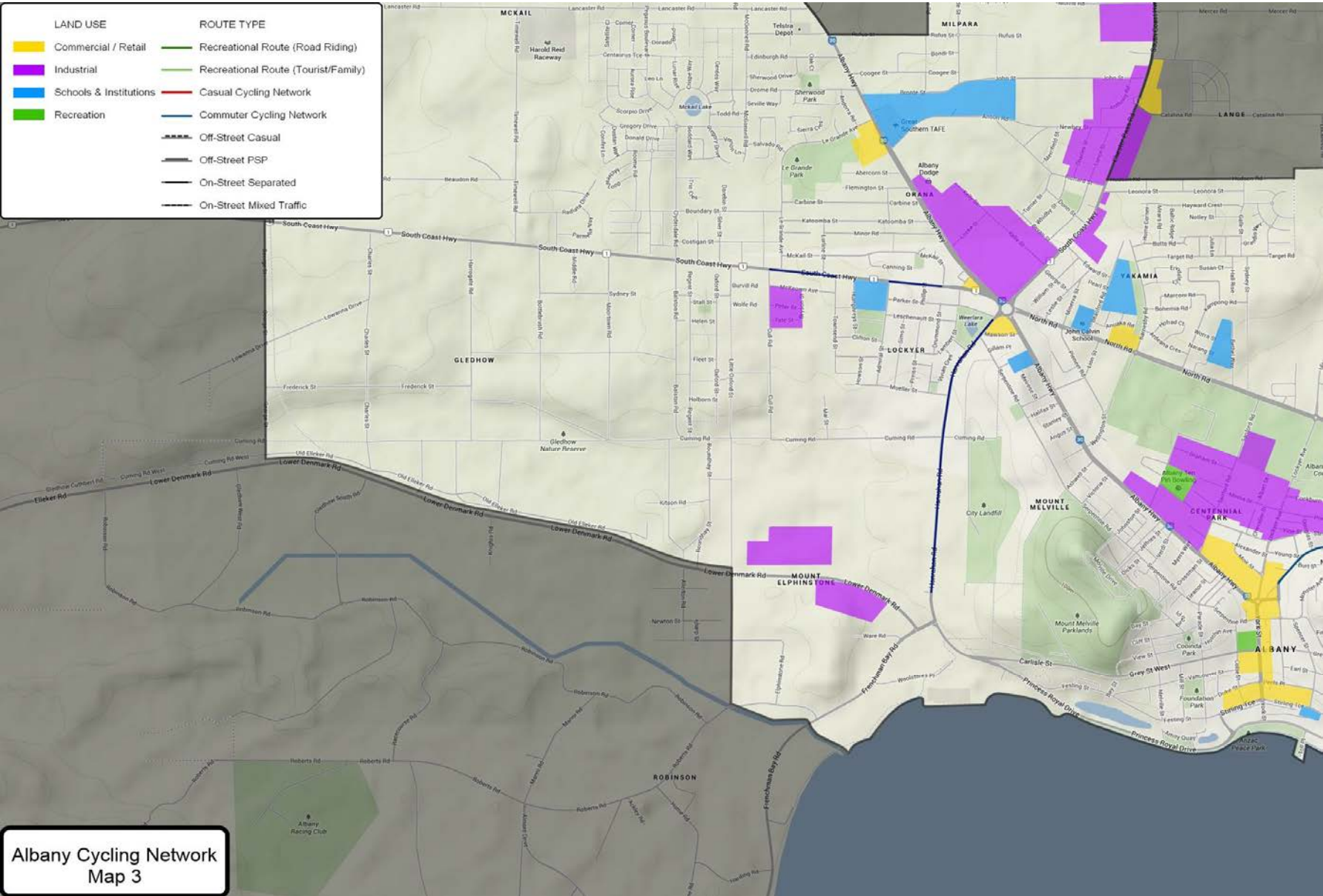
E7 Existing Facilities Commuter Cycling Map



E8 Existing Facilities Commuter Cycling Map

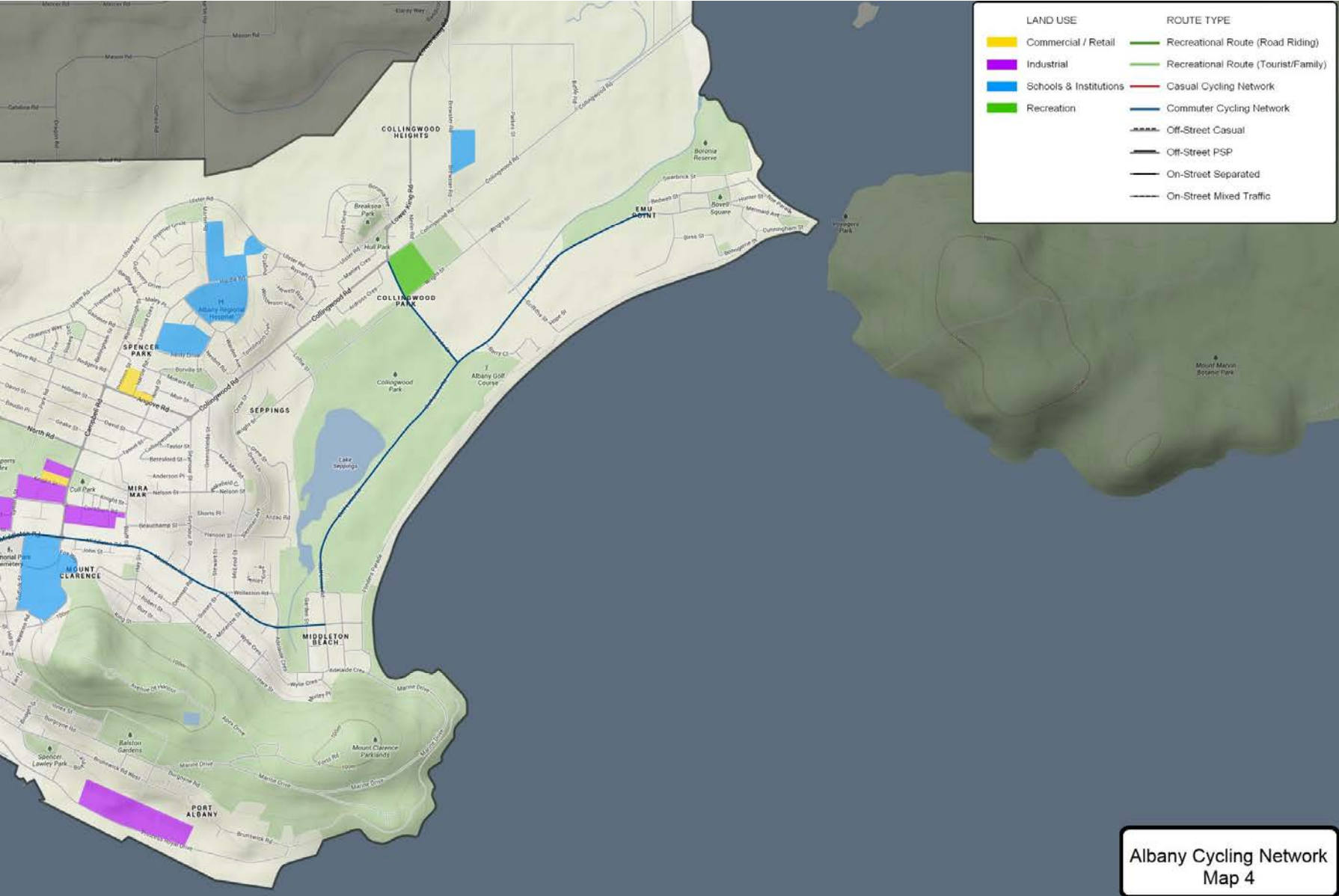


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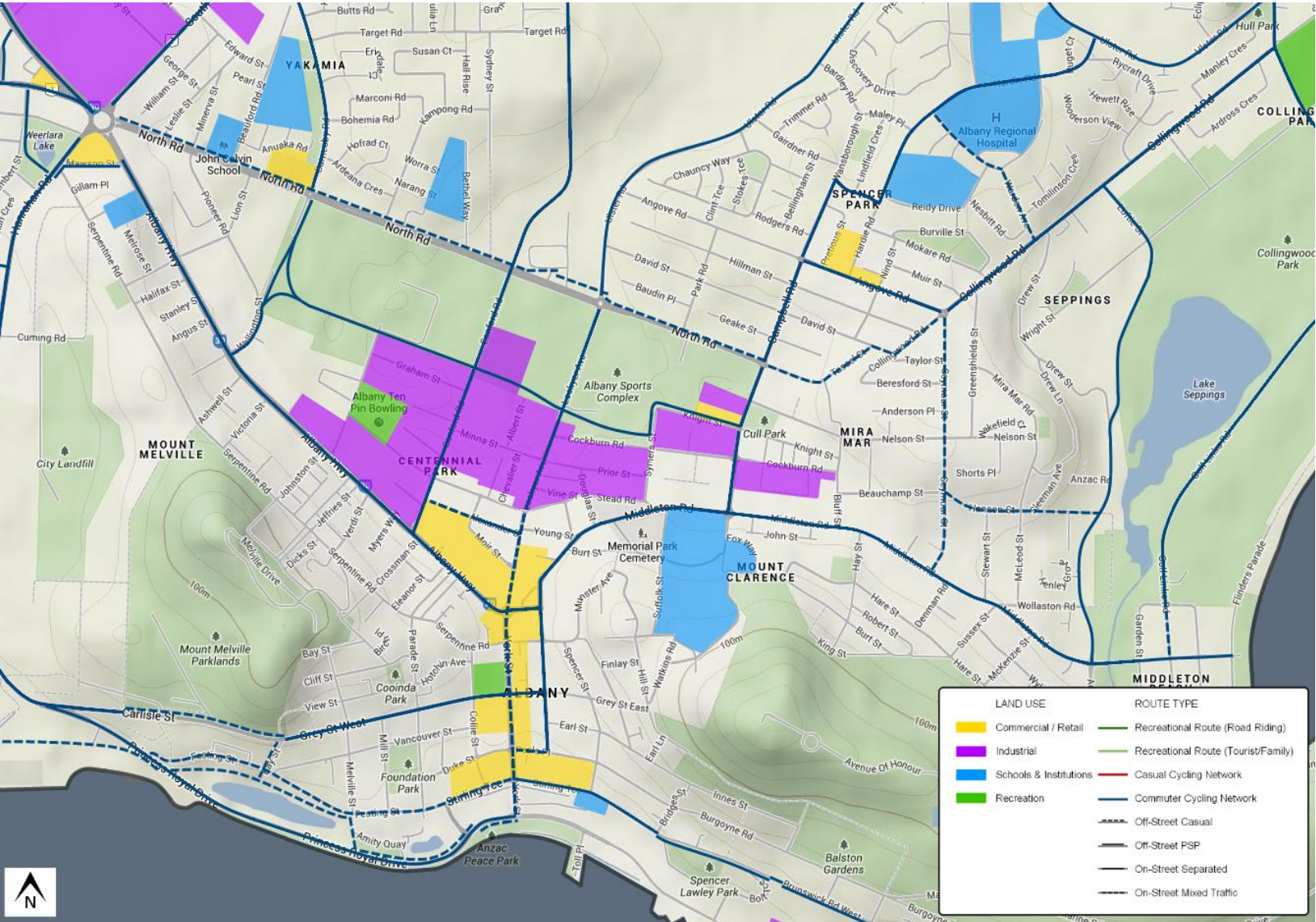


Albany Cycling Network Map 3

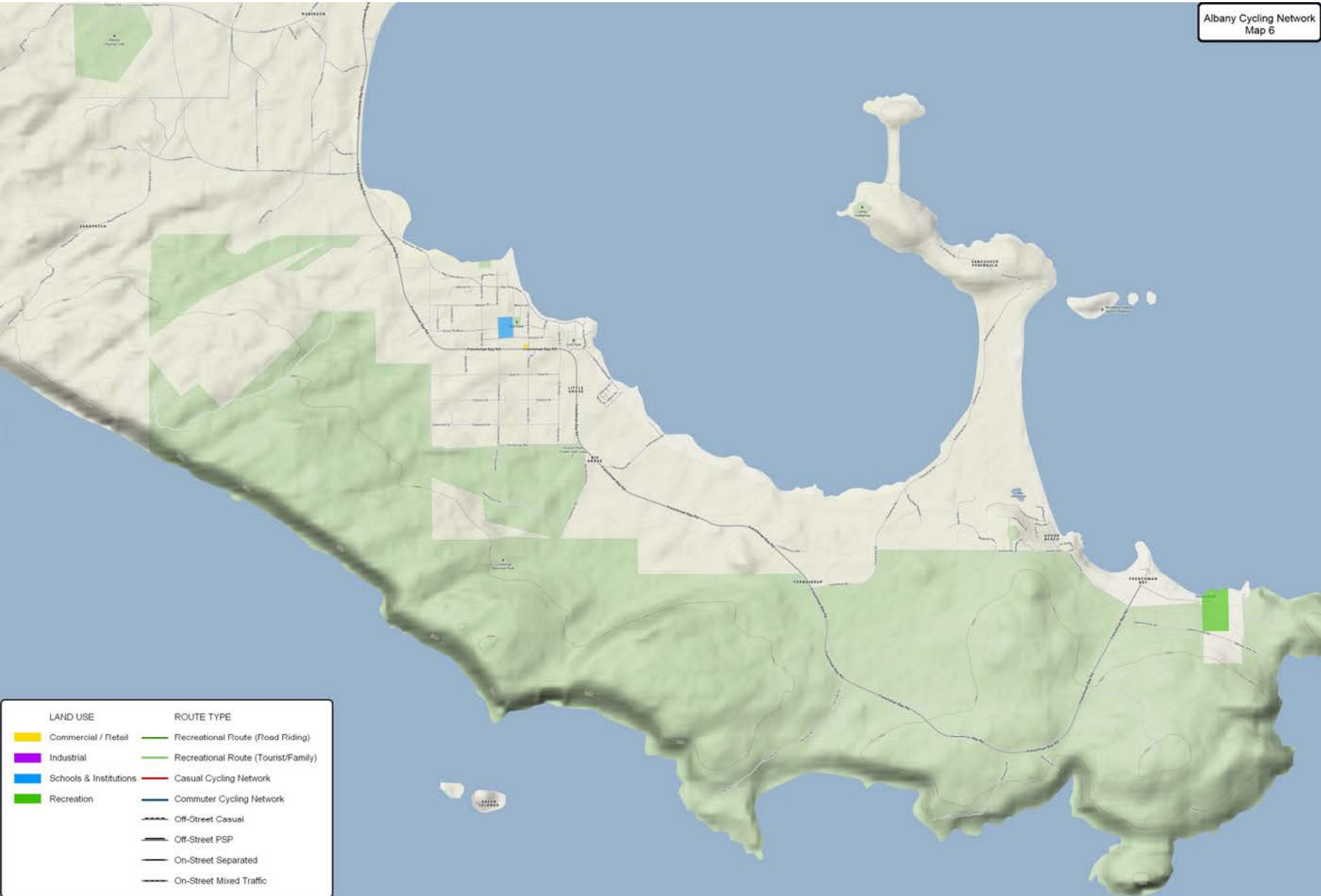
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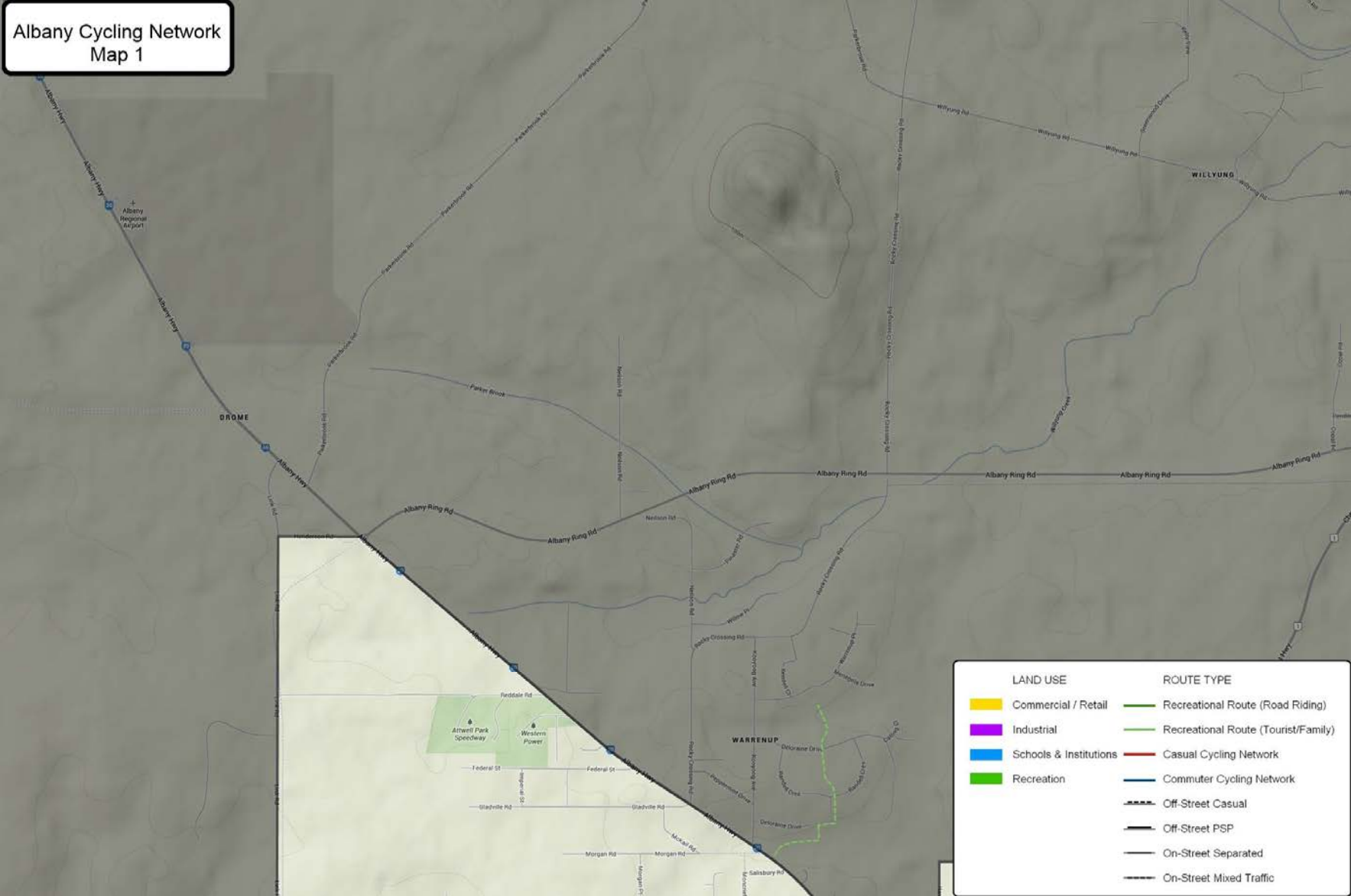
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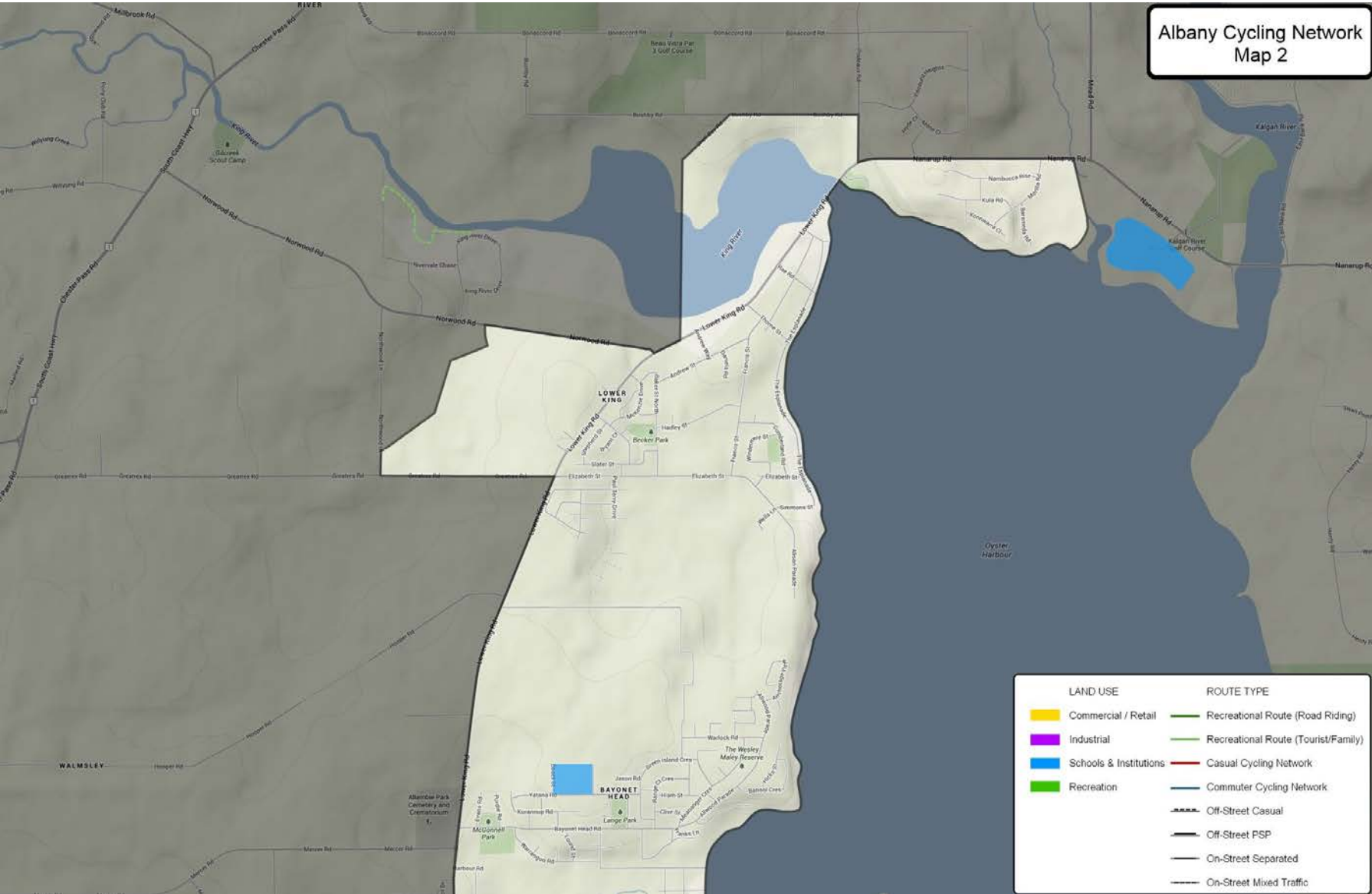
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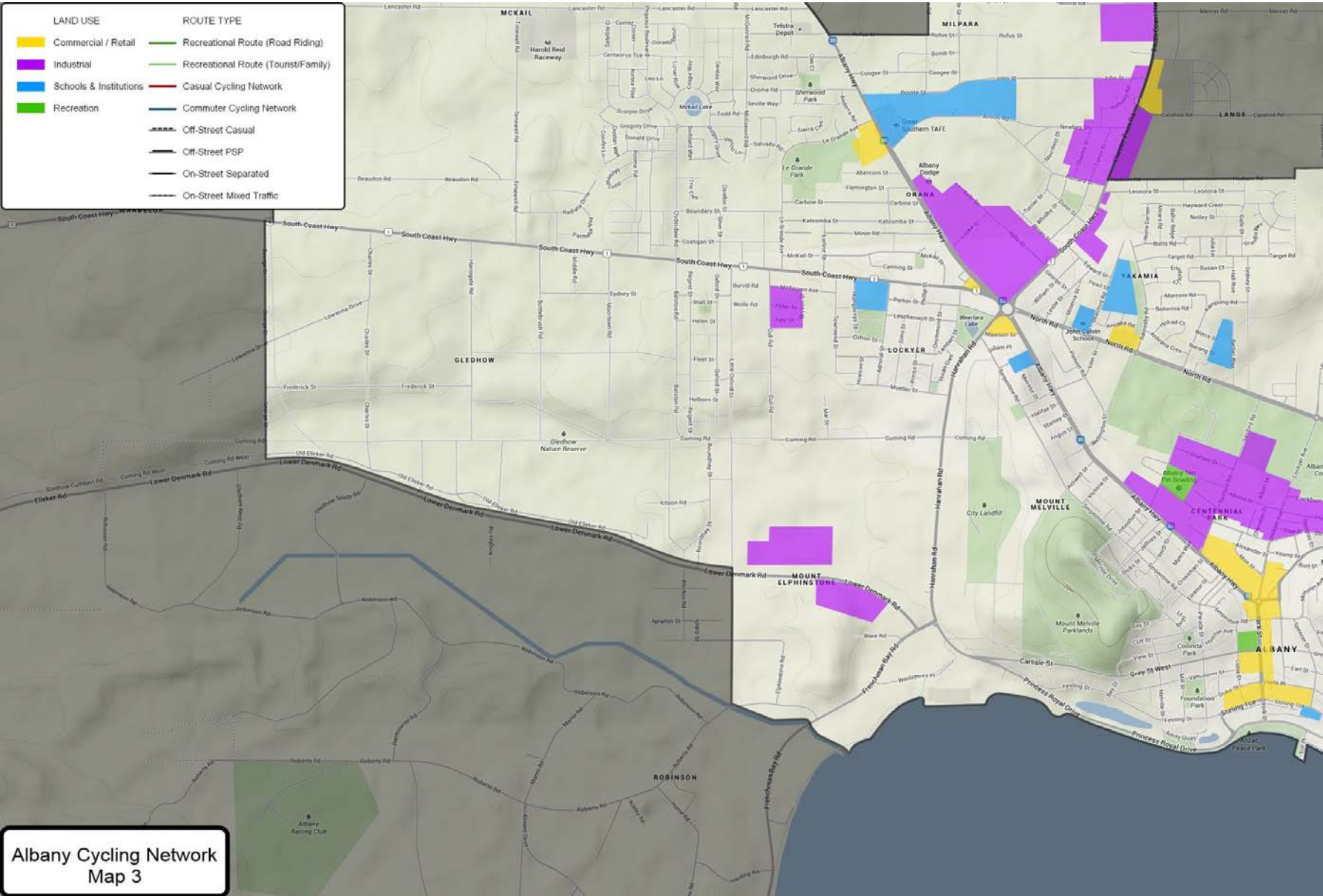
E13 Existing Facilities Recreational Cycling Map



E14 Existing Facilities Recreational Cycling Map



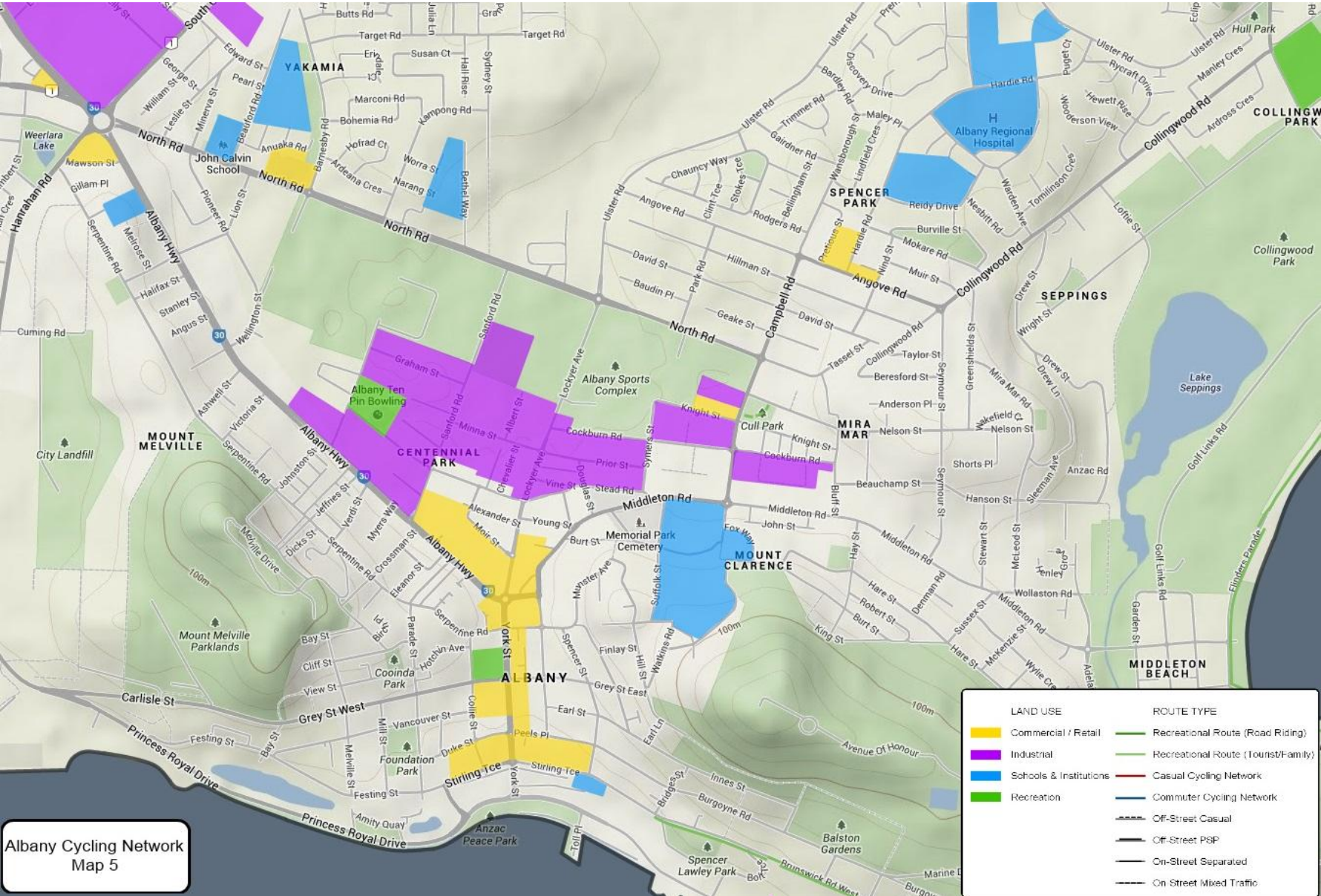
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E16 Existing Facilities Recreational Cycling Map

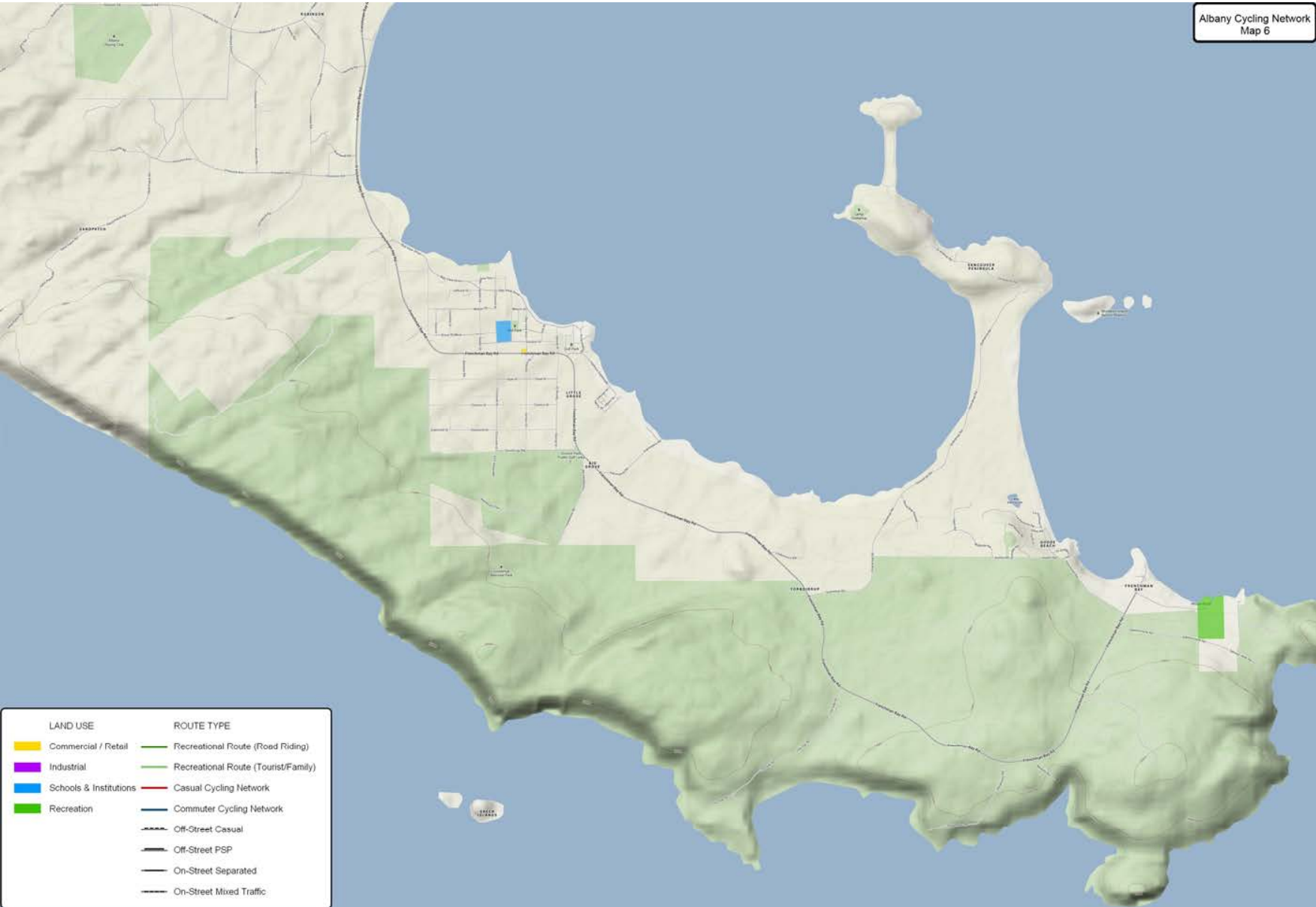


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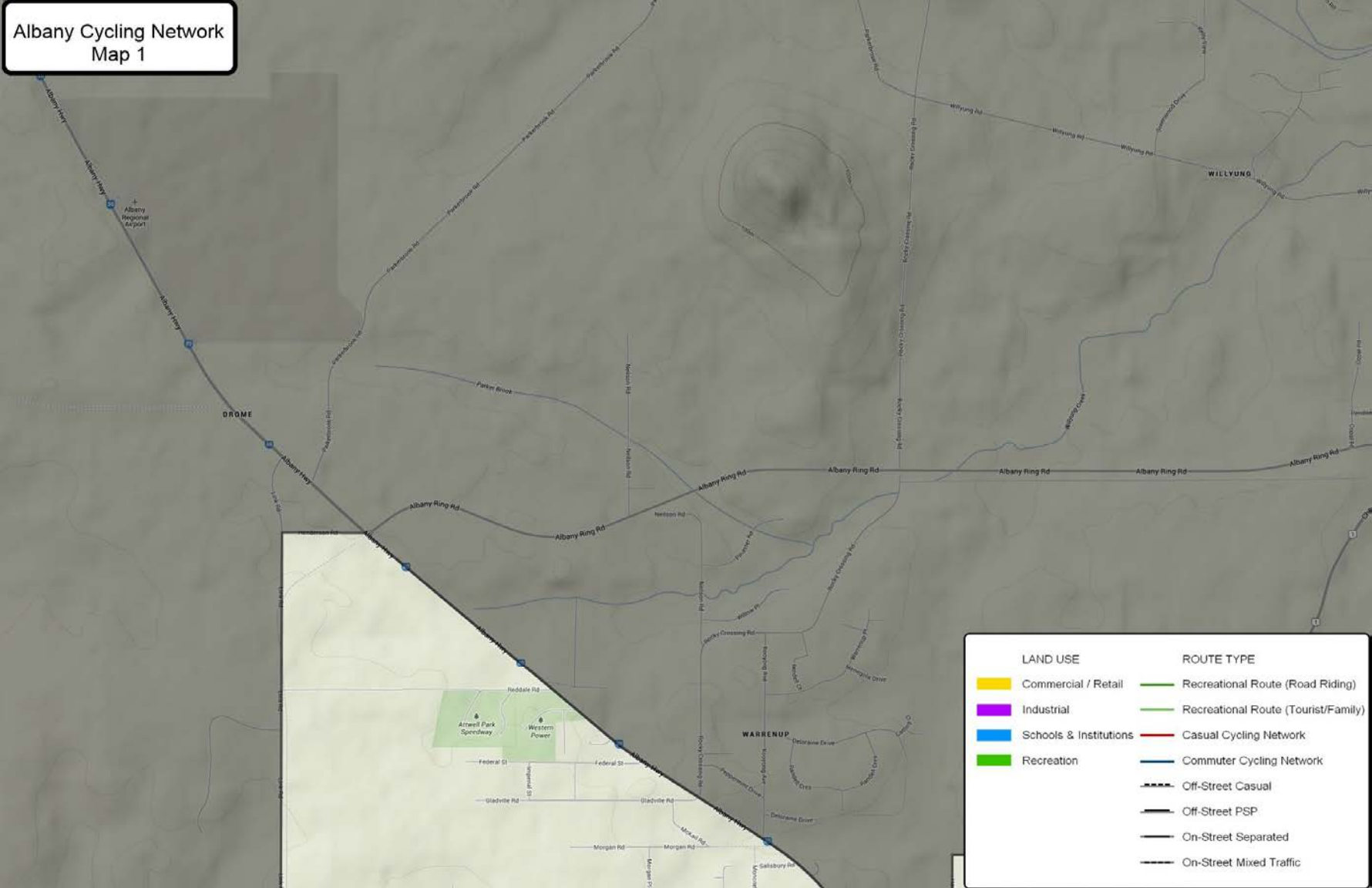


Albany Cycling Network Map 5

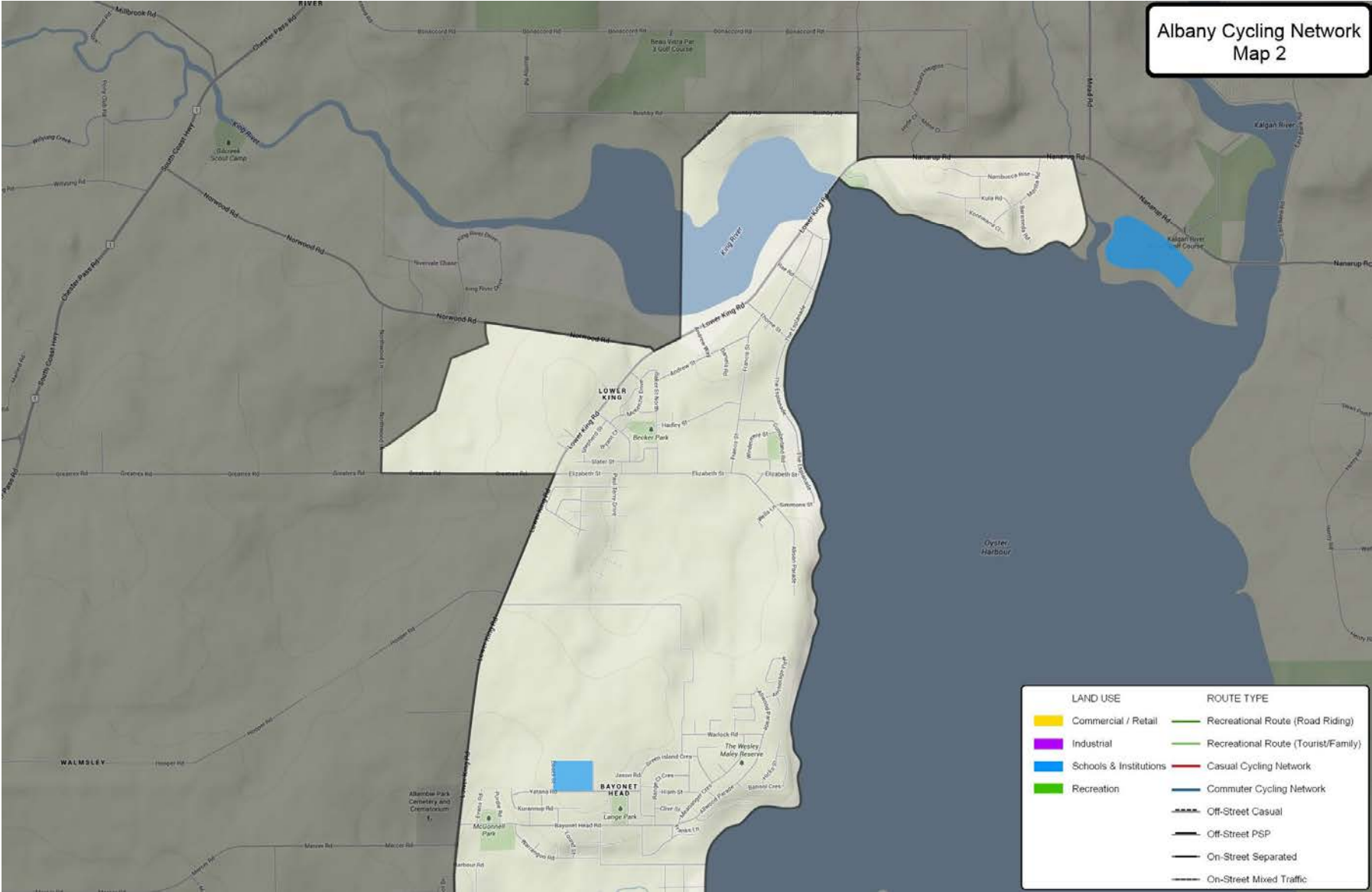
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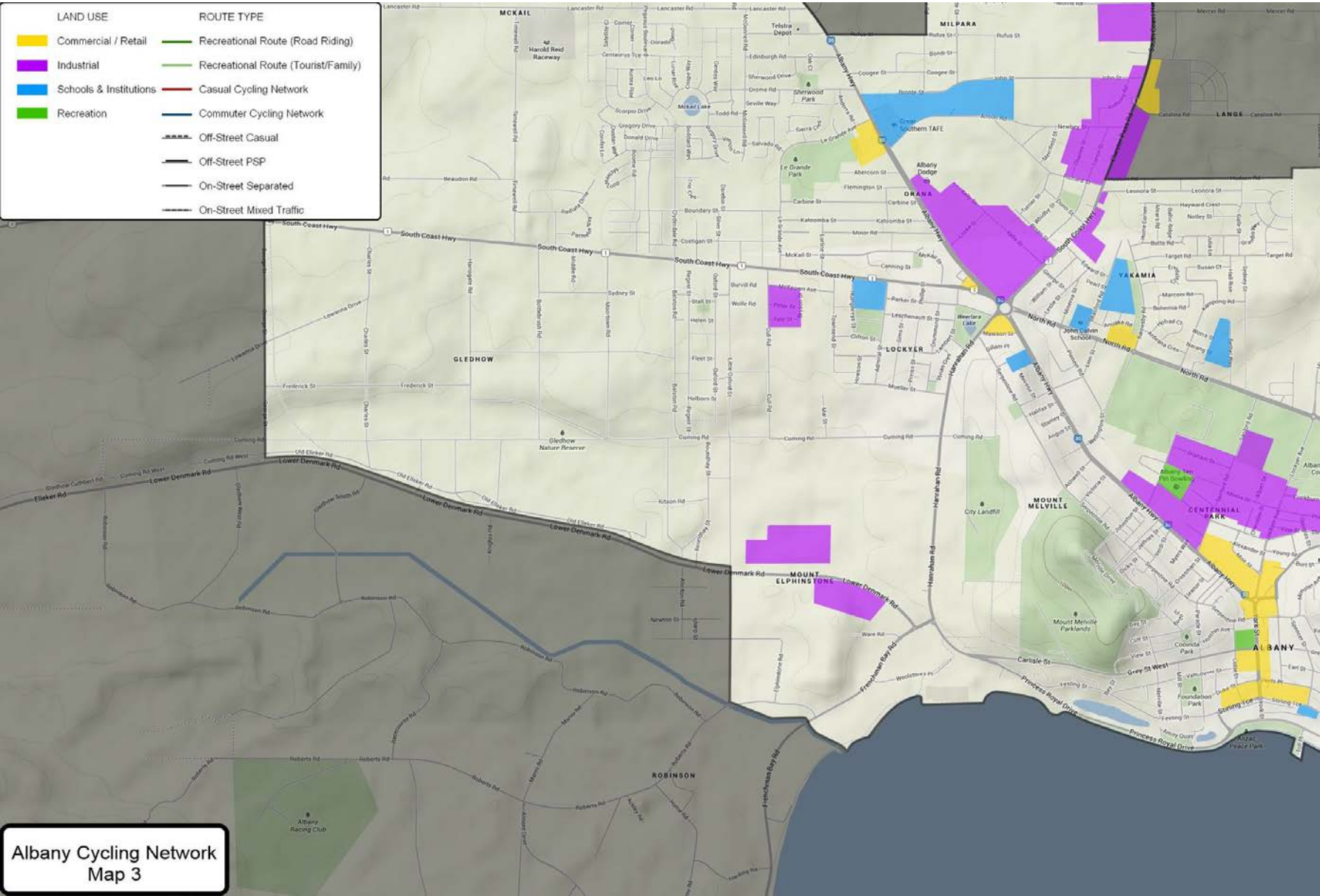
E19 Existing Facilities Road Riding Cycling Map



E20 Existing Facilities Road Riding Cycling Map

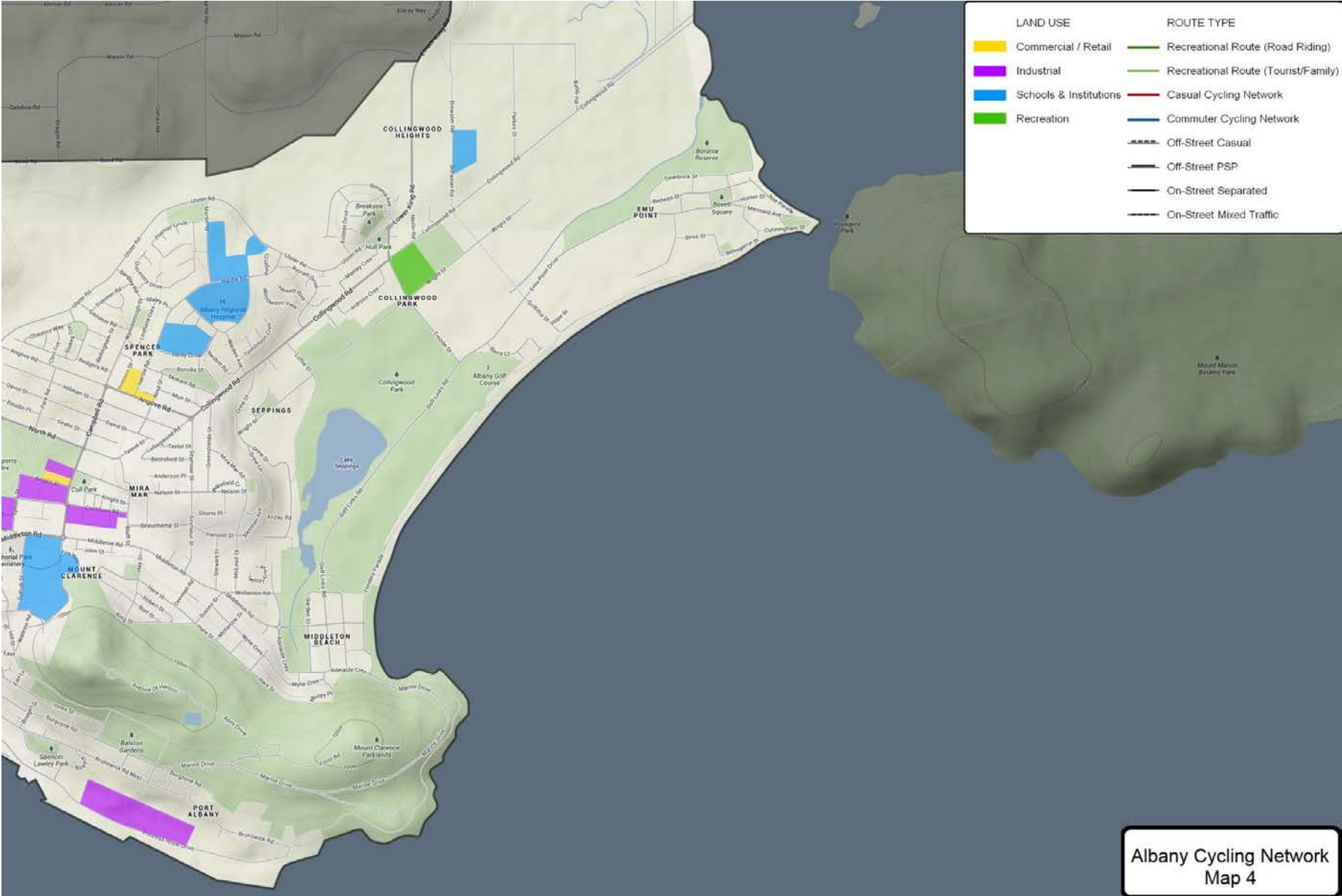


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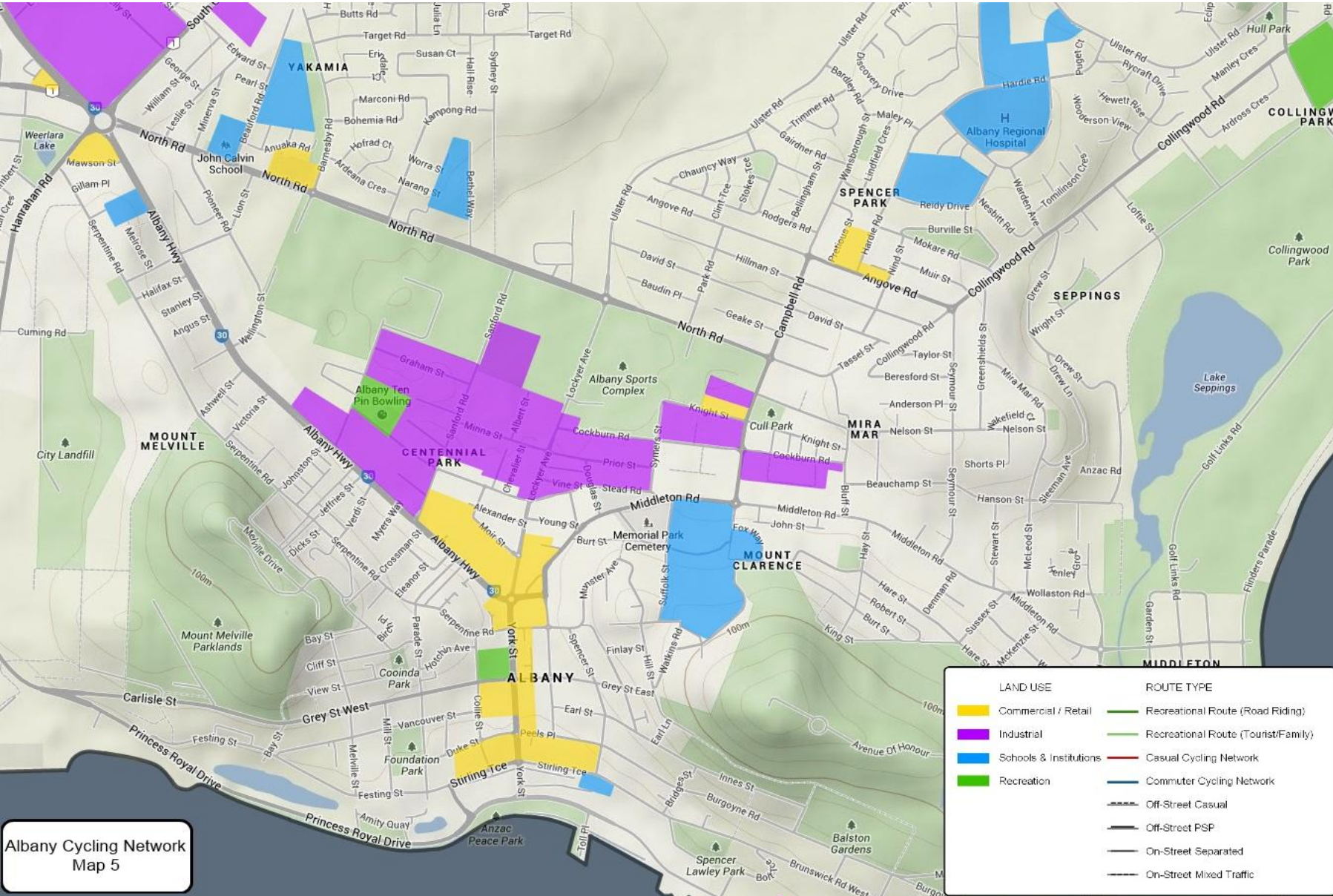


Albany Cycling Network Map 3

E22 Existing Facilities Road Riding Cycling Map

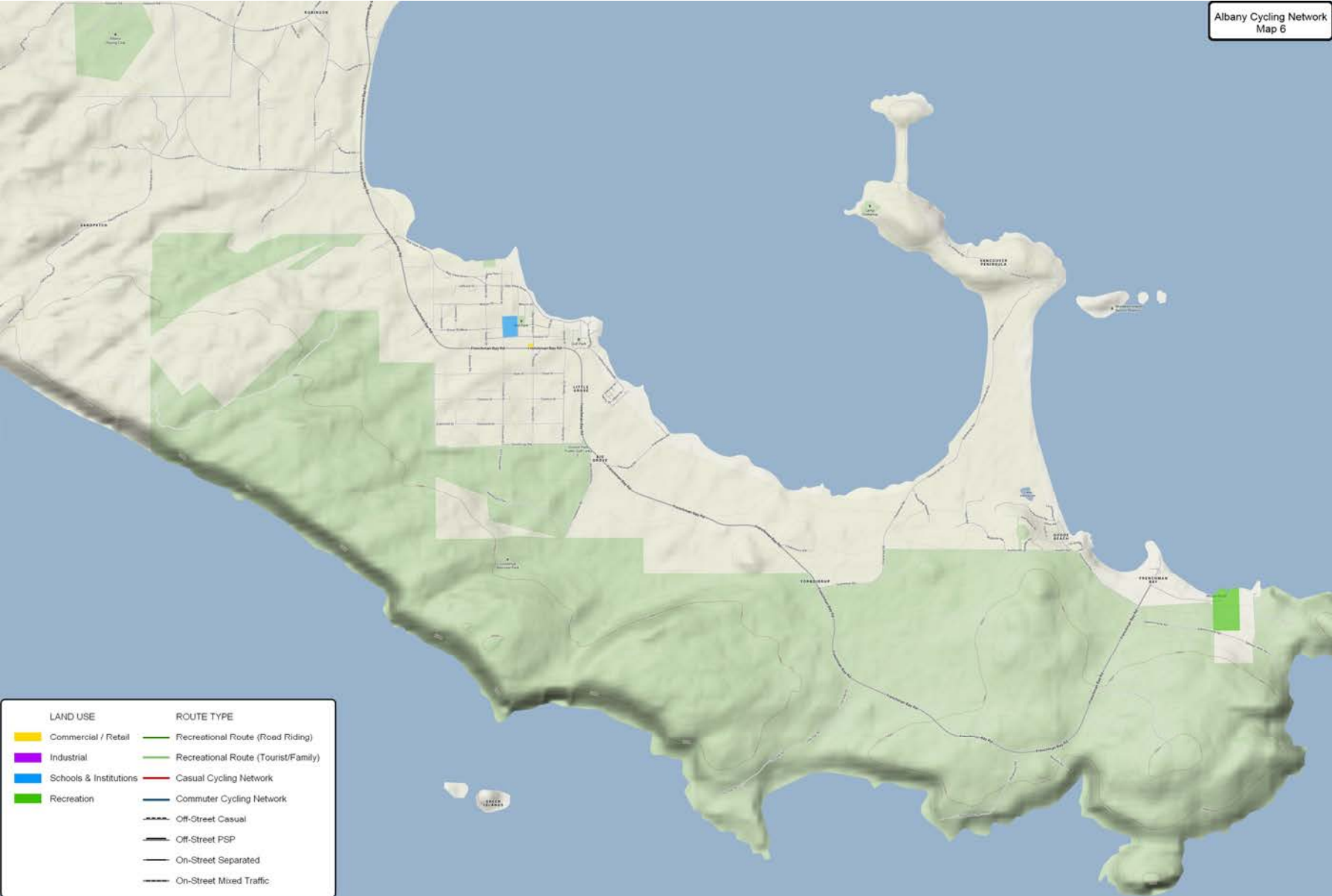


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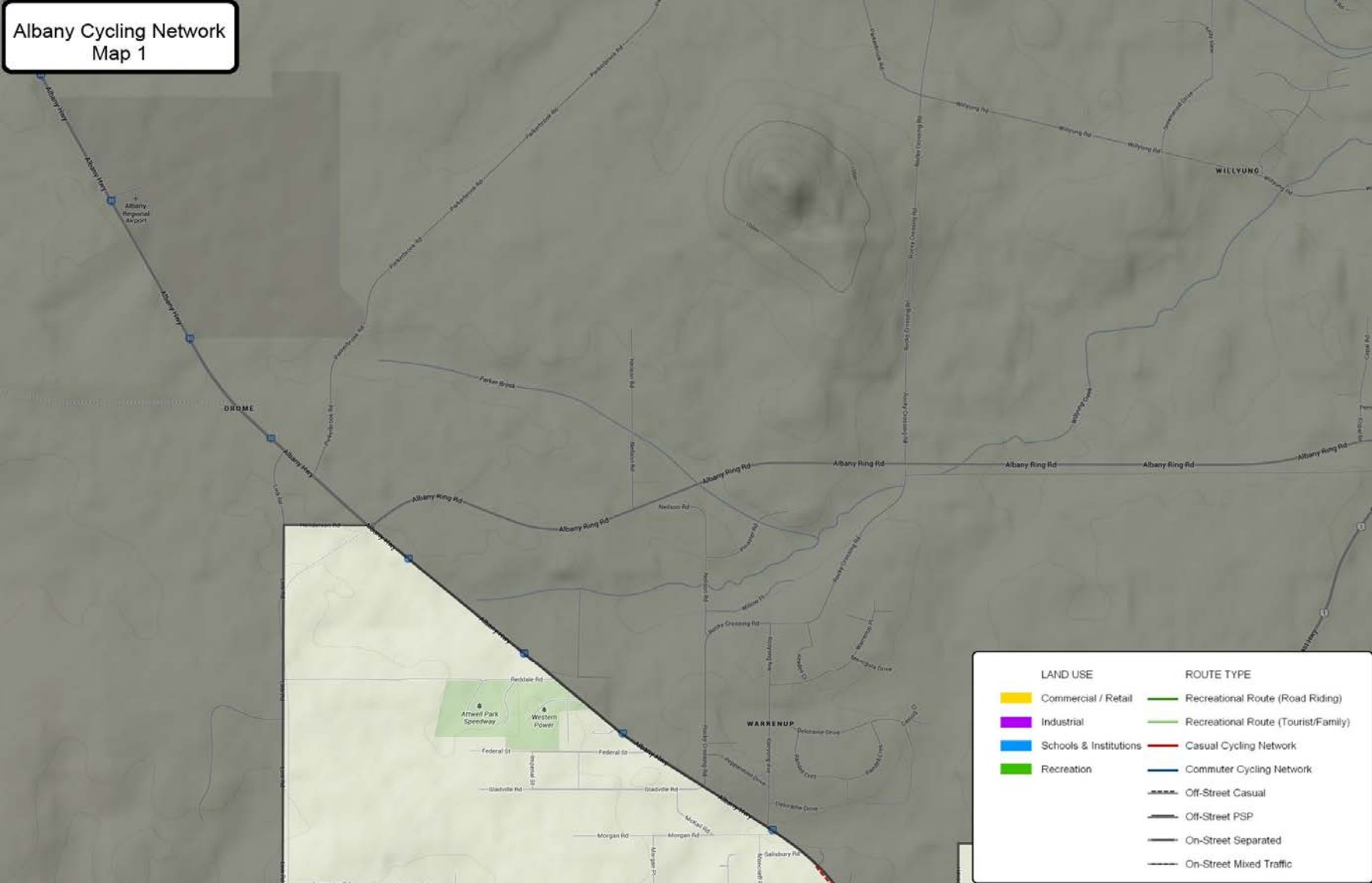


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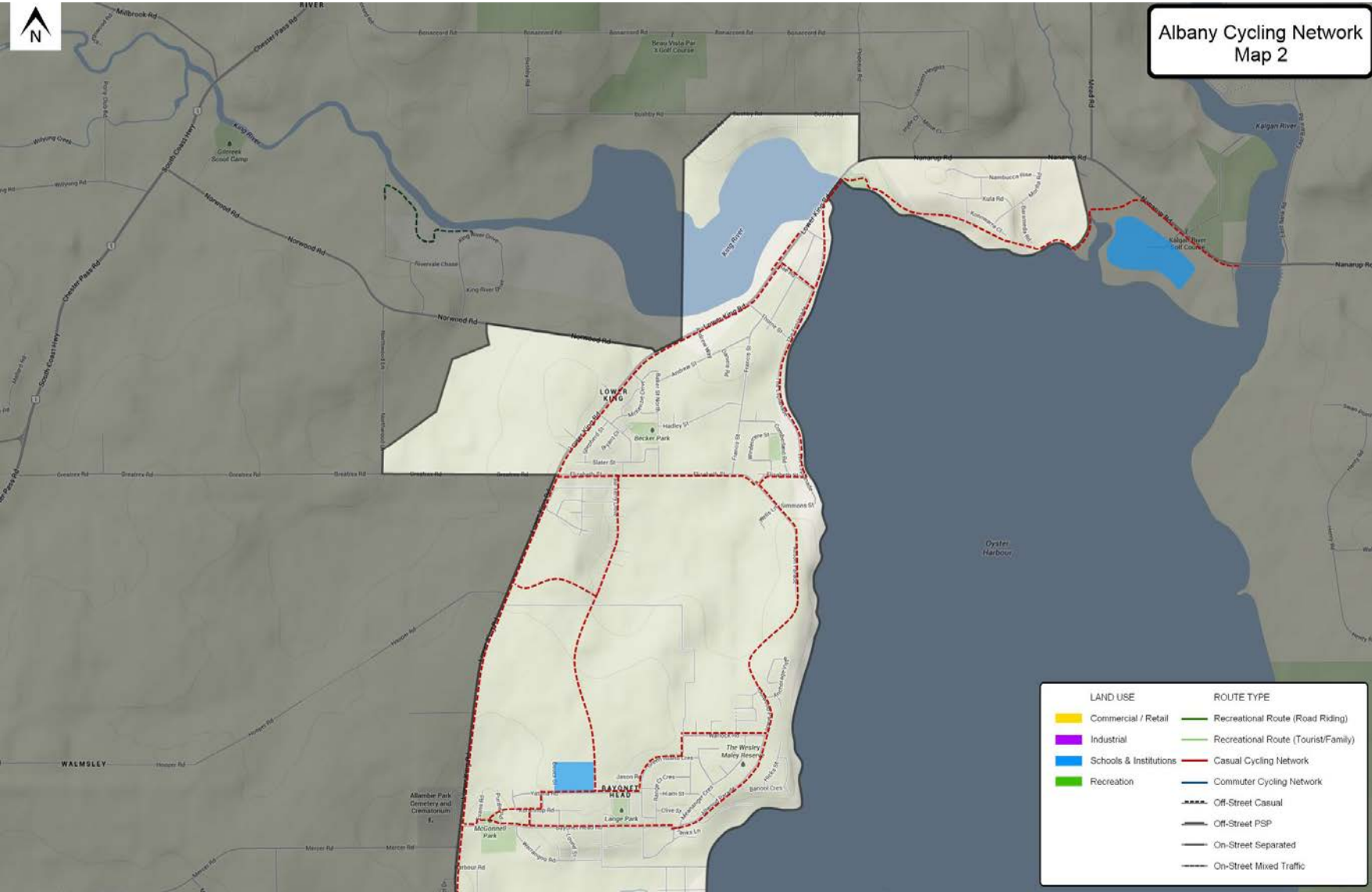
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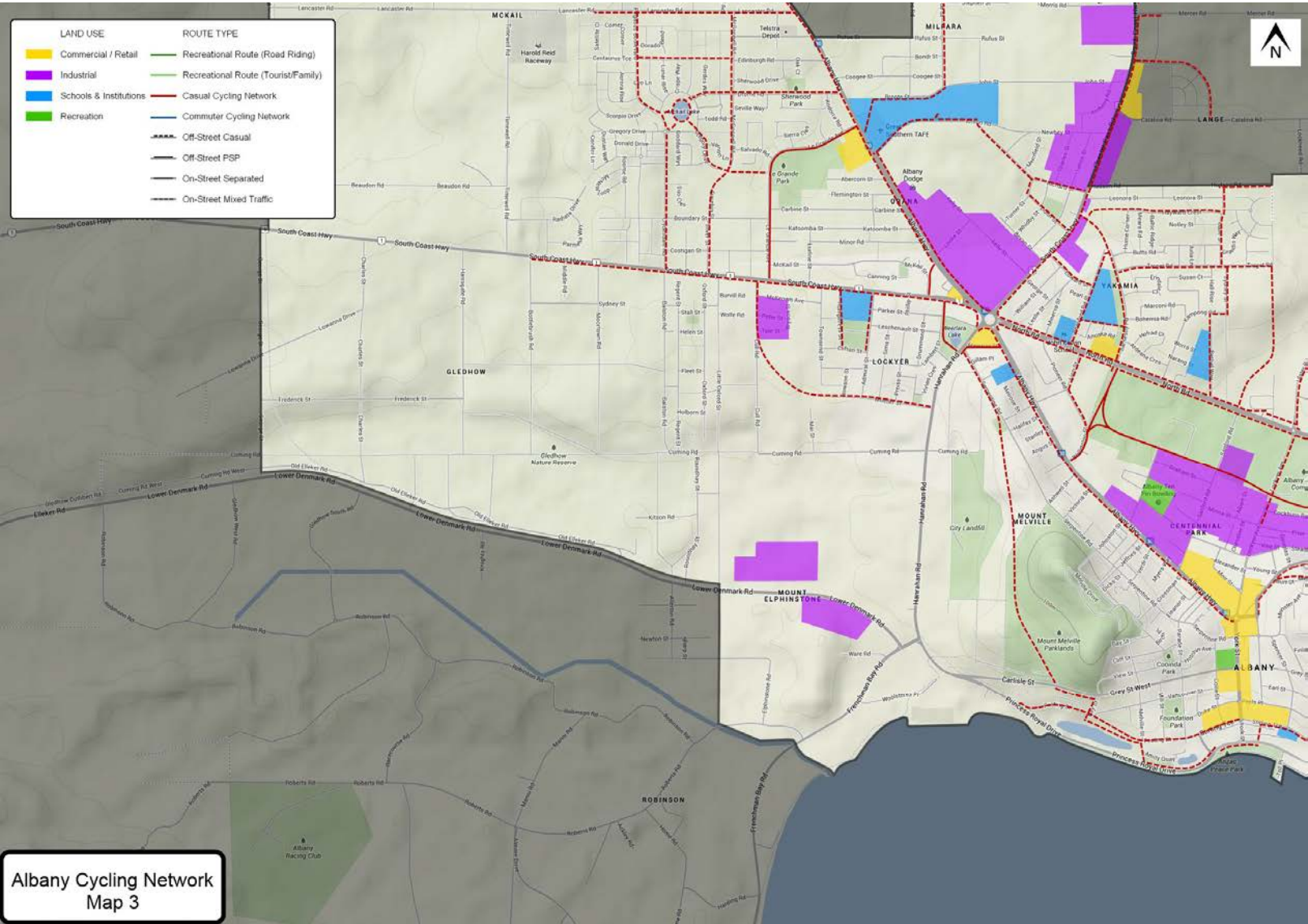
E25 Proposed Future Facilities Casual Cycling Map



E26 Proposed Future Facilities Casual Cycling Map



E27 Proposed Future Facilities Casual Cycling Map

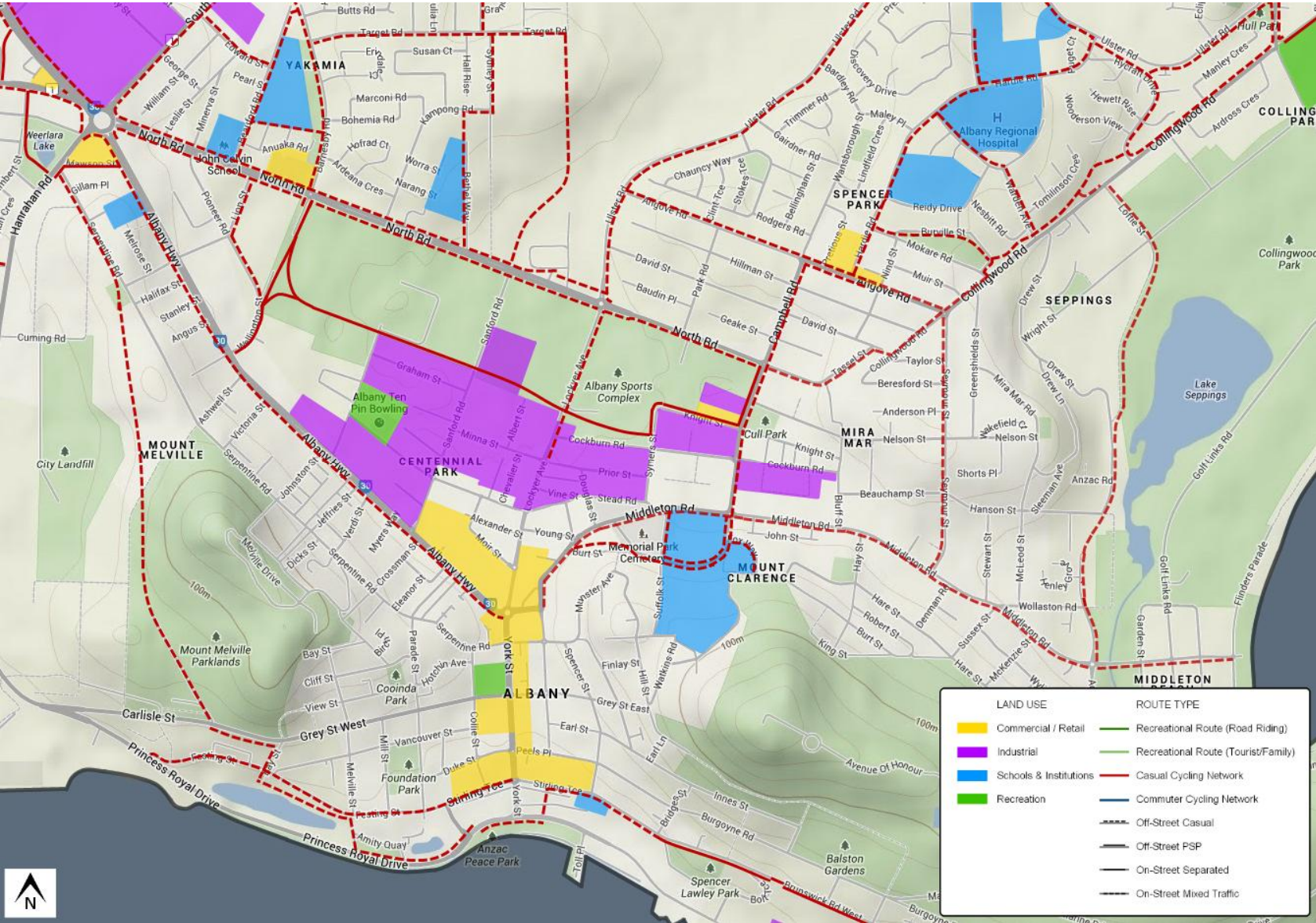


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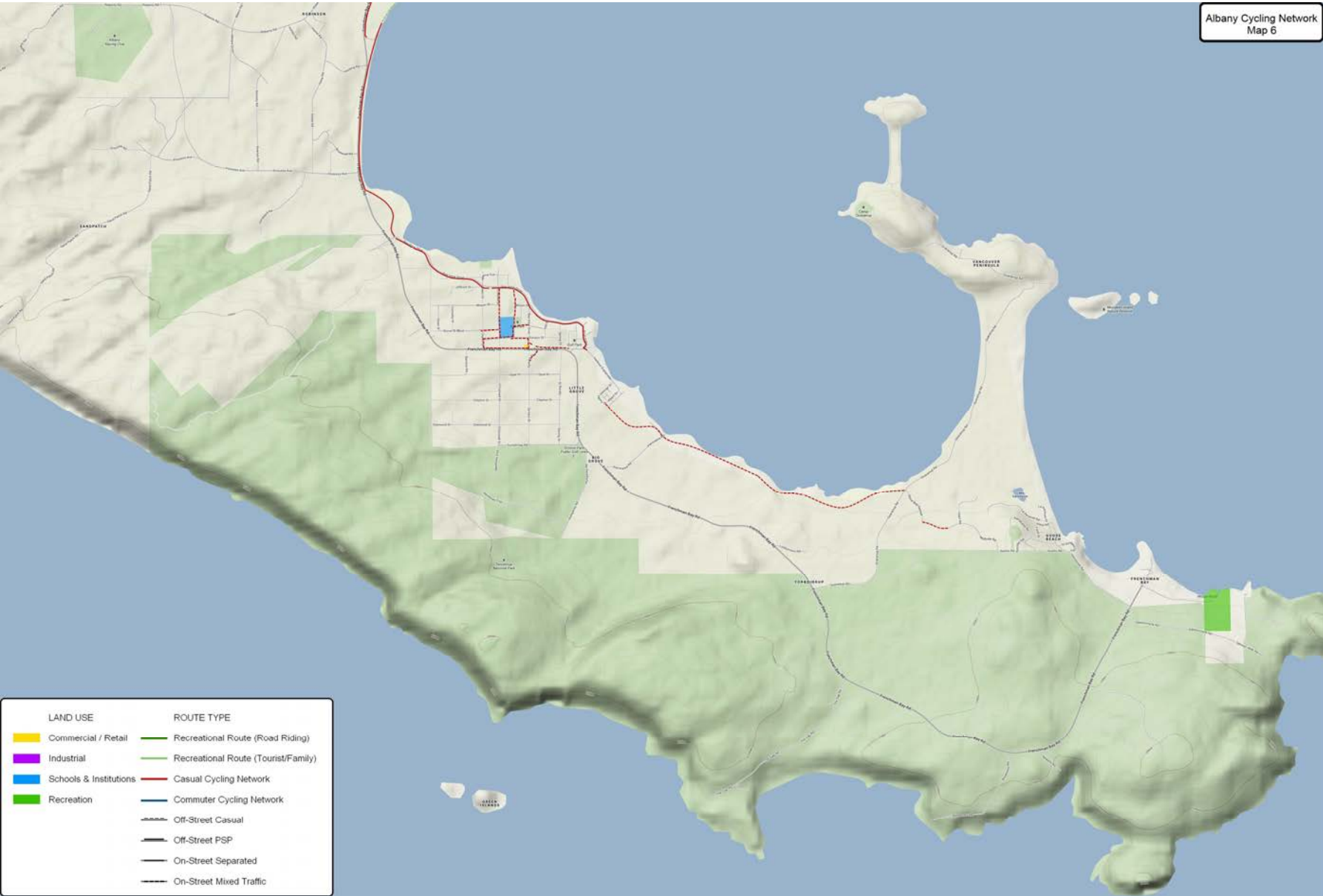


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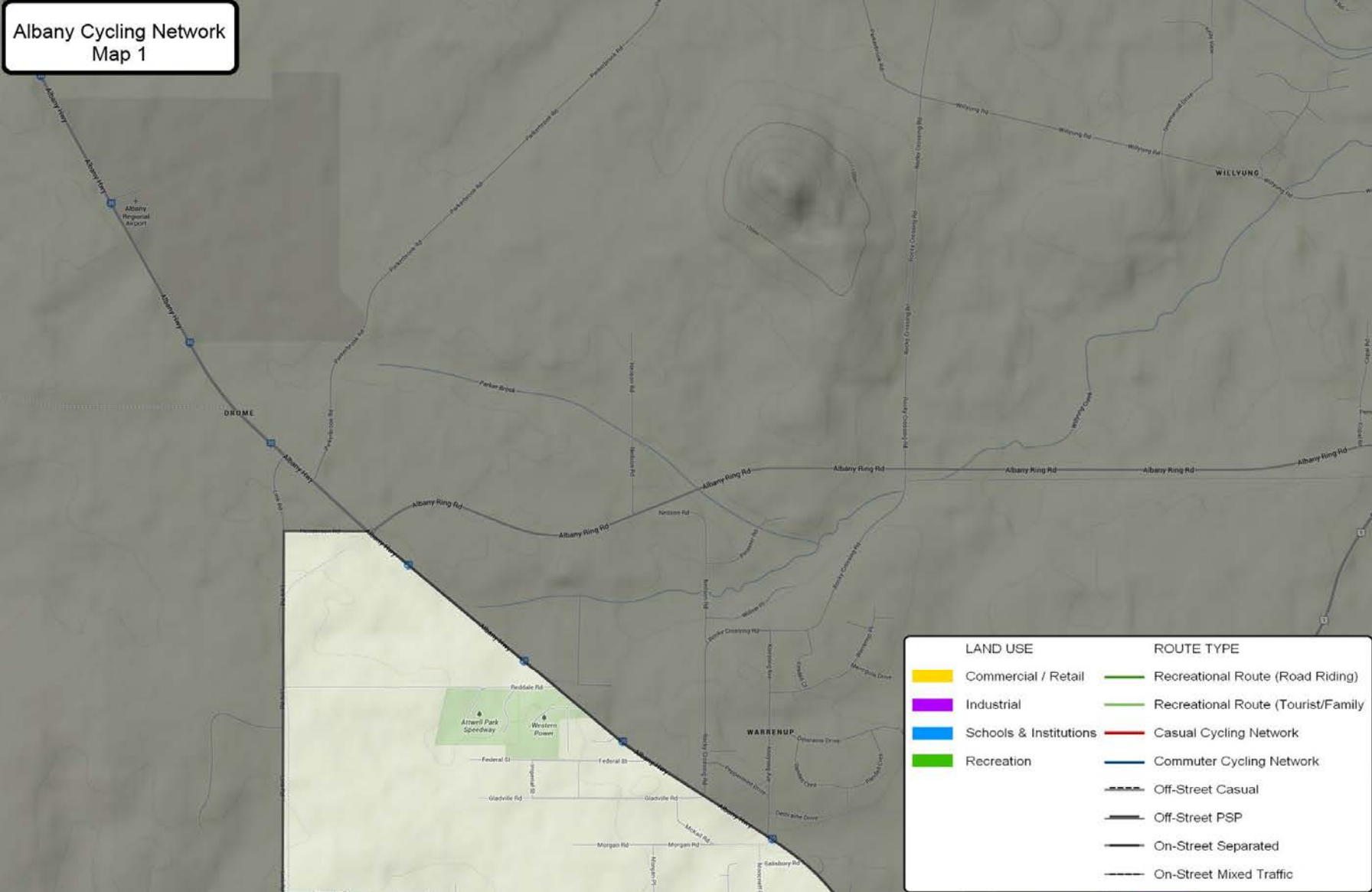
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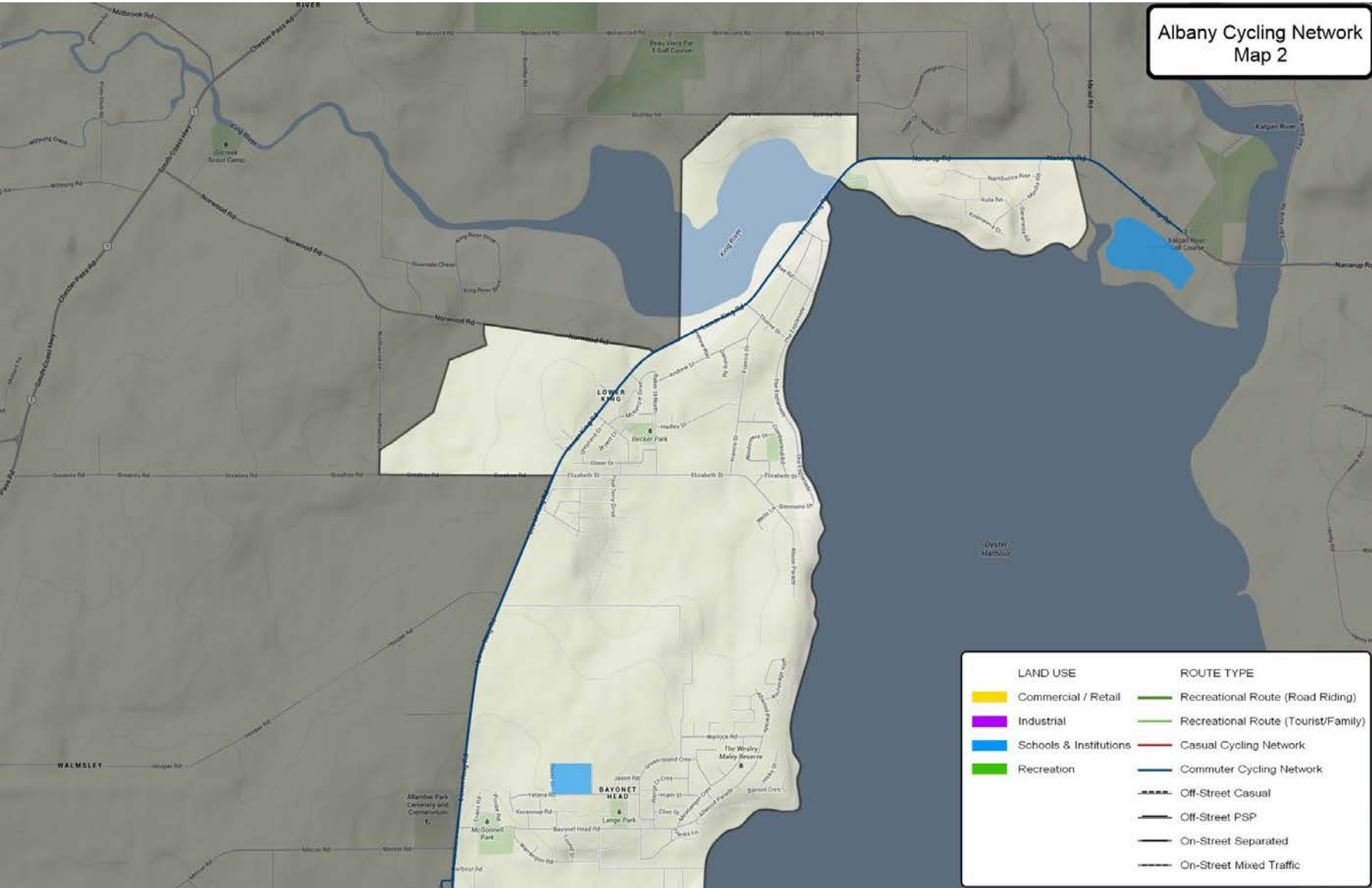
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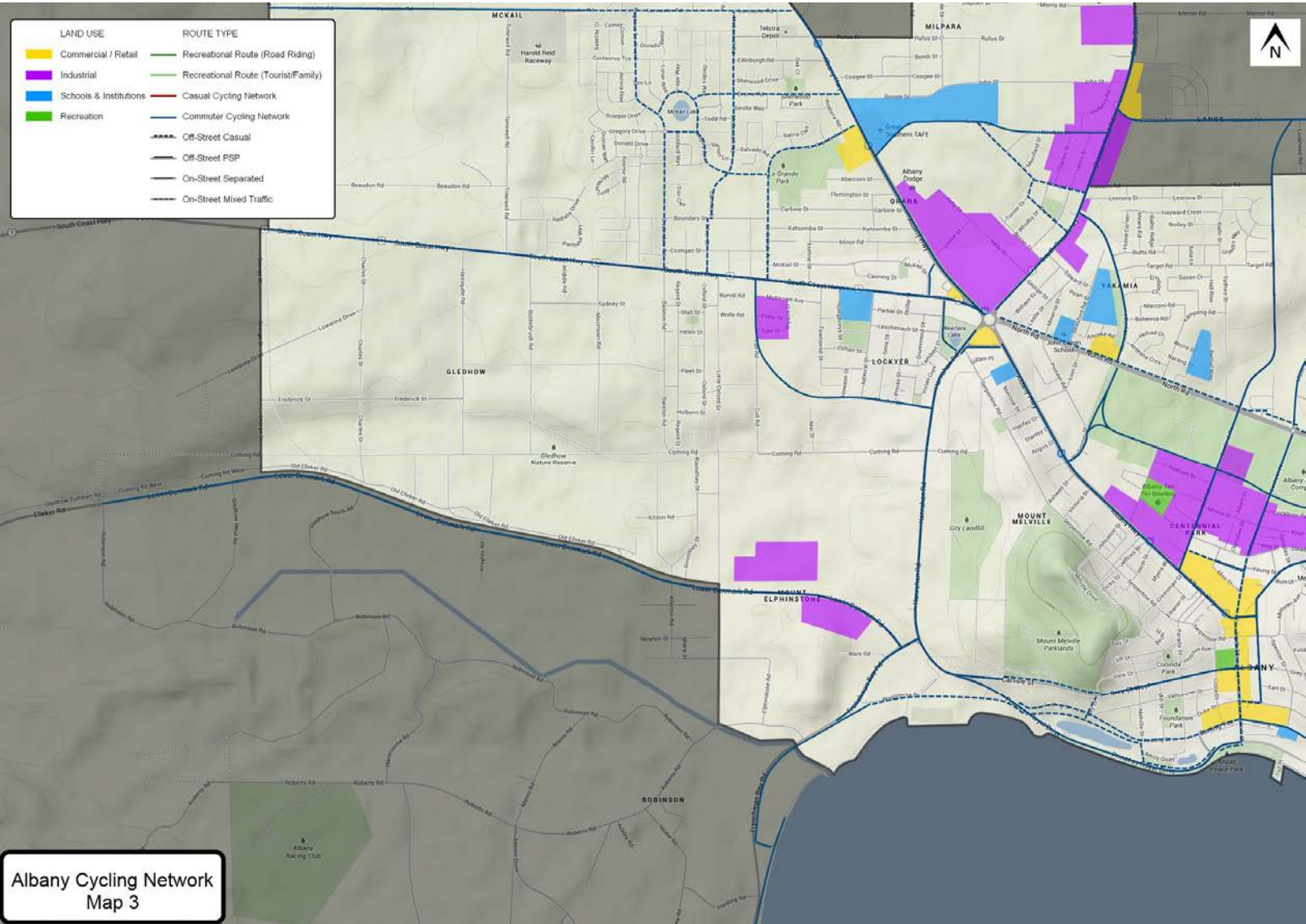
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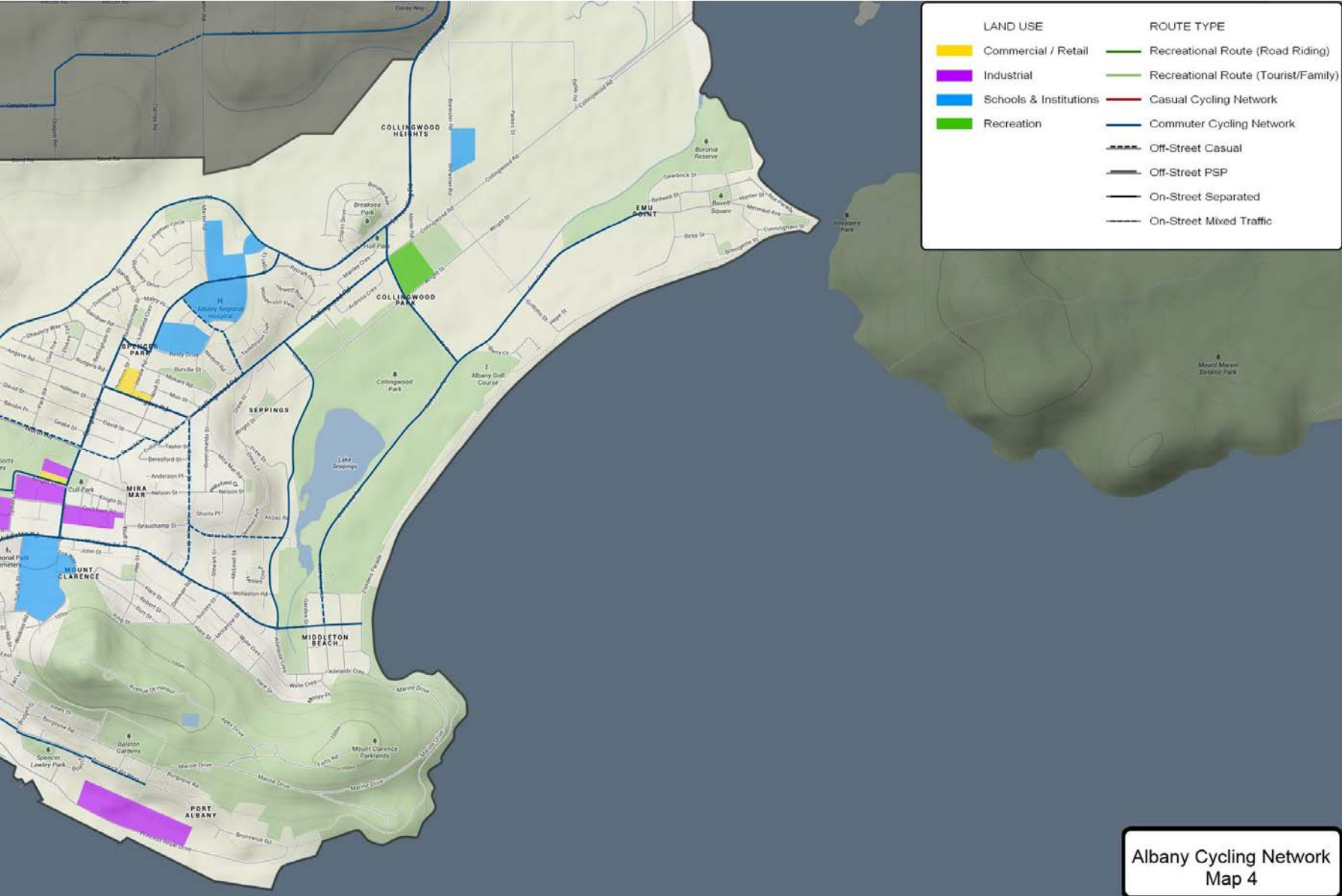
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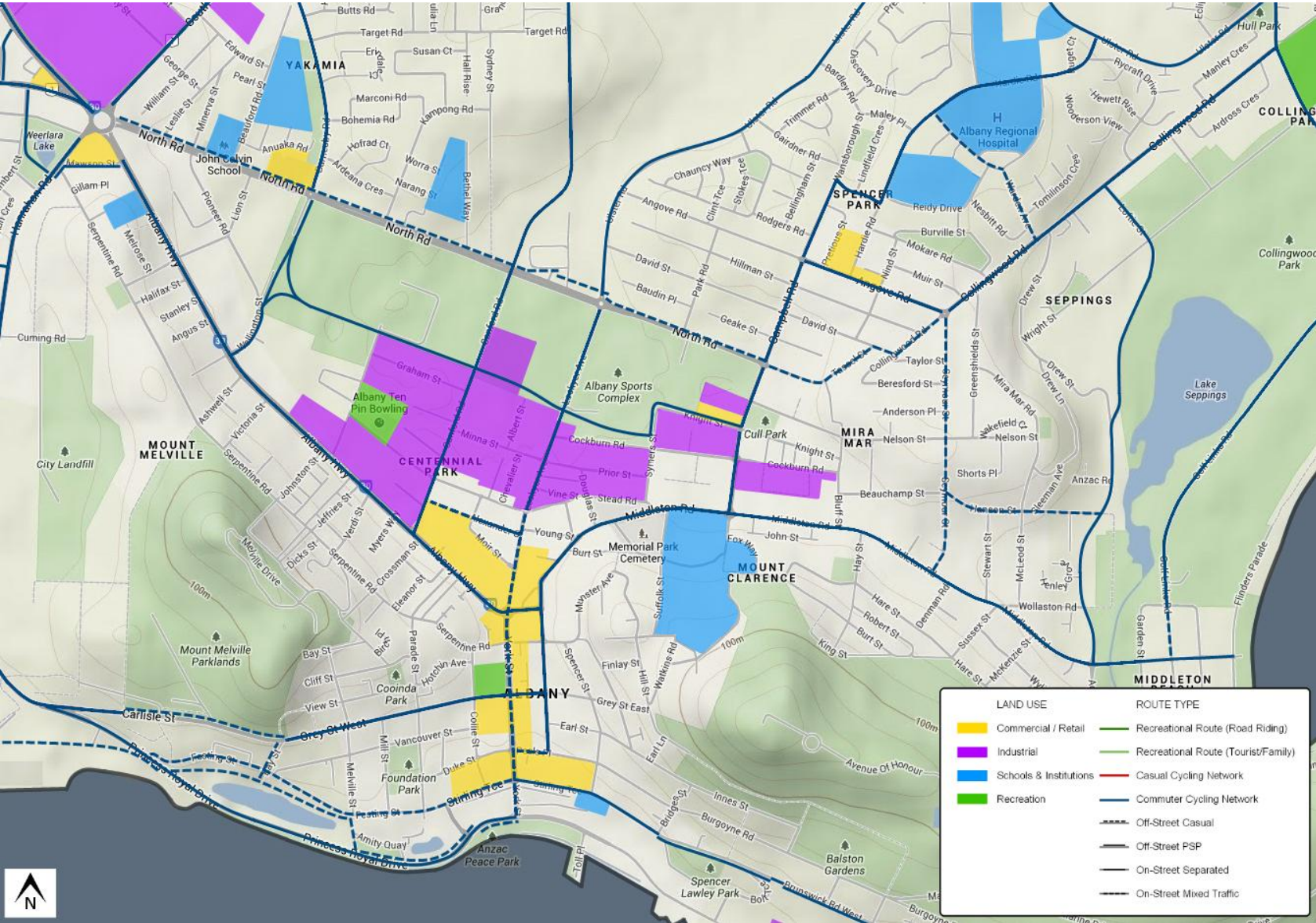
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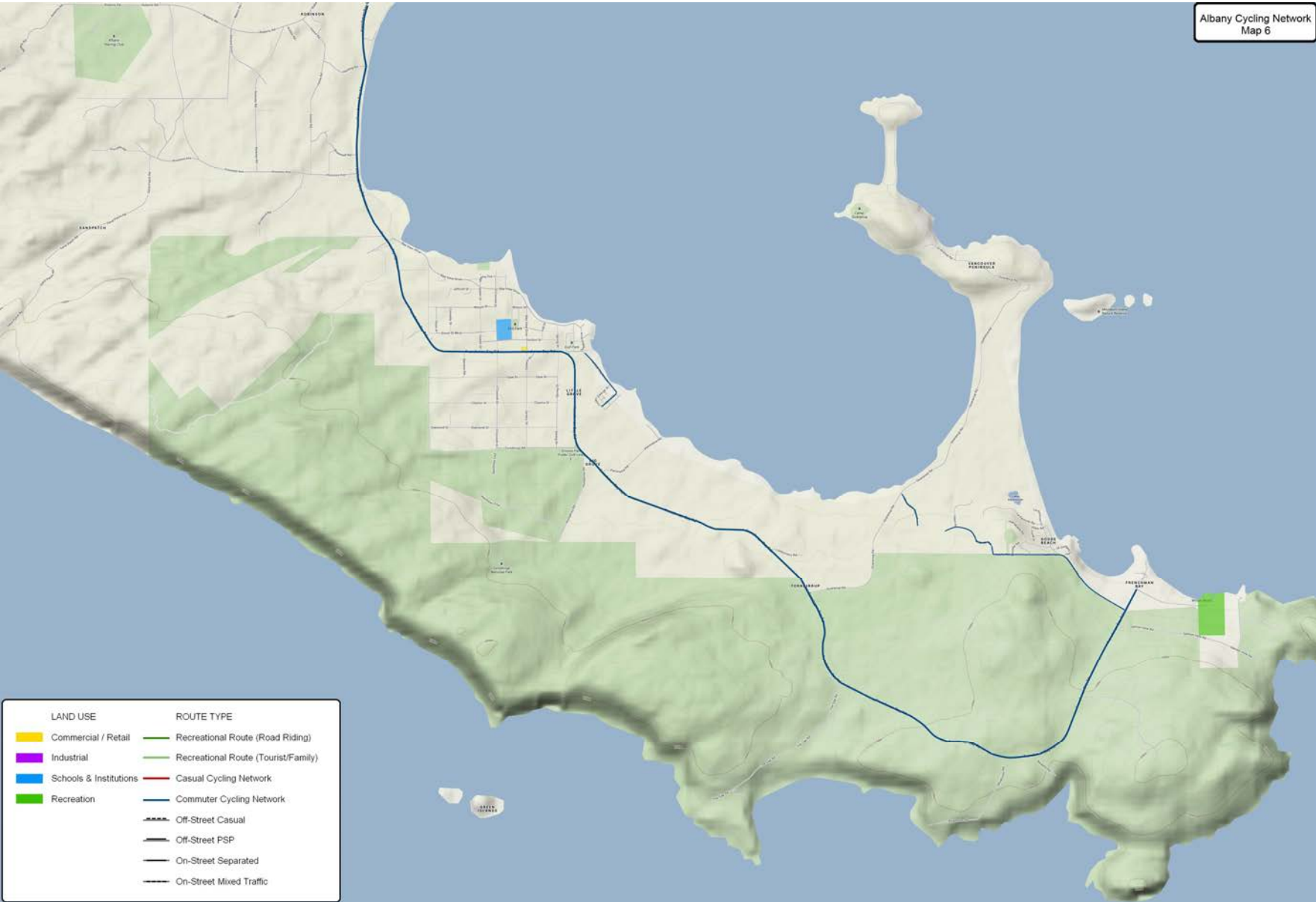
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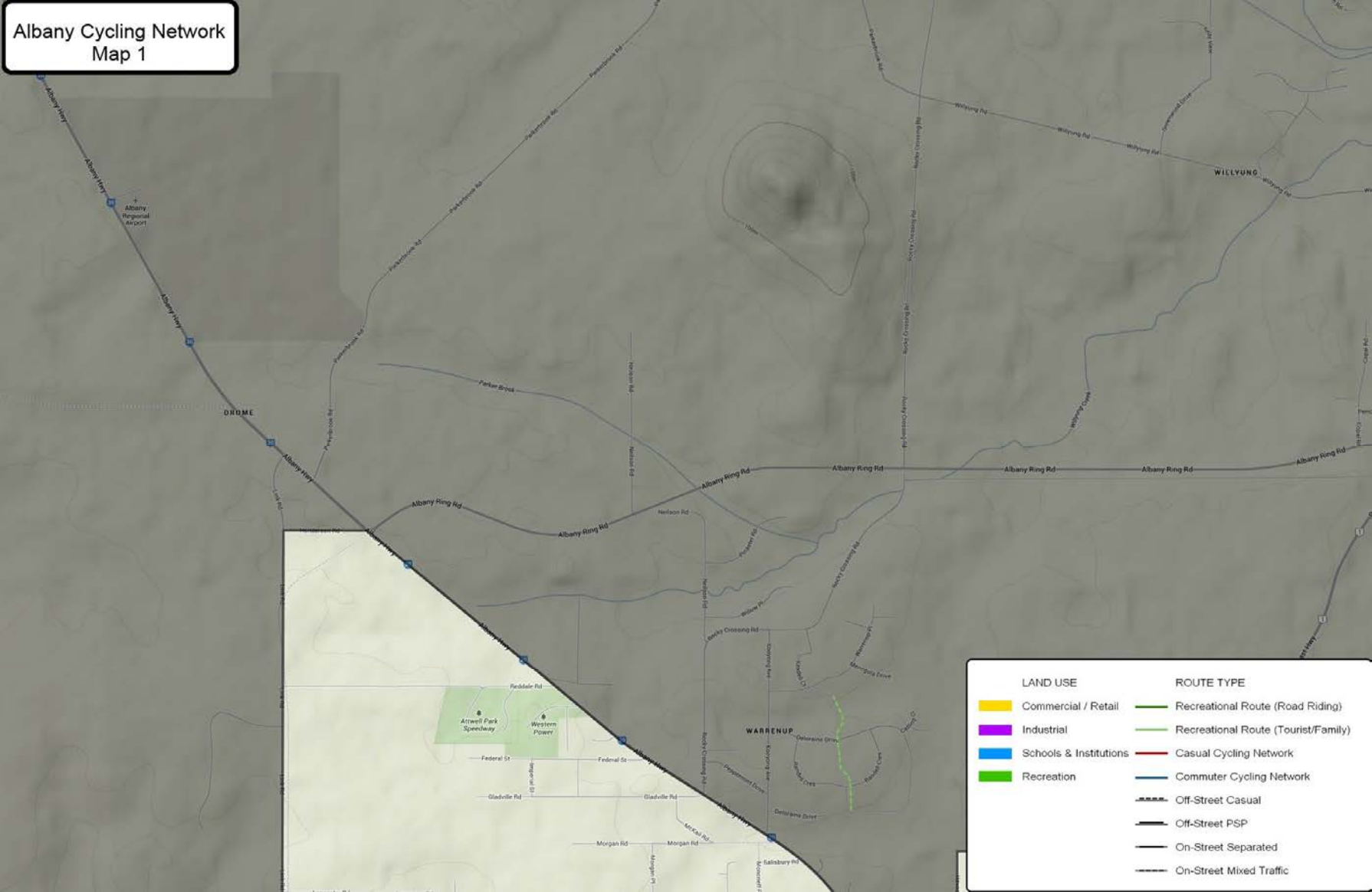
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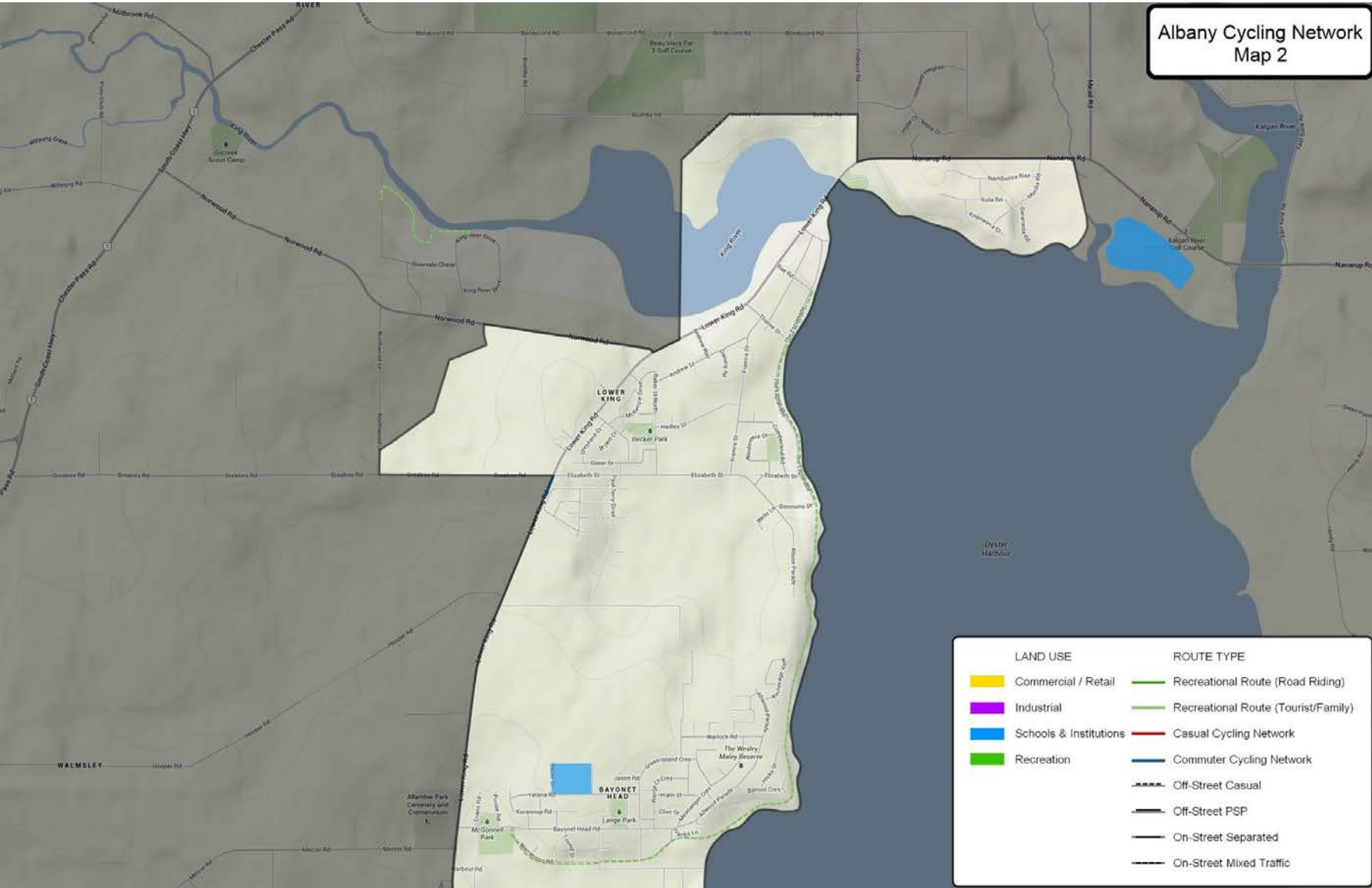
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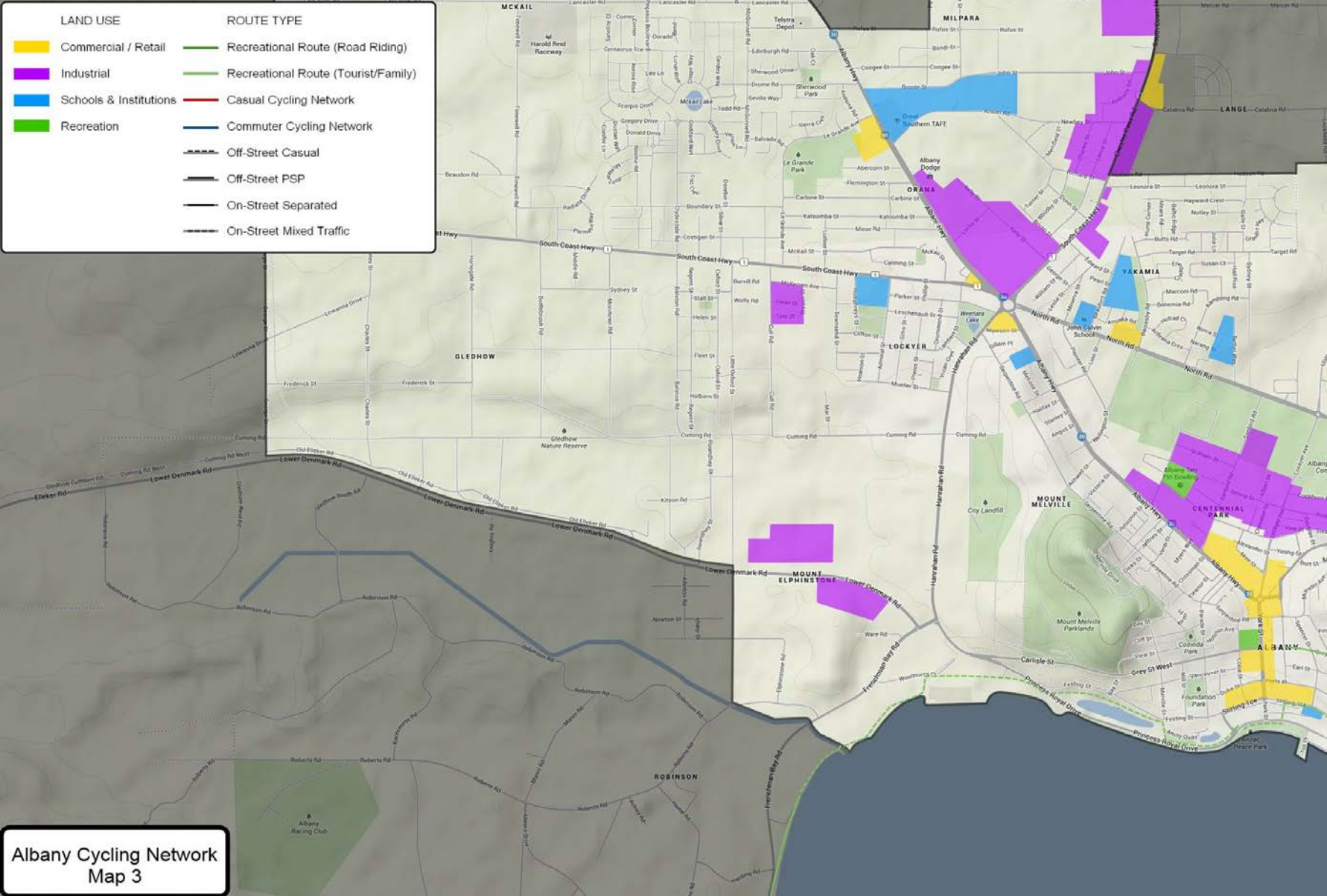
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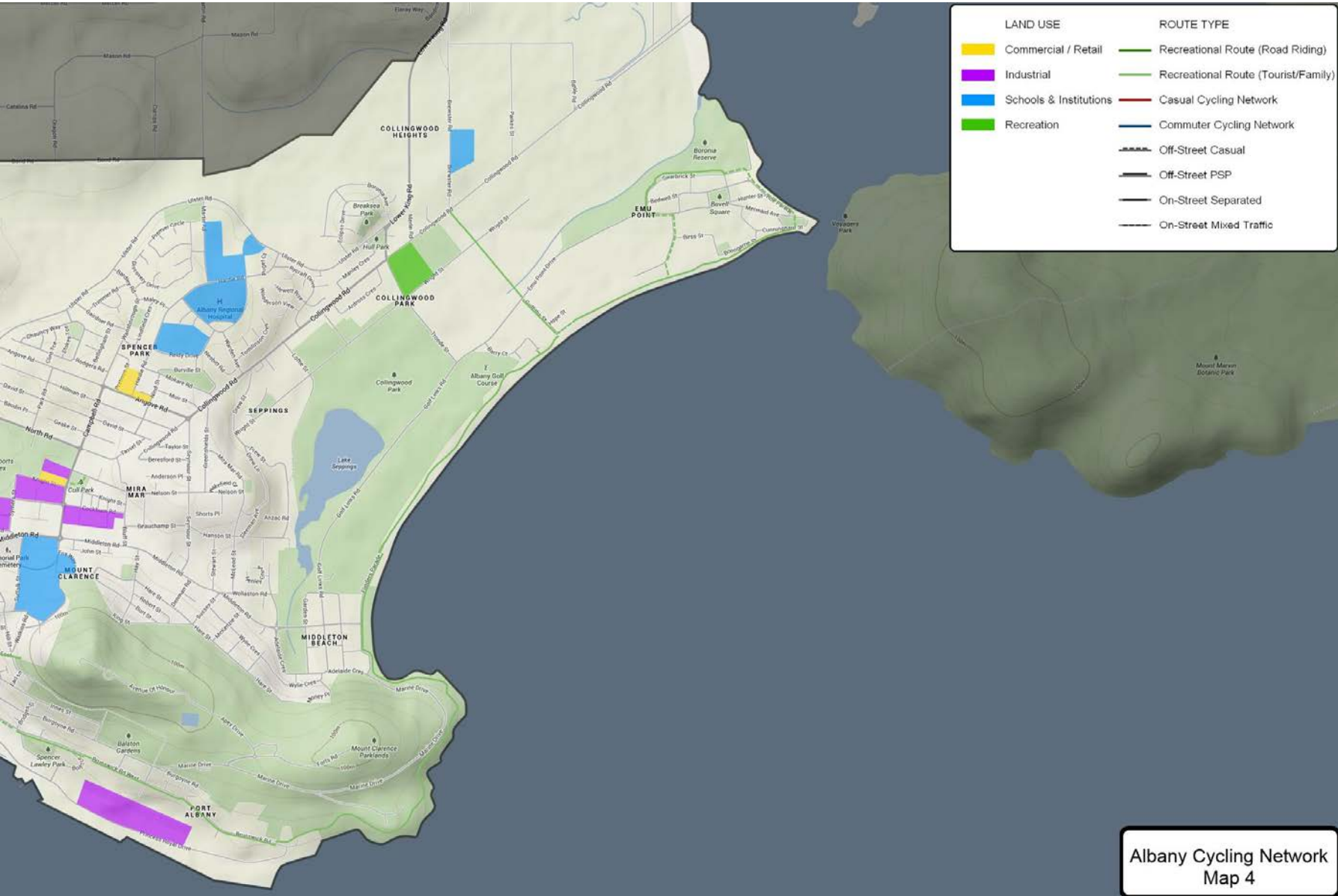
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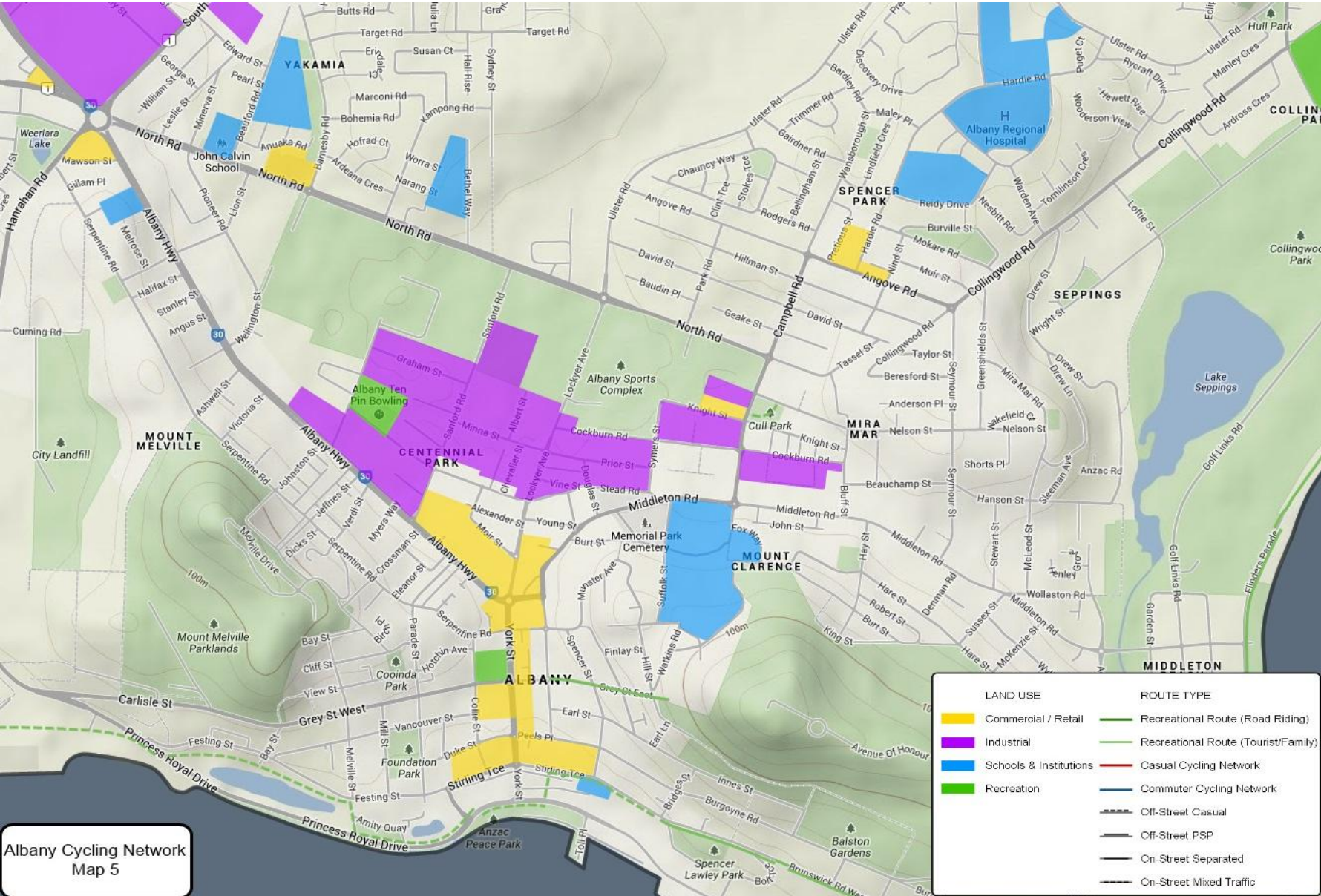
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E40 Proposed Future Facilities Recreational Cycling Map

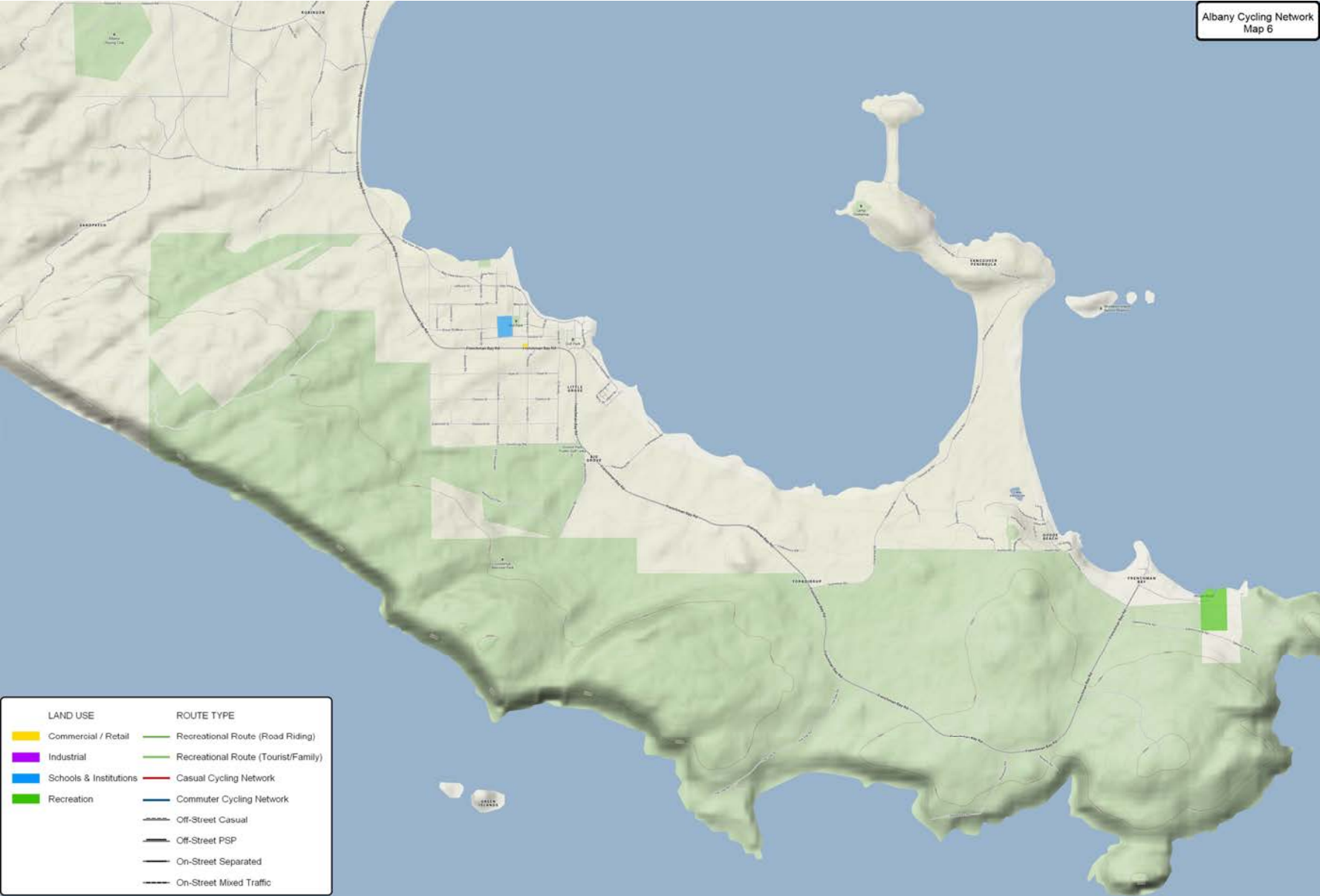


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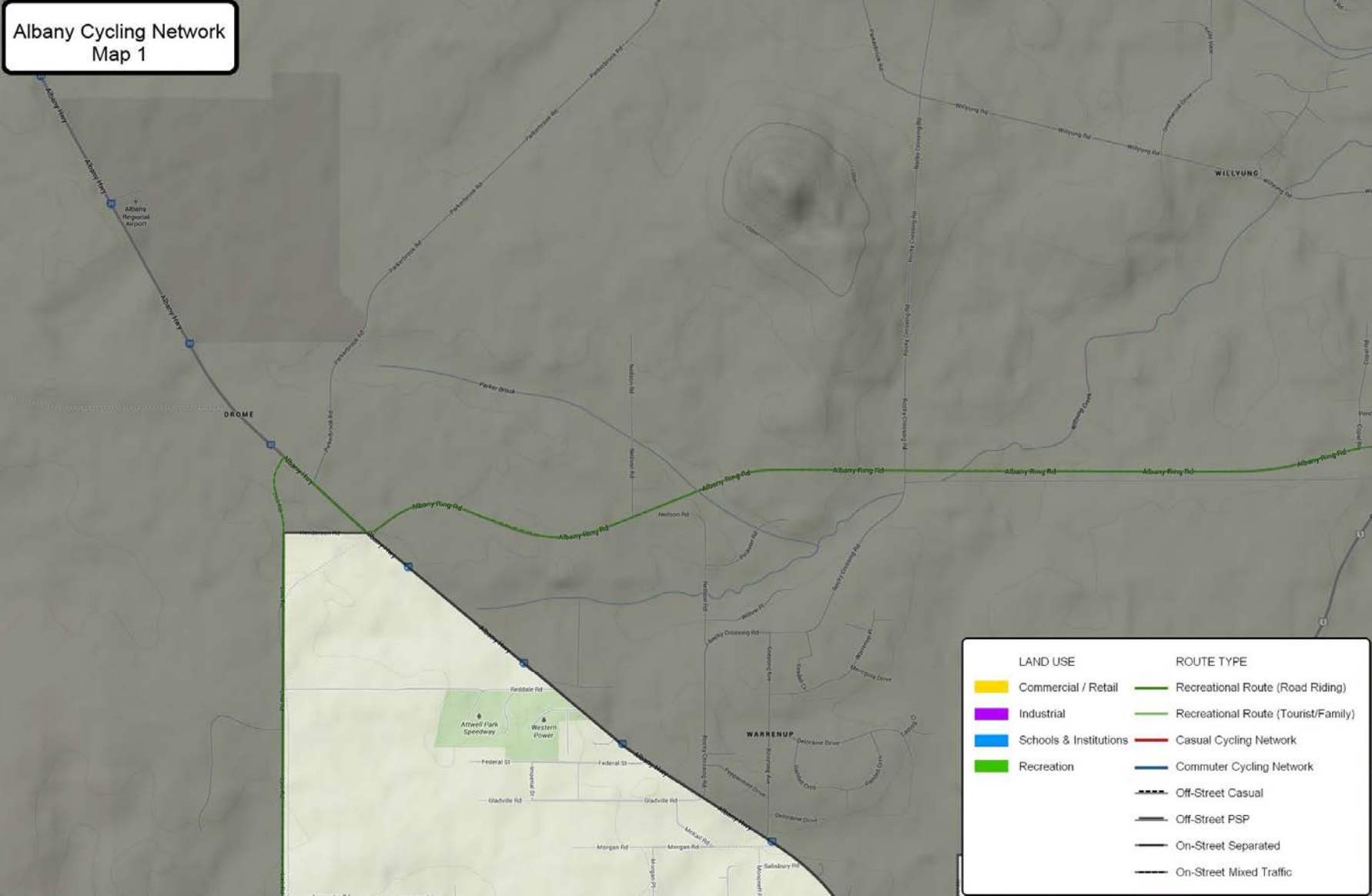


Albany Cycling Network Map 5

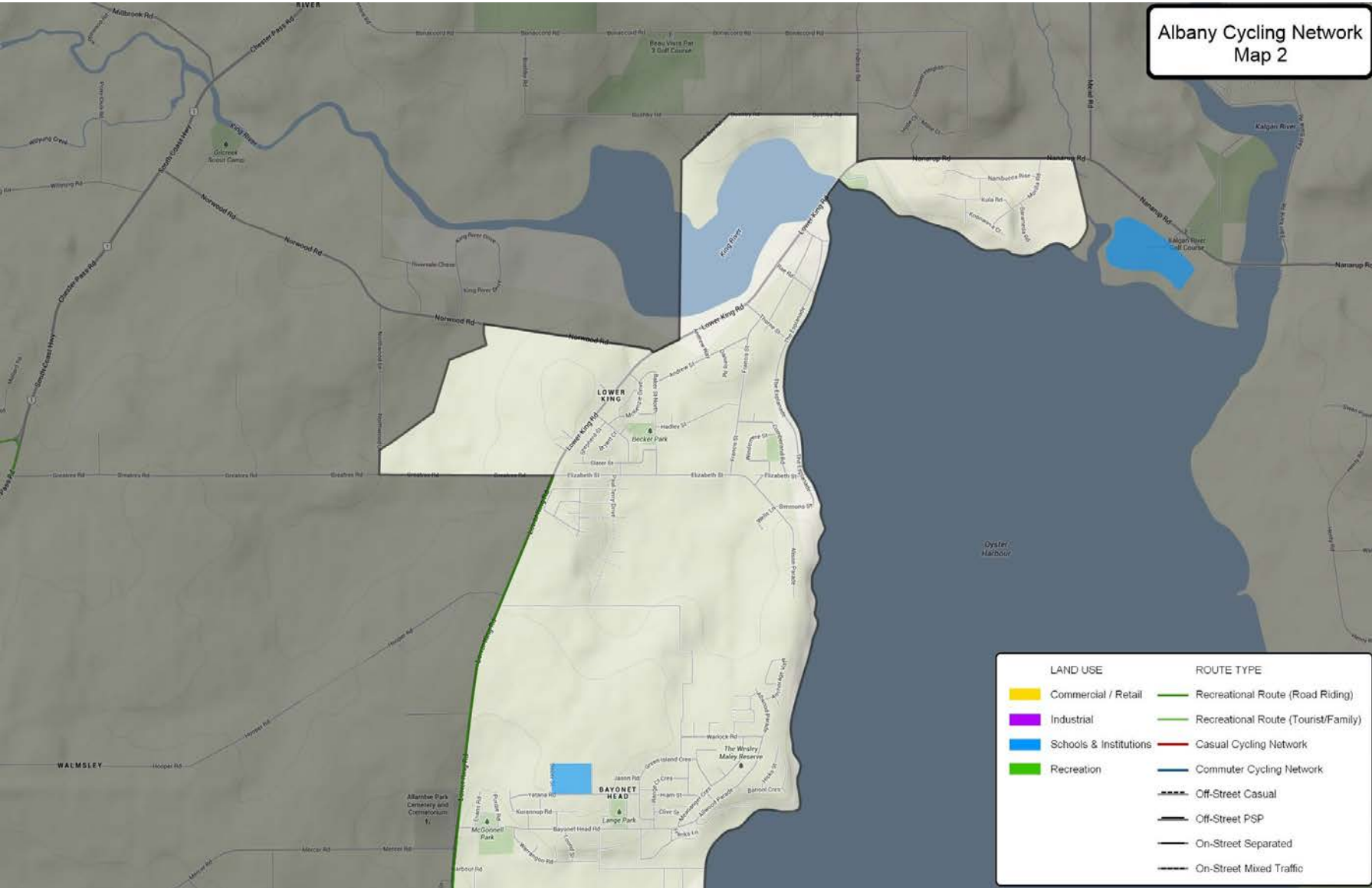
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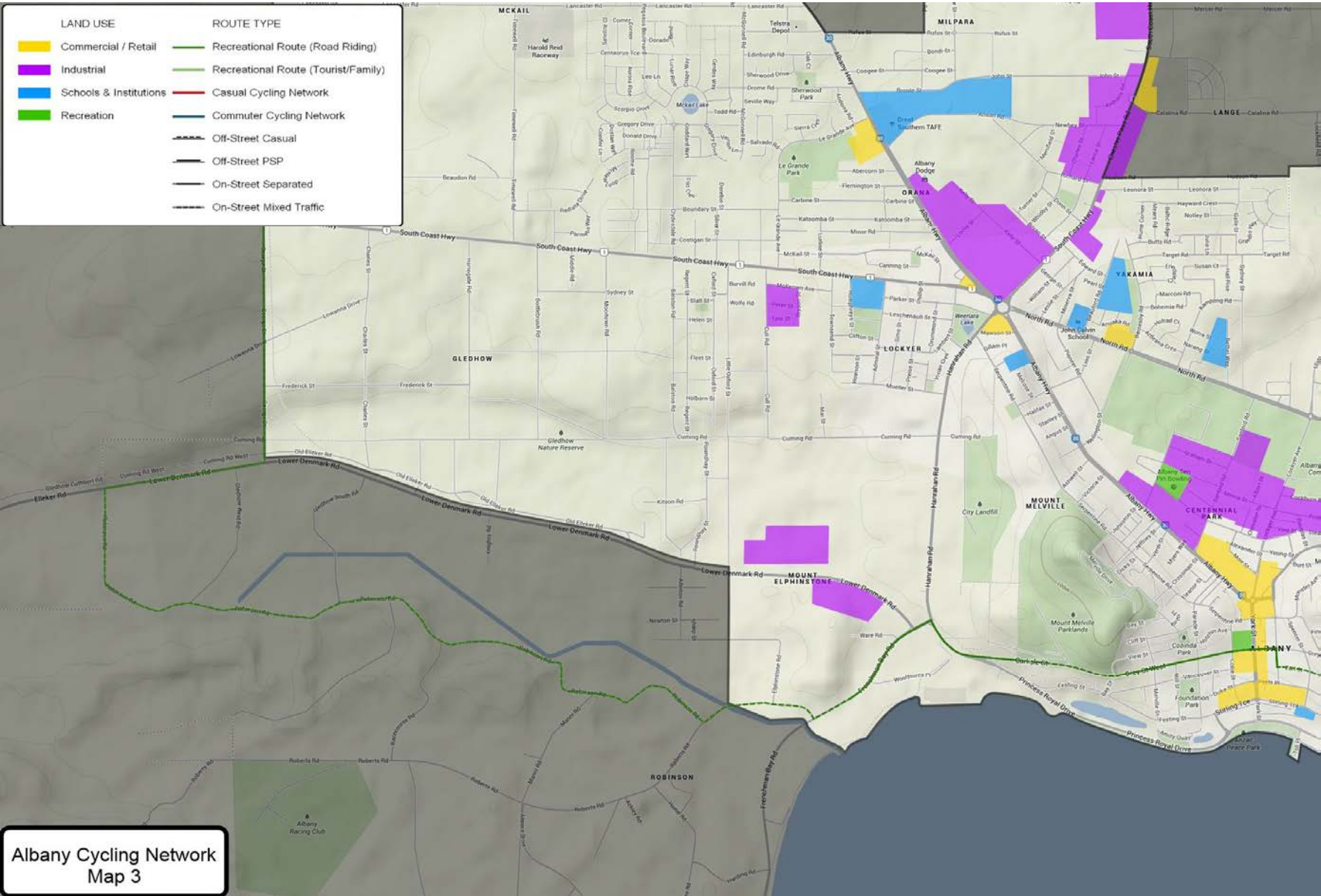
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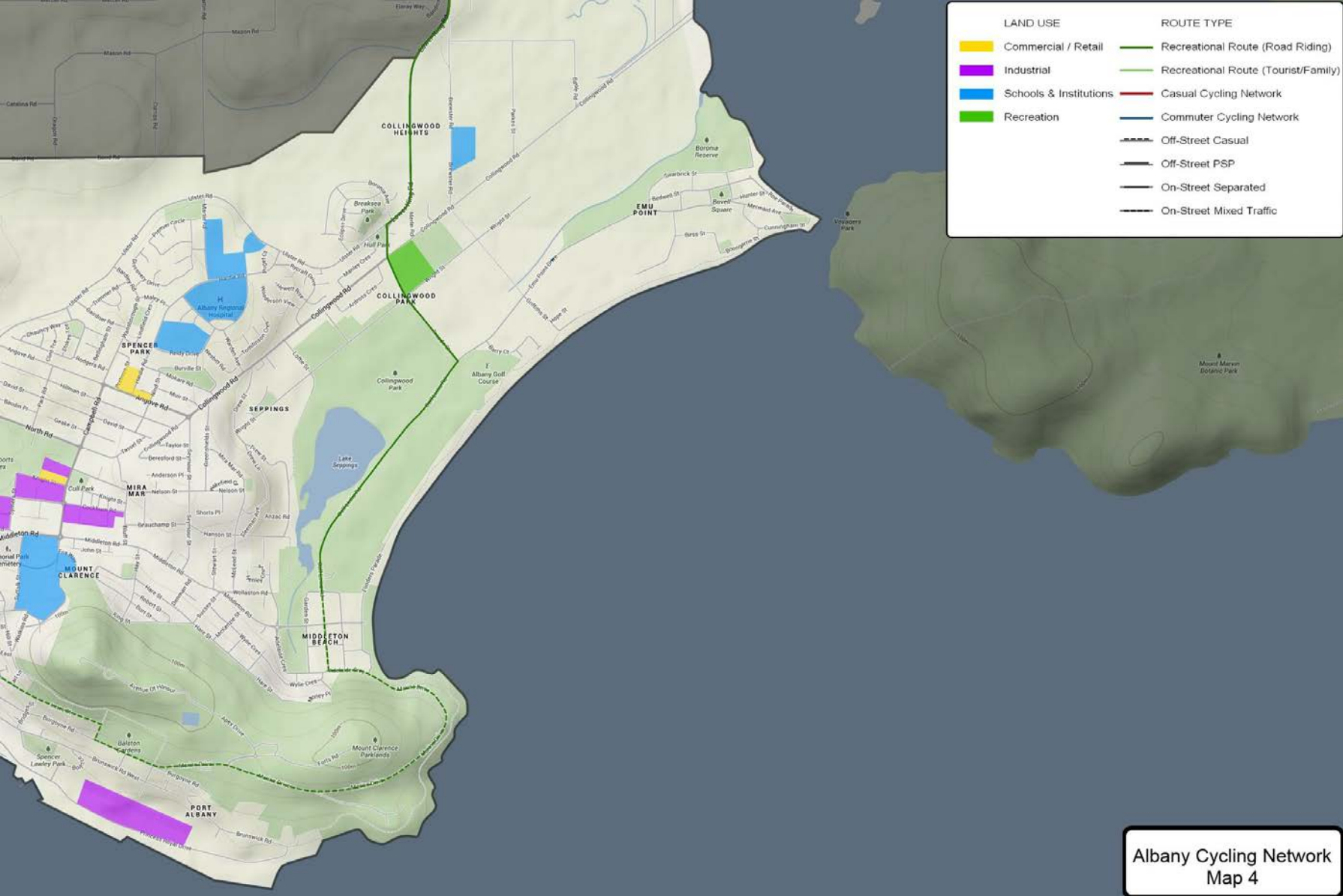
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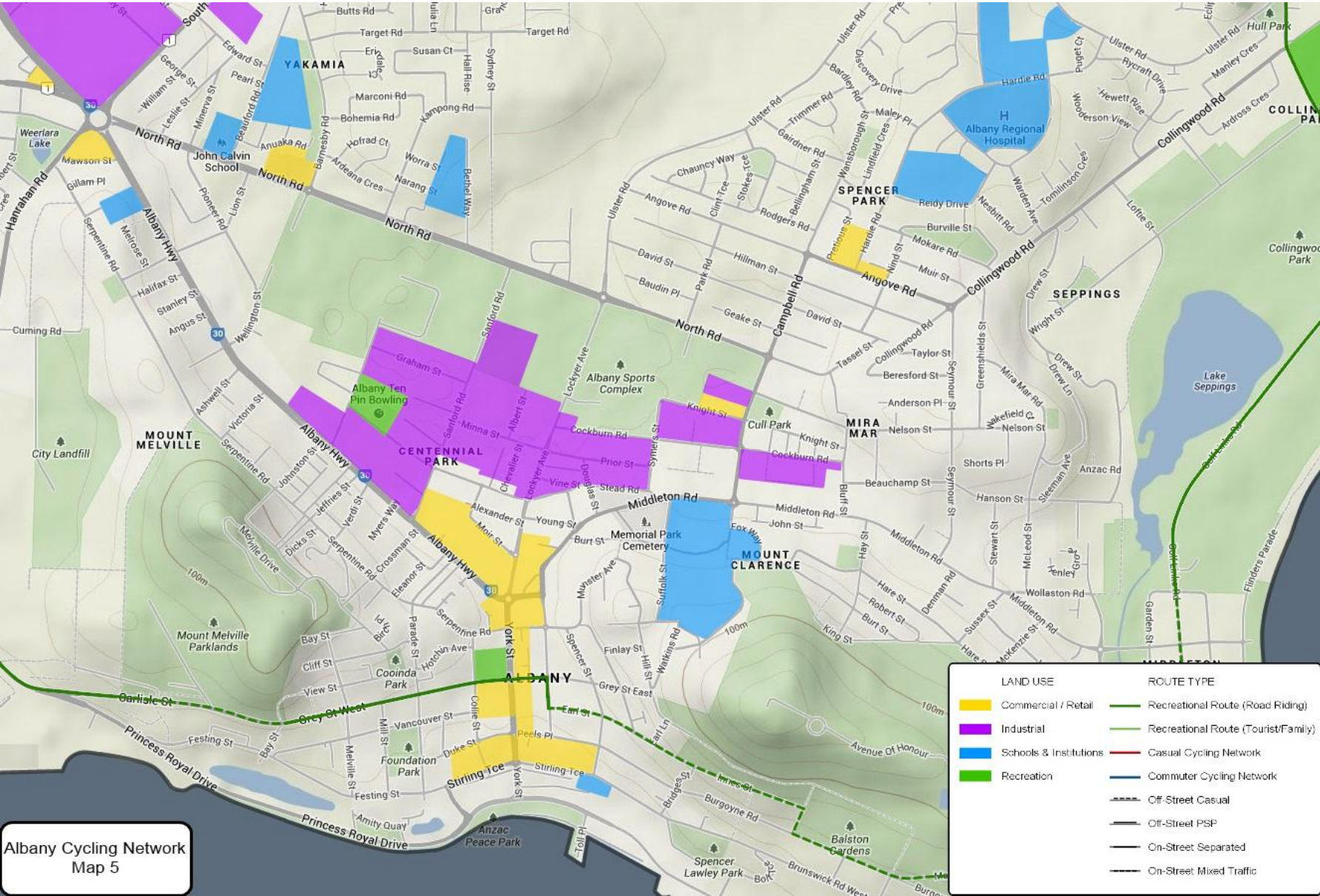


E46 Proposed Future Facilities Road Riding Cycling Map



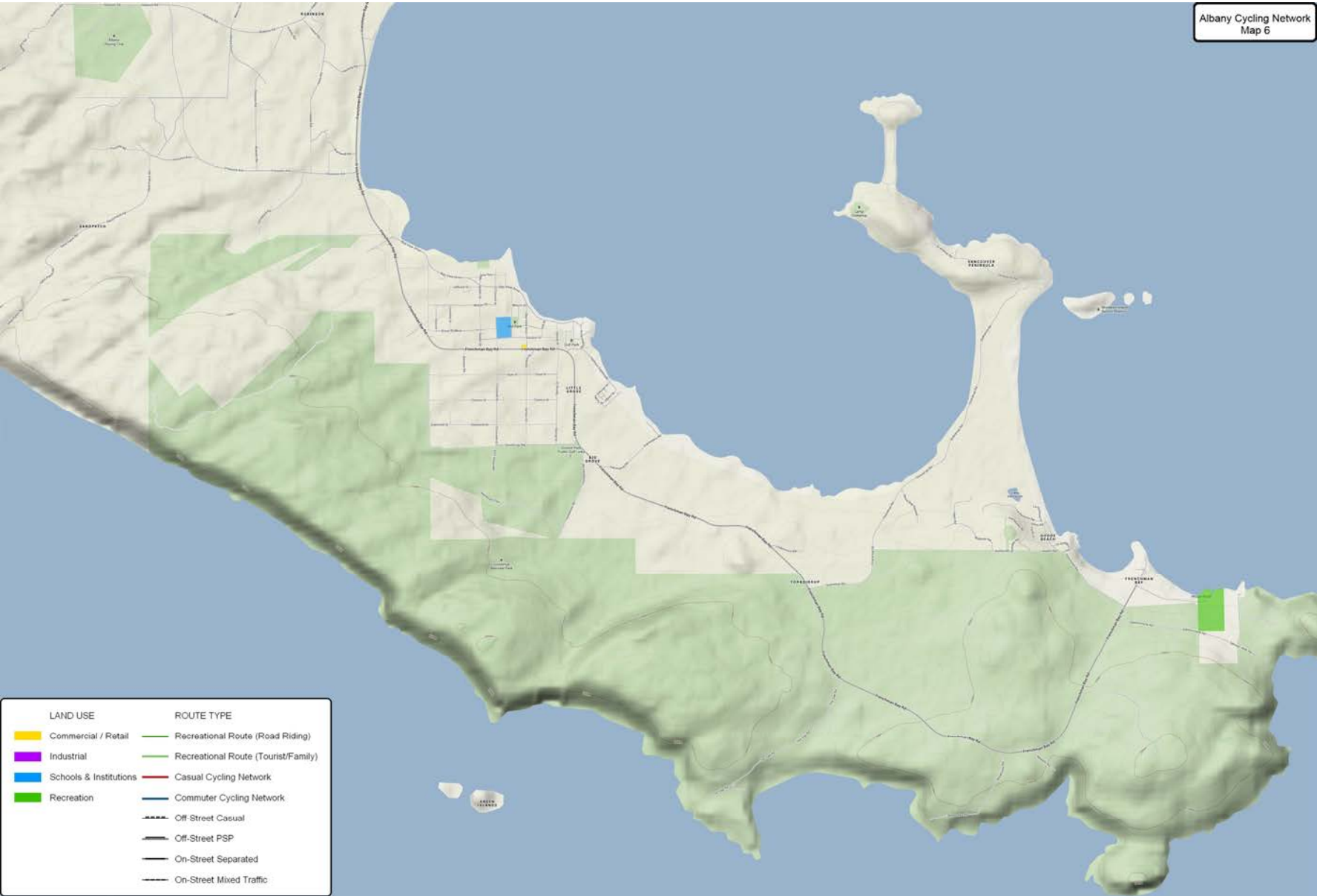
Albany Cycling Network Map 4

E47 Proposed Future Facilities Road Riding Cycling Map

















Albany Cycling Network Map 5



E48 Proposed Future Facilities Road Riding Cycling Map








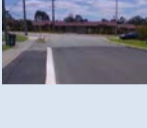





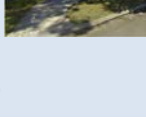
Cycle City Albany - Indicative Works Schedule

Reference Number	Street Name	From	To	Type	Surface	Width	Length	Area	Rating Score %	Indicative Cost at 2014	Representative Image	Priority	Comments/Actions
1	Barnesby Drive	North Rd	Bohemia Rd	Shared	Concrete	2.5	230.0	575	74.00	\$70,000		Short	Widen existing path
1a	Barnesby Drive	End of existing path	Chester Pass Rd	Shared	Concrete	2.5	380.0	950	73.00	\$110,000		Long	Limited by private property
1b	Barnesby Drive	Butt Drive	Bohemia Rd	Shared	Concrete	2.5	430.0	1075	74.00	\$140,000		Short	Construct new shared path
2	North Road	Beaufort Rd Crossing							0.00	\$10,000		Short	Remove fence, install grab rails
3	Anson Road (north side)	NASHS exit driveway	Path to Richard St	Shared	Concrete	2.5	125.0	312.5	60.00	\$30,000		Completed	
4	Le Grande Ave	End of existing path	South Coast Hwy			2.5	70.0	175	0.00	\$20,000		short	Complete missing link
5	Roe Pde	End of Swarbrick Street Shared Path	Mermaid Ave	Shared	Concrete	2.5	530.0	1325	62.00	\$170,000		Medium	Include in Coastal Strategy - Emu Point
5a	Emu Point Café Path	Cunningham St	Roe St	Shared	Concrete	2.5	180.0	450	68.00	\$60,000		Medium	Include in Coastal Strategy - Emu Point
6	Griffiths Street	End of existing path	Cul-de-sac	Path	Asphalt	2.5	140.0	350	62.00	\$33,250		Completed	Directional Signage, realign path
7	Flinders Pde	End of Flinders Pde	Beginning of path	Shared	Asphalt	2.5	90.0	225	62.00	\$40,000		Medium	Realign car parking bays, signage
8	Golf Links Rd	Middleton Rd	Wollaston Rd	On-road					71.00	\$10,000		Short	Replace solid centreline with broken
9	Golf Links Rd	Wollaston Rd	Troode St	On-road	Asphalt	1.5	1,800.0	2700	72.00	\$270,000		Completed	Widen and seal shoulders
10	Golf Links Rd	Troode St intersection		On-road	Painted Aspha	1.5	50.0	75	72.00	\$9,000		Completed	Provide 'Green' lane treatment
11	Emu Point Dr	Troode St	Clark St	On-road	Asphalt	1.5	1,600.0	2400	72.00	\$240,000		Completed	Widen and seal shoulders
13	Troode St	Golf Links Rd	Collingwood Rd	On-road	Asphalt	1.5	700.0	1050	68.00	\$105,000		Completed	Widen and seal shoulders
14	Stead Rd	Hymus St	Lockyer Ave	On-road	Asphalt	1.5	180.0	270	68.00	\$30,000		Medium	Contra-flow 'Green' cycle lane
14a	Barker Rd, Stead Rd, Tasmx Centennial Park		Middleton Rd	On-road					68.00	\$10,000		Medium	Provide bicycle symbols
15	Hockey Ground Car Park	Cricket Nets	Barker Rd	Shared	Asphalt	2.5	200.0	500	72.00	\$60,000		Short	As part of Centennial Park redevelopment
15a	Centennial park	Sandford	Lockyer Ave	Shared	Asphalt	2.5	500.0	1250	68.00	\$140,000		Short	Shared path around lake
16	Centennial Park	Barker Road	North Road	Shared	Asphalt	2.5	300.0	750	76.00	\$85,000		Short	As part of Centennial Park redevelopment
18	Middleton Rd	St Emilie Wy	Tasman St	On-road	Asphalt	1.8	300.0	540	75.00	\$35,000		Short	Provide 1.5m-1.8 asphalt cycle lane
19	Middleton Rd	St Wurburghs Ln	St Emilie Wy	Shared	Asphalt				79.00	\$10,000		Short	Provide 45 deg kerb ramps & symbols
20	Middleton Rd	Tasman St	Golf Links Rd	On-road	Asphalt	1.8	2,500.0	4375	68.00	\$300,000		Short	Widen & asphalt cycle lane, remove parking

Reference Number	Street Name	From	To	Type	Surface	Width	Length	Area	Rating Score %	Indicative Cost at 2014	Representative Image	Priority	Comments/Actions
20a	Middleton Rd	Golf Links Rd	Roundabout	On-road	Asphalt				72.00	\$50,000		Long	Trial Dutch Style Roundabout
21	Lower King Rd	Troode St	Mercer Rd	On-road	Asphalt	2.0	2,000.0	4000	52.00	\$480,000		Medium	Widen and seal shoulders, signage
21a	Lower King Rd	Mercer Rd	Elizabeth St	On-road	Asphalt	2.0	2,500.0	5000		\$600,000		Long	Widen and seal shoulders
21b	Ulster Rd/Lower King Rd	Bandicoot Drive	North Road	On-road						\$10,000		Short	Review signage, install symbols,
23	South Coast Hwy	Outside 40 Sth Coast Hwy		On-road		1.5	75.0	112.5	68.00	\$15,000		Short	Widen road narrowing, lines (MRWA)
24	South Coast Hwy	Townsend St	Admiral St	shared		1.5	350.0	525	66.00	\$65,000		Medium	Provide cycle lane on north side (MRWA)
24a	South Coast Hwy	Townsend St	Cull Rd	On-road			430.0			\$10,000		Medium	Review signage, install symbols (MRWA)
25	South Coast Hwy	Cull Rd	George St	On-road	Chip seal	1.5	3,300.0	4950	58.00	\$600,000		Medium	Widen and seal shoulders (MRWA)
26	South Coast Hwy	George St	City Boundary	On-road	Chip seal	2.0	35,000.0	70000	48.00	\$7,000,000		Long	Widen and seal shoulders (MRWA)
27	Lower Denmark Rd	George St	Robinson Rd	On-road	Chip seal	1.5	1,000.0	1500	58.00	\$180,000		Short	Widen and seal shoulders
28	Lower Denmark Rd	Frenchman Bay Rd	George St	On-road	Chip seal	1.5	4,400.0	6600	58.00	\$800,000		Short	Widen and seal shoulders
28a	Lower Denmark Rd	Frenchman Bay Rd	5km west	On-road			5,000.0			\$10,000		Short	Review signage, install symbols,
29	Lower Denmark Rd	Robinson Rd	South Coast Hwy	On-road	Chip seal	1.5	31,000.0	46500	46.00	\$5,600,000		Long	Widen and seal shoulders
30	Frenchman Bay Rd	The Gap Rd	Blowholes Rd	On-road	Chip seal	1.5	2,100.0	3150	54.00	\$380,000		Long	Widen and seal shoulders
31	Frenchman Bay Rd	Blowholes Rd	Frenchman Bay	On-road	Chip seal	1.5	2,500.0	3750	54.00	\$450,000		Long	Widen and seal shoulders
32	Frenchman Bay Rd	Hanrahan Rd	The Gap Rd	On-road	Chip seal	1.5	13,200.0	19800	58.00	\$2,400,000		Long	Widen and seal shoulders
33	Range Rd	North Rd	Mercer Rd	On-road	Asphalt	1.5	3,250.0	4875	64.00	\$1,120,000		Medium	Provide cycle lanes with new road construction
34	Albany Harbours Path	Lower King Bridge	Lower King Bridge	Shared	Timber	3.0	80.0	240	70.00	\$240,000		Long	Widen bridge or construct path bridge, refuge island
35	Albany Harbours Path	Lower Kalgan Bridge	Lower Kalgan BridgeExpansion	Shared	Timber	3.0	200.0	600	62.00	\$600,000		Long	Widen bridge or construct path bridge
35a	Albany Harbours Path	Kalgan Heights	GSG	Shared	Asphalt	2.5	550.0	1375	70.00	\$155,000		Completed	Construct shared path
35b	Albany Harbours Path	Kalgan Heights	Lower King Bridge	Shared	Asphalt	2.5	1,350.0	3375	70.00	\$380,000		Medium	Construct shared path
35c	Albany Harbours Path	GSG	Lower Kalgan Bridge	Shared	Asphalt	2.5	1,200.0	3000	68.00	\$340,000		Medium	Construct shared path
35d	Albany Harbours Path	Lower King Bridge	Rae Road	Shared	Asphalt	2.0	600.0	1200	68.00	\$170,000		Long	Construct shared path eastern side

Reference Number	Street Name	From	To	Type	Surface	Width	Length	Area	Rating Score %	Indicative Cost at 2014	Representative Image	Priority	Comments/Actions
36	Allwood Parade	The Outlook	Bay View Height Development	Shared	Asphalt	2.5	960.0	2400	72.00	\$275,000		Medium	Construct shared path
36a	Alison Parade	End of existing path	End of road	Shared	Asphalt	2.5	680.0	1700	64.00	\$195,000		Medium	Construct shared path
37	Brunswick Rd/ Stirling Tce	Bridge St	Spencer St	On-road					74.00	\$30,000		Short	Entry statements, symbols, broken centreline
38	Little Grove to Quaranup Rd	Harbour Esplanade	Shoal Bay Retreat	Shared	Asphalt	2.5	5,000.0	12500	64.00	\$1,400,000		Medium	Construct shared path, signage
39	Bay View Dr	Stubbs Rd	Chippana Drive	Shared	Asphalt	2.5	1,700.0	4250	70.00	\$485,000		Short	Construct shared path, signage
39a	Chipana Drive	Wilson St	Harbour Esplanade	On-road					66.00	\$10,000		Medium	Linemark to provide sealed shoulder for cyclists
40	Catalina Rd - Bandicoot Dr	Bandicoot Drive	Mason Drive	On-road	Asphalt	2.0	2,800.0	5600	58.00	\$335,000		Medium	Construct shared path, cycle lanes on Catalina
40a	Catalina Rd	Dragon Road	Chester Pass Rd	On-Road	Asphalt	1.5	1,350.0	2025	58.00	\$230,000		Long	Construct shared path, on road cycle lane
41	Chester Pass Rd	End of existing path	Mercer Rd	Shared	Concrete	2.5	250.0	625	74.00	\$37,000		Medium	Construct shared path
42	Chester Pass Rd	Menang Dr	Bakers Junction	On-road	Chip seal	2.0	4,000.0	8000	48.00	\$800,000		Long	Widen and seal shoulders (MRWA)
43	Chester Pass Rd	Albany Hwy	Menang Dr	On-road	Chip seal	2.0	5,600.0	11200	62.00	\$1,120,000		Long	Widen & construct cycle lanes (MRWA)
44	Albany Hwy	Chester Pass Rd	Le Grande Ave	On-road	Chip seal	2.0	1,500.0	3000	56.00	\$300,000		Long	Widen & construct cycle lanes (MRWA)
45	Albany Hwy	Le Grande Ave	Menang Dr	On-road	Chip seal	2.0	4,500.0	9000	48.00	\$900,000		Long	Widen & construct cycle lanes (MRWA)
46	Albany Hwy	South Coast Hwy	Willyung Creek	Shared	Asphalt	2.0	2,100.0	4200	60.00	\$480,000		Long	Fill in gaps in network
46a	Albany Hwy	Sth of Lancaster Rd	Lancaster Rd	Shared		2.0	110.0	220	76.00	\$25,000		Short	Fill in gaps in network - service station
47	Albany Hwy	Bottrell Cl	Kooyong Av	Shared	Asphalt	2.0	410.0	820	74.00	\$93,000		Short	Western side of Albany Hwy
47a	Albany Hwy	Kooyong Av	Federal St	Shared		2.0	900.0	1800	66.00	\$205,000		Medium	Construct shared path
49	Campbell Rd	North Rd	Angove Rd	On-road	Chip seal	1.5	500.0	750	59.00	\$135,000		Long	Widen road to provide uphill cycle lane, signage
50	Collingwood Rd	Angove Rd	Troode St	On-road	Asphalt	1.5	2,100.0	3150	65.00	\$1,100,000		Long	Widen & construct cycle lanes
50a	Lower King Rd	Troode	Lower King	On-road					68.00	\$20,000		Short	Improve crossing point at intersection, signage
50b	Collingwood Rd	Rycraft	Warden St	Shared	Asphalt	2.5	500.0	1250	62.00	\$140,000		Medium	Construct shared path - southeastern side
51	Seymour St	Collingwood Rd	Nelson St	Shared	Asphalt	2.5	500.0	1250	64.00	\$140,000		Medium	Construction of missing link
52	Lake Seppings Dr	Middleton Rd	Collingwood Rd	Shared	Asphalt	2.5	2,000.0	5000	61.00	\$570,000		Long	Construction of shared path

Reference Number	Street Name	From	To	Type	Surface	Width	Length	Area	Rating Score %	Indicative Cost at 2014	Representative Image	Priority	Comments/Actions
53	Greatrex Rd	Chester Pass Rd	Lower King Rd	On-road	Chip seal	4.0	1,500.0	6000	50.00	\$685,000		Long	Construction and widen shoulders
54	Norwood Rd	Chester Pass Rd	Lower King Rd	On-road	Chip seal	1.2	3,500.0	4200	58.00	\$500,000		Medium	Widen and seal shoulders
55a	Albany Hwy	Chester Pass Rd	York St	On-road	Asphalt	1.5	2,500.0	3750	76.00			Medium	Investigate on road cycle lanes
55b	Albany Hwy	Chester Pass Rd	York St	Shared	Asphalt	2.5	2,500.0	6250	80.00	\$710,000		Short	Construct 2.5m wide asphalt shared path
56	Hanrahan Rd	Albany Hwy	Frenchman Bay Rd	On-road					78.00	\$12,000		Short	Linemark to provide sealed shoulder for cyclists (MRWA)
57	Princess Royal Dr	Frenchman Bay Rd	York St	Shared			800.0	0	66.00	\$80,000		Short	Feasibility Study into best options (MRWA)
58	Princess Royal Dr	Railway Bridge	York St	On-road			1,200.0	0	56.00			Short	Feasibility Study into best options MRWA)
60	Elizabeth St	Paul Terry Dr	The Esplanade	Shared	Asphalt	2.5	900.0	2250	62.00	\$260,000		Long	
61	Paul Terry Dr (future extensi	Berliner St	Flinders Park Primary	Shared	Asphalt	2.5	2,000.0	5000	61.00			Long	Condition of subdivisional development
63	Warden Ave	Collingwood Rd	Hardie Rd	Shared	Asphalt	2.5	650.0	1625	69.00	\$185,000		Short	Construction of shared path - western side
63a	Reidy Dr	Warden Ave	Spencer Park School	Shared	Asphalt	2.5	230.0	575	63.00	\$65,000		Short	Construction of shared path - western side
65	Cull Rd	South Coast Hwy	FP1035 (Gifford St)	Shared	Asphalt	2.5	350.0	875	57.00	\$100,000		Medium	
65a	Mueller St	Cull Rd	Hanrahan Rd	Shared	Asphalt	2.5	1,100.0	2750	64.00	\$310,000		Medium	Construct shared path
66	McGonnell Rd	Edinburgh Rd	Cleave Cl	Shared	Asphalt	2.5	400.0	1000	62.00	\$115,000		Medium	Construct shared path
67	Clydesdale Rd	Clydesdale Cul-de-sac	South Coast Hwy	Shared	Concrete	2.5	20.0	50	64.00	\$6,000		Short	Provide link from end of Cul-de-sac
68	Ulster Rd	North Rd	Lower King Rd	On-road			3,700.0		64.00	\$10,000		Short	Remove sold centreline and install broken
69	Lockyer Ave	Minna St	Centennial Park Path	On-road	Asphalt	1.5	500.0	750	77.00	\$72,000		Short	On road cycle lanes
69a	Lockyer Ave	York St	Minna St	On-road	Asphalt	1.5	600.0	900	66.00	\$33,000		Medium	Southbound cycle lane
70	Newbey St	Chester Pass Rd	FP400	Shared	Asphalt	2.5	700.0	1750	54.00	\$200,000		Medium	Investigate shared path to connect with Anson
70a	Richard St	Turner St	Chester Pass Rd	Shared		2.5	350.0	875	64.00	\$100,000		Medium	Construct shared path
71	Aberdeen St	St Emilie Wy	Peels Pl	On-road		2.0	650.0	1300		\$20,000		Long	Alter parking, linemarking to form Nthbound Cycle lane
73	Grey St East	Aberdeen St	York St	On-road		1.5	150.0	225		\$20,000		Long	Install contra-flow cycle lane - hazardous
74	George St	South Coast Hwy	Lower Denmark Rd	On-road	Chip seal	1.5	1,600.0	2400		\$290,000		Long	Widen and seal shoulders

Reference Number	Street Name	From	To	Type	Surface	Width	Length	Area	Rating Score %	Indicative Cost at 2014	Representative Image	Priority	Comments/Actions
75	Link Rd	South Coast Hwy	Albany Hwy	On-road	Chip seal	1.5	4,000.0	6000		\$720,000		Long	Widen and seal shoulders
76	Grey St West	York St	Collie St	On-road	Chip seal	1.5	130.0	195		\$25,000		Long	Cycle lanes in both directions
76a	Grey St West	Collie St	Melville St	On-road	Chip seal	1.5	500.0	750		\$45,000		Long	Cycle lane for west-bound traffic
77	York St	Princess Royal Dr	Albany Hwy	On-road	Asphalt	1.5	800.0	1200		\$72,000		Long	Cycle lane for uphill north-bound traffic
78	Pioneer Rd	Lion St	Wellington St	On-road	Asphalt	1.5	300.0	450	68.00	\$33,000		Medium	Advisory cycle lanes
78b	Lion St	North Rd	Pioneer Rd	On-road	Asphalt	1.5	240.0	360		\$26,000		Long	Advisory red asphalt cycle lanes
78a	Wellington St	Pioneer Rd	Centennial Park Path	Shared	Asphalt	1.5	250.0	375	70.00	\$27,000		Medium	Construct shared path
79	Lower King Rd	End of existing path	Boronia Ave	Shared	Concrete	2.5	200.0	500	74.00	\$36,000		Medium	2 refuge islands to cross intersection
80	Ulster Rd	Eclipse Dr	Ulster Rd Pathway	Shared	Concrete	2.5			75.00	\$20,000		Medium	Refuge island and path connections
81	Emu Point Dr	Griffiths St	Emu Pt Dr	Shared	Asphalt	2.5			70.00	\$20,000		Completed	Refuge island and path connections
81a	Emu Point Dr	Griffiths St	Emu Pt Dr	Shared	Asphalt	2.5			65.00			Long	Include shared path in future development
82	Chester Pass Rd	Barnesby Rd Extension	Catalina Road	Shared	Asphalt	3	670.0	2010	70.00	\$265,000		Long	Replace with Asphalt & improve crossings
										\$37,659,250			

Appendix G- Collated Recommendations

Section 6 Cycling Participation

Recommendation	Cycle Maps/Signage
Short	Revise format and reprint Go Cycle Albany brochure map publication. Align with new Amazing Albany branding (currently being developed - Adventure Albany, Taste Albany, Cycle Albany) and reformat publication.
Short	Identify appropriate tourist, corporate and community outlets where the map will be stocked and a process to keep the supply stocked
Short	Ensure future maps are available and distributed in different formats, including electronically and via mobile phone applications
Recommendations	Bicycle Parking and Short Stay Facilities
Short	Complete an audit of City owned end of trip facilities.
Short	Develop a detailed area plan and/or appropriate policy for provisions for end of trip facilities.
Short	Trial suitable cycle parking facility designs with a view to permanent installation at key locations around the city.
Recommendation	School Programs
Short	City of Albany to promote, endorse and support programs to encourage school students to ride to school (eg Bike Week, Cycle to School)
Short	City of Albany to continue to endorse and support the development of school's end of trip facilities
Short	City of Albany to promote, endorse and support Bike Education programs within schools
Recommendation	Community Promotion
Short	City support a yearly cycle count, to collect data on usage and act as a promotional and recognition activity
Short	In consultation and with support from the community encourage a series of cycle events to encourage cycling, for all levels of participants
Short	Promote bike access in all council planned events, where possible
Short	Publicise any new cycle routes and make information available through the City of Albany website

Recommendations	Bicycle Parking and Short Stay Facilities
Medium	Establish incentives and support for local businesses to install bicycle parking facilities.
Medium	Provide bicycle parking facilities at key tourist attractions (see Section 8)
Recommendation	Long Stay End of Trip Facilities
Medium	Provide end of trip facilities, such as showers, lockers, secure parking and washing/drying/ironing facilities at Council workplaces for use by staff.
Medium	Review the Local Planning Scheme No 1 to encourage end of trip cycle facilities to be considered
Recommendation	Community Promotion
Medium	Gain support from local cycle businesses and develop a 'Cycle Welcome Pack' for new cycle purchasers.

Recommendations	Bicycle Parking and Short Stay Facilities
Long	Provide U-rails, with capacity for a minimum of 10 bicycles, at all major recreational facilities and Council buildings.

Section 7 Developing a Cycling Culture – Safety for All Users

Recommendation	Travel Speed and Shared Slow Zones
Short	Trial of Shared Slow Zones in key zones when opportunities arise and investigate compliance, traffic flows and any issues
Medium	Using online survey tools and annual event, such as Super Tuesday Bike Count, assess the confidence from cyclists and support for shared slow zone areas from all road users

Recommendation	Signage
Short	A comprehensive Signage Strategy (including an audit and design guidelines) be developed to support the 5 year implementation plan. This will include welcome signage, safety signage, directional signage and regulatory signage.
	Roll out the signage strategy on specific new projects as determined in the implementation plan Target key tourist and commuter routes for any signage upgrades on existing routes
Long	All major cycle routes have regulatory and way finding signage

Recommendation	Cycle Awareness and Safety Campaign
Short	A comprehensive Signage Strategy be developed – including regulatory signs See Section 4.1
Short/Medium	In conjunction with community groups and key cycle and road safety agencies support a Share the Roads Campaign and/or Bike Safety Campaign, including the development and distribution of educational material
Short	Investigate the resources to support a Cycle City Albany Coordinator to assist with the coordination of the Share the Road and/or Bike Safety Campaign

Recommendation	Hazards and Safety Reporting
Short	As part of the Share the Road/Bike Education campaign, include information on reporting hazards and safety issues
Short	Maintenance work prioritization will be undertaken as per existing documentation and processes Promote the existing processes to report routine maintenance issues
Medium	Undertake a review of the maintenance reporting processes Investigate a link through the City of Albany’s website to capture, store and address maintenance issues

Section 8 Cycle Tourism

Recommendation	Cycle Tourist Routes
Short	Solutions for the re-alignment of Munda Biddi into the Albany Regional Centre, to be incorporated in the Feasibility Study for Hanrahan/Princess Royal Drive Consider realign Munda Biddi Trail to include more scenic locations, specifically Elleker to Windfarm sections.
Short/Medium	Prioritise and stage projects to complete the missing links between Lower King and Whaleworld to create an iconic cycle tourism shared path.
Medium	Support the concept and development of the 'Nature Play Trail', aligning with the existing Albany Harbours Path along Emu Point and Middleton Beach and encourage cycle tourist stopping points.
Medium	Explore the re-location of the End Terminus for Munda Biddi to be incorporated within the Albany Heritage Park

Recommendation	Cycle Maps
Short	Revise format and reprint Go Cycle Albany brochure map publication. Align with new Amazing Albany branding (currently being developed - Adventure Albany, Taste Albany, Cycle Albany) and reformat publication.
Short	Identify appropriate tourist, corporate and community outlets where the map will be stocked and a process to keep the supply stocked
Short	Ensure future maps are available and distributed in different formats, including electronically and via mobile phone applications
Short	Align any cycle promotion within the City of Albany Tourist Marketing strategies
Medium	Research and produce other Cycle Albany marketing collateral, investigate online delivery, smart phone/tablet capabilities. Include Cycle Albany as a key message in broader destination marketing strategies

Recommendation	End of Trip Facilities/Tourist Stopping Points
Short	Explore and support end of trip facilities at the Albany Heritage Park (incorporating Princess Royal Forts, Mt Melville lookout, Anzac Memorial)
Medium	Audit existing bike racks at key tourist points and identify a list for upgrade, replacement and/or installation
Medium	Install a bicycle repair stand at the Visitor Centre
Medium	Explore funding opportunities to install creative bike racks at key tourist attractions - such as WA Residency Museum, Anzac Peace Park, Albany Heritage Park (incorporating Princess Royal Forts, XXX) Mt Melville lookout, Albany Entertainment Centre, Waterfront, Patrick Taylor Cottage and Vancouver Arts Centre
Long	Expand the end of trip facilities to include innovative tourist 'stopping' points such as geo-caching points, photo-shoot stops, rest/shelter stops.
Long	Support and facilitate local investment in establishing bike hire and/or bike tour businesses in high profile visitor locations (Middleton Beach, Emu Point, Albany Heritage Park, Albany foreshore/marina, WA Museum/Brig precinct).

Recommendation	Cycle Events
Short/Medium/Long	Attract and support iconic cycle events via the City's Regional Events Sponsorship program and Major Event Attraction program (one off and annual events; road, track, and mountain; competitive and amateur; single day and stages).
Short	In consultation and with support from the community encourage a series of cycle events to encourage cycling, for all levels of participants

Section 9 Management and Implementation

Recommendation	Cycle City Albany Officer
Short	The City identify and resource a Cycle City Albany Officer to support the 5 year implementation plan

Recommendation	Implementation Plan and Review
Short	Consider the establishment of a Cycle City Albany Strategy Committee to meet 6 monthly to oversee and provide guidance on the implementation of the Strategy over the coming years.
Medium	Develop a feedback register, to inform future cycle network projects

Recommendation	Measuring Success
Short	Develop some mechanisms to measure the success and capture projects completed and achievements.
Short/Medium	Collecting cyclist volume data before and after implementing significant improvements to a key routes
Short	Gain community support for the Super Tuesday' annual bike counts organised by Bicycle Network (formerly Bicycle Victoria) or the equivalent surveys conducted by the Department of Transport.
Medium	Establish a review process aligned with the timelines for recommendations
Medium	A review of crash data is recommended for 5-year increments to assist in identifying any safety impacts of improved infrastructure, and any ongoing trends in bicycle crashes.

PROJECT ASSESSMENT SHEET

This page is for the use of the relevant Local Government Authority to be used for both community and LGA projects. Please **attach copies of council minutes** relevant to the project approval.

Name of Local Government Authority: City of Albany
Name of Applicant: Albany Leisure and Aquatic Centre

Note: The applicant's name cannot be changed once the application is lodged at DSR.

Section A

The CSRFF principles have been considered and the following assessment is provided:
(Please include below your assessment of how the applicant has addressed the following criteria)

All applications

	Satisfactory	Unsatisfactory	Not relevant
Project justification	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Planned approach	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community input	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Management planning	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Access and opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Financial viability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Co-ordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Potential to increase Physical activity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sustainability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Development applications only

	Satisfactory	Unsatisfactory	Not relevant
Location	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sustainability	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Co-Location	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Special Interest Group	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Section B

LGA – priority ranking of this project	Three
Priority ranking of no of applications received	Three of four applications received
Is this project consistent with the	<input checked="" type="checkbox"/> Local Plan <input type="checkbox"/> Regional Plan <input type="checkbox"/> State Plan
Have all planning and building approvals been given for this project?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If no, what approvals are still outstanding?	

Project Rating (Please tick the most appropriate box to describe the project)

- A Well planned and needed by municipality
- B Well planned and needed by applicant
- C Needed by municipality, more planning required
- D Needed by applicant, more planning required
- E Idea has merit, more planning work needed
- F Not recommended

LGA comments (Required):

The City of Albany is supportive of this application for the following **participation** and **safety** reasons:

Lighting - The minimum Australian Standard for indoor netball court lighting levels for standard competition is 200 lux. Lux readings taken in several locations on the playing surface, with all lights on, are as low as 150 LUX. These low lux levels are not only a safety issue, they also cause a lot of dissatisfaction amongst users, which negatively impacts on participation.

The lighting in the original stadium has not been upgraded since the facility was constructed in 1978. As the light fittings are very old they use high amounts of electricity. Therefore they are very expensive to run and result in high carbon emissions.

Floor Sockets for netball posts - There are no floor sockets for netball posts on all four courts in stadium one. The netball posts that are currently in use sit directly on the floor at the edge of the playing area and are supported by 'T' shaped base plates. These plates are a serious health and safety issues as they pose a trip hazard and they have the potential to topple over and cause serious injury. The Albany Netball Association have informed the City that their public liability insurer has instructed them to raise these goal posts as a safety issue with ALAC Management for several years.

Electric Winches for the basketball backboards in both stadiums -

All six of the winches installed to raise and lower the basketball backboards in the new stadium are manually operated. These winches were installed over two meters off the ground to prevent the risk of users colliding with them, and to prevent them being tampered with. However, due to the height that the winches are installed, centre staff are required to use a ladder to operate them, which poses a significant risk of falling and major injury.

The manual winches also increases the time that it takes for staff to change the court set up. Therefore it restricts the amount of programming (physical activity) that can take place in the stadiums, as the courts have to be booked out for staff to winch the rings up or down.

Signed

Position Manager Recreation Services **Date** 29/7/14

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PROJECT ASSESSMENT SHEET

This page is for the use of the relevant Local Government Authority to be used for both community and LGA projects. Please **attach copies of council minutes** relevant to the project approval.

Name of Local Government Authority: City of Albany
Name of Applicant: Albany Clay Target Club

Note: The applicant’s name cannot be changed once the application is lodged at DSR.

Section A

The CSRFF principles have been considered and the following assessment is provided:
(Please include below your assessment of how the applicant has addressed the following criteria)

All applications

	Satisfactory	Unsatisfactory	Not relevant
Project justification	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Planned approach	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community input	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Management planning	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Access and opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Financial viability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Co-ordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Potential to increase Physical activity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sustainability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Development applications only

	Satisfactory	Unsatisfactory	Not relevant
Location	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sustainability	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Co-Location	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Special Interest Group	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Section B

LGA – priority ranking of this project	One
Priority ranking of no of applications received	One of four applications received
Is this project consistent with the	<input checked="" type="checkbox"/> Local Plan <input type="checkbox"/> Regional Plan <input type="checkbox"/> State Plan
Have all planning and building approvals been given for this project?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If no, what approvals are still outstanding?	

Project Rating (Please tick the most appropriate box to describe the project)

- A Well planned and needed by municipality
- B Well planned and needed by applicant
- C Needed by municipality, more planning required
- D Needed by applicant, more planning required
- E Idea has merit, more planning work needed
- F Not recommended

LGA comments (Required):

The City of Albany is supportive of this application for the following reasons:

Increasing Physical Activity – The club has recently experienced an increase in the number of shooters attending the facilities, The club has been steadily upgrading its machinery and equipment. Numbers at recent carnivals have increased by 70%. The construction of the final shooting layout will support the hosting and provision of interclub and interstate competition providing the community with a safe and accessible physical activity option.

Accessibility - The Albany Clay Target Club is the only club of its type in Albany.

Signed

Position

Date

Applications for CSRFF funding must be submitted to your Department of Sport and Recreation office by **4pm on the last working day in August**. Late applications cannot be accepted in any circumstances.

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PROJECT ASSESSMENT SHEET

This page is for the use of the relevant Local Government Authority to be used for both community and LGA projects. Please **attach copies of council minutes** relevant to the project approval.

Name of Local Government Authority: City of Albany
Name of Applicant: Napier Tennis Club

Note: The applicant’s name cannot be changed once the application is lodged at DSR.

Section A

The CSRFF principles have been considered and the following assessment is provided:
(Please include below your assessment of how the applicant has addressed the following criteria)

All applications

	Satisfactory	Unsatisfactory	Not relevant
Project justification	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Planned approach	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community input	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Management planning	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Access and opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Financial viability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Co-ordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Potential to increase Physical activity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sustainability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Development applications only

	Satisfactory	Unsatisfactory	Not relevant
Location	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sustainability	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Co-Location	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Special Interest Group	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Section B

LGA – priority ranking of this project	Two
Priority ranking of no of applications received	Two of Four applications received
Is this project consistent with the	<input checked="" type="checkbox"/> Local Plan <input type="checkbox"/> Regional Plan <input type="checkbox"/> State Plan
Have all planning and building approvals been given for this project?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If no, what approvals are still outstanding?	

Project Rating (Please tick the most appropriate box to describe the project)

- A Well planned and needed by municipality
- B Well planned and needed by applicant
- C Needed by municipality, more planning required
- D Needed by applicant, more planning required
- E Idea has merit, more planning work needed
- F Not recommended

LGA comments (Required):

The City of Albany is supportive of this application for the following reasons:

Safety Risk - The courts were last resurfaced 10 years ago. The surfaces are uneven and are becoming a safety risk.

Increasing Physical Activity – The recent ABS statistics for Albany’s rural east community demonstrates a steady increase in population since 2001. At present there are no other formal sporting clubs in the area and the tennis club provides the only physical activity option for this growing community. Due to the poor condition of the courts the club is now unable to host inter club matches and struggles to attract new members. The renewal of the court directly impacts on the provision of physical activity and the success of the club. Renewed Courts will cater for increased interclub competition and provide the community with a safe and accessible physical activity option.

Accessibility - The Napier Tennis Club is 30km from the centre of Albany and is the only formal sporting club in the area. A round trip of 60km is not feasible for regular (30 minutes every day) physical activity. The community has seen an influx of young families into the area and the club provides an important local accessible option for children to participate in coaching and club activities.

Community Hub - At first impressions it may appear that there is no local community present but the Napier Progress Association is the hub of the community. The club and community hall form the social and sporting hub for the community including coordination of the volunteer fire brigade. The tennis club plays a vital role in the Napier community, it is the vehicle for keeping the community strong, developing networks and supporting a healthy lifestyle.

Signed	Position Manager Recreation Services	Date
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Applications for CSRFF funding must be submitted to your Department of Sport and Recreation office by **4pm on the last working day in August**. Late applications cannot be accepted in any circumstances.

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PROJECT ASSESSMENT SHEET

This page is for the use of the relevant Local Government Authority to be used for both community and LGA projects. Please **attach copies of council minutes** relevant to the project approval.

Name of Local Government Authority: City of Albany
Name of Applicant: Princess Royal Sailing Club

Note: The applicant’s name cannot be changed once the application is lodged at DSR.

Section A

The CSRFF principles have been considered and the following assessment is provided:
(Please include below your assessment of how the applicant has addressed the following criteria)

All applications

	Satisfactory	Unsatisfactory	Not relevant
Project justification	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Planned approach	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community input	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Management planning	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Access and opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Financial viability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Co-ordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Potential to increase Physical activity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sustainability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Development applications only

	Satisfactory	Unsatisfactory	Not relevant
Location	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sustainability	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Co-Location	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Special Interest Group	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Section B

LGA – priority ranking of this project	three
Priority ranking of no of applications received	three of four applications received
Is this project consistent with the	<input checked="" type="checkbox"/> Local Plan <input type="checkbox"/> Regional Plan <input type="checkbox"/> State Plan
Have all planning and building approvals been given for this project?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If no, what approvals are still outstanding?	

Project Rating (Please tick the most appropriate box to describe the project)

- A Well planned and needed by municipality
- B Well planned and needed by applicant
- C Needed by municipality, more planning required
- D Needed by applicant, more planning required
- E Idea has merit, more planning work needed
- F Not recommended

LGA comments (Required):

The City of Albany is supportive of this application for the following reasons:

Supports Physical Activity – The dingy shed is a key storage area for the club and is viewed as basic infrastructure to assist with delivering the club programs and sailing days.

Safety Risk - The asbestos is deteriorating and poses a potential health and environmental safety risk to members and the public.

Signed	Position Manager Recreation Services	Date
<p>Applications for CSRFF funding must be submitted to your Department of Sport and Recreation office by 4pm on the last working day in August. Late applications cannot be accepted in any circumstances.</p>		

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REPORT ITEM CS 013 REFERS

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City of Albany
MONTHLY FINANCIAL REPORT
For the Period Ended 30th June 2014

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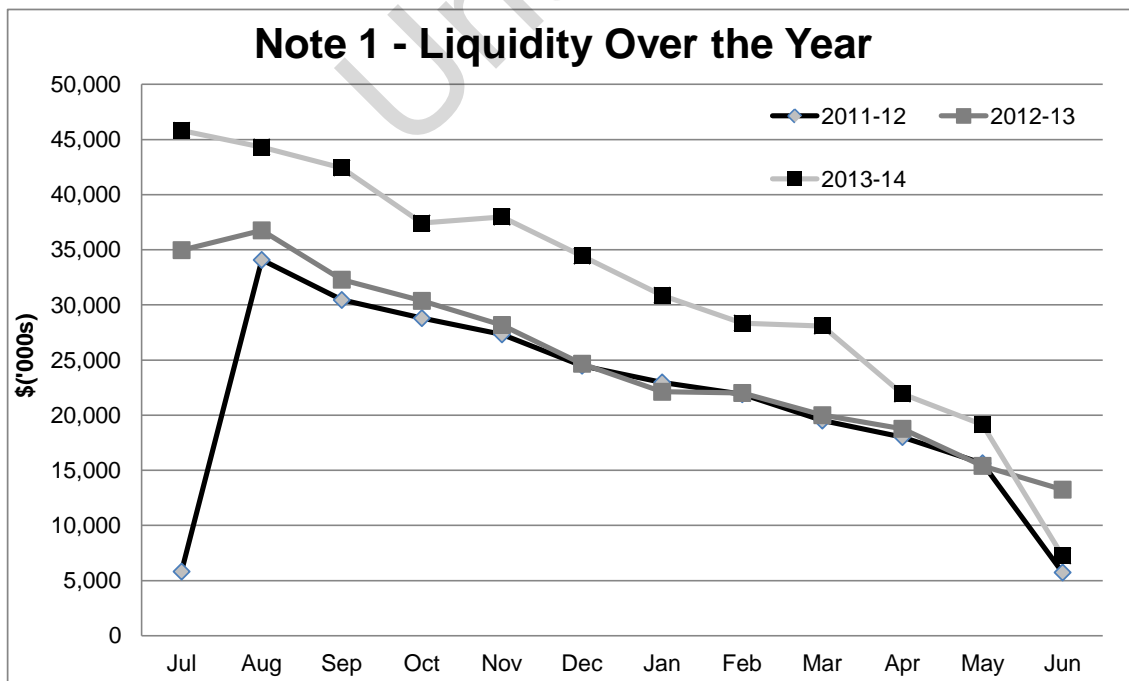
City of Albany
STATEMENT OF FINANCIAL ACTIVITY
(Nature or Type)
For the Period Ended 30th June 2014

Note	Original Annual Budget	Revised Annual Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)	Var. % (b)-(a)/(b)	
Operating Revenues							
	\$	\$	\$	\$	\$	%	
Grants & Subsidies	2,760,891	3,313,402	3,313,402	3,155,486	(157,916)	(5.0%)	▼
Contributions, Donations & Reimbursements	489,278	550,978	550,978	1,301,104	750,126	57.7%	▲
Profit on Asset Disposal	129,637	129,637	129,637	37,482	(92,155)	(245.9%)	▼
Fees and Charges	15,082,994	15,375,494	15,375,494	15,921,717	546,223	3.4%	▲
Interest Earnings	1,086,913	1,225,913	1,225,913	1,565,131	339,218	21.7%	▲
Other Revenue	404,000	404,000	404,000	353,793	(50,207)	(14.2%)	▼
Total (Excluding Rates)	19,953,713	20,999,424	20,999,424	22,334,713	1,335,289		
Operating Expense							
Employee Costs	(21,172,866)	(21,357,744)	(21,357,744)	(20,939,052)	418,692	2.0%	▼
Materials and Contracts	(16,376,331)	(16,643,131)	(16,643,131)	(15,811,538)	831,593	5.3%	▼
Utilities Charges	(1,750,726)	(1,750,726)	(1,750,726)	(1,681,234)	69,492	4.1%	▼
Depreciation (Non-Current Assets)	(12,271,352)	(12,271,352)	(12,271,352)	(10,947,218)	1,324,135	12.1%	▼
Interest Expenses	(859,851)	(859,851)	(859,851)	(875,114)	(15,263)	(1.7%)	▼
Insurance Expenses	(745,892)	(757,229)	(757,229)	(747,921)	9,308	1.2%	▼
Loss on Asset Disposal	(313,743)	(313,743)	(313,743)	(141,022)	172,721	122.5%	▼
Other Expenditure	(2,218,485)	(2,444,781)	(2,444,781)	(1,980,737)	464,044	23.4%	▼
Less Allocated to Infrastructure	788,531	788,531	788,531	1,140,264	351,733	(30.8%)	▼
Total	(54,920,715)	(55,610,026)	(55,610,026)	(51,983,572)	3,626,454		
Contributions for the Development of Assets							
Grants & Subsidies	23,720,796	14,111,020	14,111,020	10,133,952	(3,977,068)	(39.2%)	▼
Contributions, Donations & Reimbursements	1,000,000	1,000,000	1,000,000	854,902	(145,098)	(17.0%)	▲
Net Operating Result Excluding Rates	(10,246,206)	(19,499,582)	(19,499,582)	(18,660,004)	984,676		
Funding Balance Adjustment							
Add Back Depreciation	12,271,352	12,271,352	12,271,352	10,947,218	(1,324,135)	(12.1%)	▼
Adjust (Profit)/Loss on Asset Disposal	184,106	184,106	184,106	103,540	(80,566)	(77.8%)	▼
Movement From Current to Non-Current	0	0	0	(89,248)	(89,248)	(100.0%)	▼
Funds Demanded From Operations	2,209,252	(7,044,124)	(7,044,124)	(7,698,495)			
Capital Revenues							
Proceeds from Disposal of Assets	1,924,400	2,259,572	2,259,572	1,186,648	(1,072,924)	(90.4%)	▼
Total	1,924,400	2,259,572	2,259,572	1,186,648	(1,072,924)		
Acquisition of Fixed Assets							
Land and Buildings	5 (8,025,741)	(6,271,214)	(6,271,214)	(2,587,936)	3,683,278	142.3%	▼
Plant and Equipment	5 (3,654,492)	(4,276,595)	(4,276,595)	(3,488,180)	788,415	22.6%	▼
Furniture and Equipment	5 (842,314)	(792,314)	(792,314)	(239,254)	553,060	231.2%	▼
Infrastructure Assets - Roads	5 (5,953,283)	(6,396,599)	(6,396,599)	(4,658,057)	1,738,542	37.3%	▼
Infrastructure Assets - Other	5 (26,542,942)	(23,179,962)	(23,179,962)	(16,272,202)	6,907,760	42.5%	▼
Total	(45,018,772)	(40,916,684)	(40,916,684)	(27,245,629)	13,671,055		
Financing/Borrowing							
Debt Redemption	(2,615,254)	(2,615,254)	(2,615,254)	(2,614,871)	383	0.0%	▼
Loan Drawn Down	2,127,000	4,127,000	4,127,000	4,127,000	0	0.0%	▼
Profit on Sale of Investments	0	0	0	182,604	182,604	100.0%	▼
Self-Supporting Loan Principal	0	0	0	13,215	13,215	100.0%	▼
Total	(488,254)	1,511,746	1,511,746	1,707,948	196,202		
Demand for Resources	(41,373,374)	(44,189,490)	(44,189,490)	(32,049,529)	12,794,333		
Restricted Funding Movements							
Opening Funding Surplus(Deficit)	11,100,936	13,238,097	13,238,097	13,238,100	3	(0.0%)	▼
Transfer to Reserves	(13,640,795)	(13,565,795)	(13,565,795)	(2,971,313)	10,594,482	356.6%	▼
Transfer from Reserves	15,090,919	15,562,359	15,562,359	0	(15,562,359)	(100.0%)	▼
Rate Revenue	28,961,011	29,001,011	29,001,011	29,028,853	27,842	0.1%	
Closing Funding Surplus(Deficit)	138,697	46,182	46,182	7,246,112	7,854,301		

City of Albany
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
 For the Period Ended 30th June 2014

Note 1: NET CURRENT FUNDING POSITION

		Positive=Surplus (Negative=Deficit)		
		2013-14		
	Note	This Period	Last Period	Same Period Last Year
		\$	\$	\$
Current Assets				
Cash Unrestricted		11,339,186	20,167,496	17,444,867
Cash Restricted		16,233,291	13,193,396	12,679,320
Receivable - Rates and Rubbish	4	1,086,781	1,403,987	915,672
Receivables - Other		3,161,906	1,745,733	1,811,220
Accrued Income		95,509	0	429,268
Prepaid Expenses		54,831	28,624	173,767
Investment Land		735,409	812,773	967,500
Stock on Hand		789,047	838,737	498,075
		33,495,961	38,190,746	34,919,689
Less: Current Liabilities				
Payables		(7,081,260)	(3,832,440)	(6,249,775)
Accrued Expenses		(52,462)	0	(303,331)
Income in advance		(677,954)	(457,093)	(795,452)
Provisions		(3,492,171)	(3,174,375)	(3,153,823)
Retentions		(81,898)	(92,681)	(147,259)
		(11,385,745)	(7,556,589)	(10,649,641)
Add Back: Loans		1,521,937	2,008,189	2,614,871
Less: Cash Restricted		(15,650,632)	(12,679,319)	(12,679,320)
Investment land		(735,409)	(812,773)	(967,500)
Net Current Funding Position		7,246,112	19,150,254	13,238,100



Comments - Net Current Funding Position

City of Albany
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30th June 2014

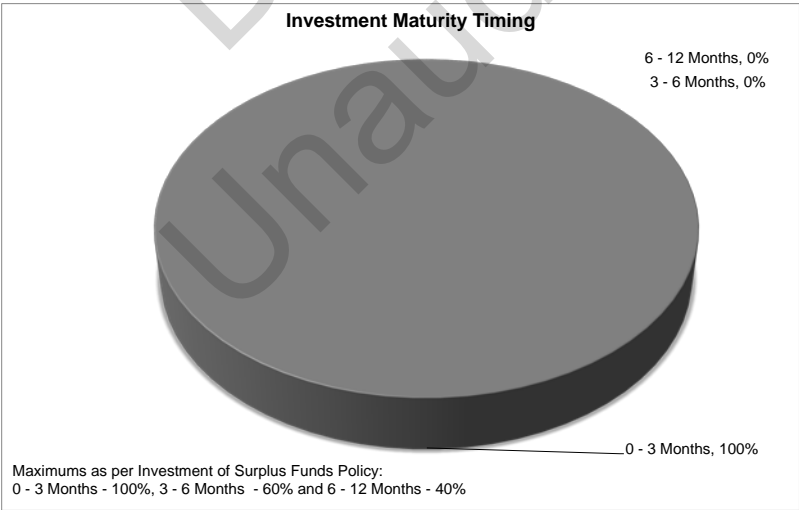
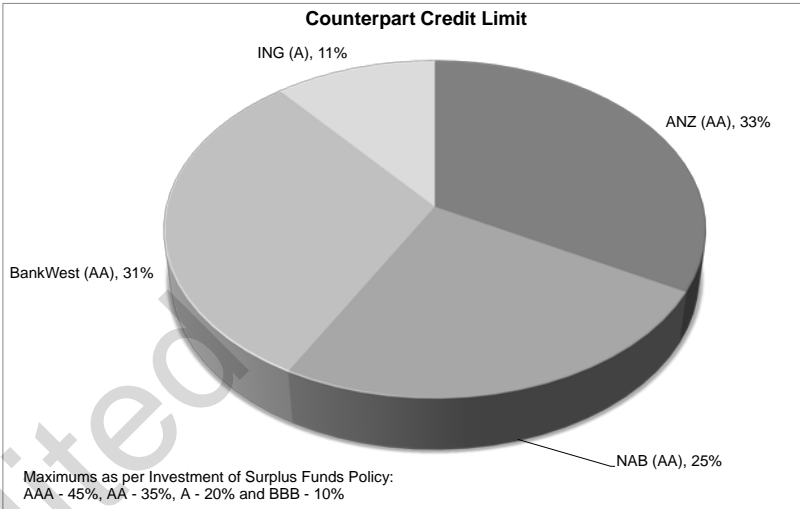
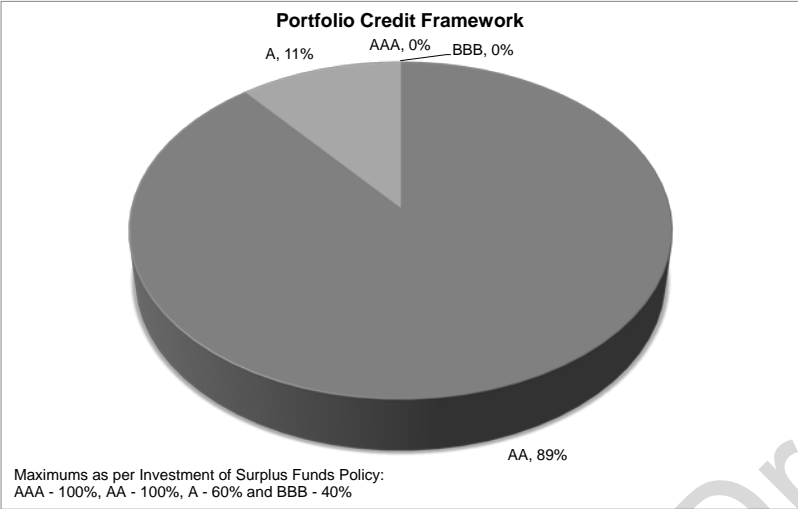
Note 2: CASH INVESTMENTS

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.\$		
General Municipal																	
TD 5478	NAB	AA	6/06/2014	31	3.05%	1,500,000	3,886	1,500,000			3.35%	3.05%					
TD 6781	ANZ	AA	7/06/2014	30	3.00%	3,000,000	7,397	3,000,000			3.05%	3.00%					
TD BW	BankWest	AA	4/06/2014	30	2.70%	2,000,000	4,438	2,000,000			3.40%	2.70%					
					Subtotal	6,500,000	15,721	6,500,000	-	-				700,000	876,243	(176,243)	
Restricted																	
TD ING	ING	A	4/06/2014	90	3.44%	2,000,000	16,964	2,000,000			3.44%	3.44%					
TD 99656	ANZ	AA	30/06/2014	30	3.00%	3,000,000	7,397	3,000,000			3.35%	3.00%					
TD BWR	BankWest	AA	4/06/2014	30	2.70%	3,500,000	7,767	3,500,000			3.40%	2.70%					
TD 3749	NAB	AA	30/06/2014	30	3.05%	3,000,000	7,521	3,000,000			3.64%	3.05%					
					Subtotal	11,500,000	24,362	11,500,000	-	-				241,743	387,294	(145,551)	
					Total Funds Invested	18,000,000	40,083	18,000,000	-	-				941,743	1,263,537	(321,794)	

Comments/Notes - Cash Investments

City of Albany
Monthly Investment Report
For the Period Ended 30th June 2014

Note 2A: GRAPHICAL REPRESENTATION - CASH INVESTMENTS



City of Albany
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30th June 2014

Note 3: MAJOR VARIANCES

Comments/Reason for Variance in excess of \$50,000	Variance	
	Timing	Permanent
3.1 Operating Revenues		
Grants & Subsidies		
Primarily budget vs actual allocation of Anzac event income. Budget fully allocated to Grants & Subsidies, actual income allocated across both Grants & Subsidies, and Contributions, Donations & Reimbursements. Budget exceeded for Anzac income across both classifications.		■
Contributions, Donations & Reimbursements		
Primarily budget vs actual allocation of Anzac event income. Budget fully allocated to Grants & Subsidies, actual income allocated across both Grants & Subsidies, and Contributions, Donations & Reimbursements. Budget exceeded for Anzac income across both classifications.		■
Profit on Asset Disposal		
Final year end asset acquisition, disposal and depreciation yet to be calculated for June.	■	
Fees and Charges		
Refuse site income over budget year to date. Planning and building fee income exceeded budget.		■
Interest Earnings		
Interest earnings exceeding budget due to significant cash on hand for most of the year. This has resulted in interest earnings being over budget for the whole year.		■
Other Revenue		
Commission from accommodation bookings under budget, charges for private works under budget.		■
3.2 Operating Expense		
Employee Costs		
Year end result under budget. \$190 000 of variance is due to a change in calculation of Long Service Leave provision, based on updated advice. Smaller part of the variance is for superannuation, which is under budget.		■
Materials and Contracts		
Number of strategic plans/reviews not done or carried forward to 14/15 (\$360 000), including Mt Adelaide plan, traffic management plan, and number of smaller plans, \$100 000 of Anzac event under budget, costs to be incurred 14/15, \$62 000 under budget on legal expenses, \$94 000 under budget Hunton Bridge investigation, waiting on some final June invoices at time of report for a various operational expenses , estimated to be \$40 - 50 000 of costs, balance is spread across all areas with small variances.		■
Utilities Charges		
At time of compiling report, further year end adjustments still need to be made, upon receipt of monthly invoices from utility providers.	■	
Depreciation (Non-Current Assets)		
Final year end asset acquisition, disposal and depreciation yet to be calculated for June.	■	
Interest Expenses		
No material variance		
Insurance Expenses		
No material variance		
Loss on Asset Disposal		
Final year end asset acquisition, disposal and depreciation yet to be calculated for June.	■	
Other Expenditure		
No single major variance. Spread across all areas.		■
Less Allocated to Infrastructure		
Additional internal resources utilised for capital works in lieu of contract works.	■	
3.3 Contributions for the Development of Assets		
Grants & Subsidies		
Bridge funding under budget (\$777k), Airport upgrade - to be received 14/15 (\$631k), ALAC Solar Grant - unsuccessful (\$590k), Path & park grants - to be acquitted (\$968K)		■
Contributions, Donations & Reimbursements		
Asset contributions for new subdivisions - year end amount yet to be determined.	■	

City of Albany
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
 For the Period Ended 30th June 2014

Note 3: MAJOR VARIANCES

Comments/Reason for Variance in excess of \$50,000	Variance	
	Timing	Permanent
3.4 Funding Balance Adjustment		
Add Back Depreciation		
Final year end asset acquisition, disposal and depreciation yet to be calculated for June.	■	
Adjust (Profit)/Loss on Asset Disposal		
Final year end asset acquisition, disposal and depreciation yet to be calculated for June.	■	
Movement From Current to Non-Current		
End of financial year provision adjustment		■
3.5 Capital Revenues		
Proceeds from Disposal of Assets		
Final year end asset acquisition, disposal and depreciation yet to be calculated for June.	■	
3.6 Acquisition of Fixed Assets		
Land and Buildings		
Timing issue in the progress of the Airport Terminal Upgrade (in progress), Westrail Barrack upgrade (in progress), delay in the ALAC capital improvement projects to 14/13.		■
Plant and Equipment		
Includes c/fwd purchases of \$221 000.		■
Furniture and Equipment		
Delay in various Information Technology capital projects, c/fwd to 14/13.		■
Infrastructure Assets - Roads		
Includes c/fwd projects of \$546 000		■
Infrastructure Assets - Other		
A lot of work in progress/ carried forward projects across many areas, including drainage - \$750k mill - primarily North Rd and Barnesby Dr projects, waste site leachate (\$550K), Elleker/Grassmere Bridge invoice not yet received (\$1.6 million), Mt Clarence & Mt Adelaide upgrade, Emu Point protection project.		■
3.7 Financing/Borrowing		
Debt Redemption		
No material variance		
Loan Drawn Down		
No material variance		
Profit on Sale of Investments		
Maturity of Corsair/Kakadu Investment note.	■	
Self-Supporting Loan Principal		
No material variance		
3.8 Restricted Funding Movements		
Opening Funding Surplus(Deficit)		
No material variance		
Transfer to Reserves		
Final end of year reserve transfers yet to be allocated.	■	
Transfer from Reserves		
Final end of year reserve transfers yet to be allocated.	■	
Rate Revenue		
No material variance		

City of Albany
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30th June 2014

Note 4: RECEIVABLES

Receivables - Rates and Refuse

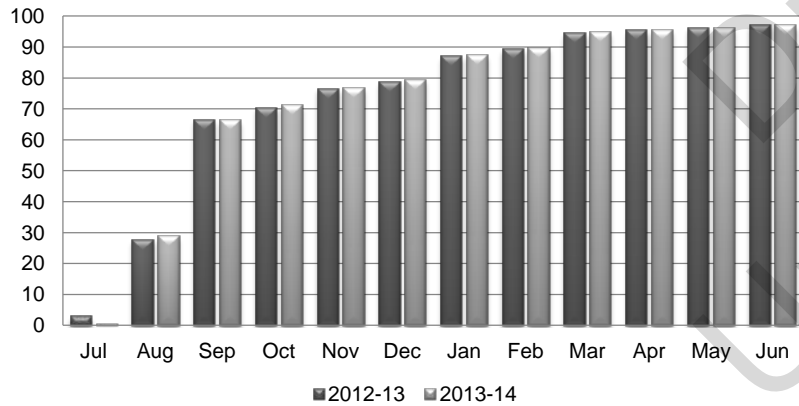
	Current 2013-14	Previous 2012-13	Total
	\$	\$	\$
Opening Arrears Previous Years		1,014,148	1,014,148
Rates Levied this year	29,028,853		29,028,853
Refuse Levied	5,068,194		5,068,194
ESL Levied	2,339,155		2,339,155
Other Charges Levied	482,526		482,526
Less Collections to date	(36,088,904)	(757,192)	(36,846,096)
Equals Current Outstanding	829,824	256,957	1,086,781
Total Rates & Charges Collectable			1,086,781
% Collected			97.13%

Receivables - General

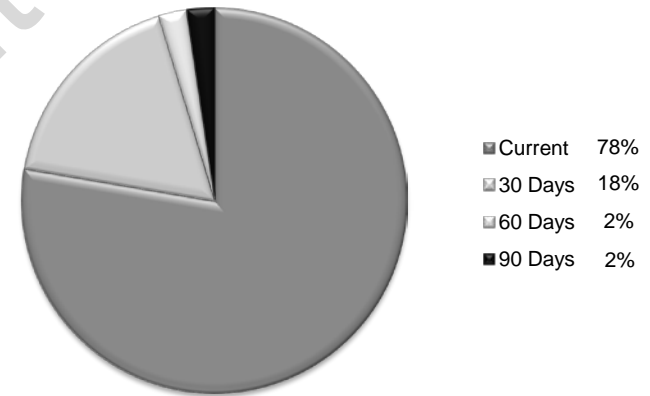
	Current	30 Days	60 Days	90 Days
	\$	\$	\$	\$
	1,513,902	345,248	44,984	44,806
Total Outstanding				1,948,940

Amounts shown above include GST (where applicable)

Note 4 - Rates & Charges % Collected



Note 4 - Accounts Receivable (non-rates)



Comments/Notes - Receivables Rates and Rubbish

Comments/Notes - Receivables General

City of Albany
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30th June 2014

Note 5: CAPITAL ACQUISITIONS

Contributions Information				Summary Acquisitions	Original Budget	Current Budget	YTD Budget	Actual	Variance	
Grants	Reserves	Borrowing	Total							
\$	\$	\$	\$		\$			\$	\$	
				Property, Plant & Equipment						
412,000	590,000	0	1,002,000	Land and Buildings	8,025,741	6,271,214	6,271,214	2,587,936	(2,409,930)	▼
0	0	0	0	Plant & Equipment	3,654,492	4,276,595	4,276,595	3,488,180	(788,415)	▼
178,946	0	0	0	Furniture & Equipment	842,314	792,314	792,314	239,254	(553,060)	▼
				Infrastructure						
2,500,000	0	0	2,500,000	Roadworks	5,953,283	6,396,599	6,396,599	4,658,057	(1,738,542)	▼
868,939	0	0	868,939	Drainage	2,467,890	2,411,179	2,411,179	1,658,648	(752,531)	▼
0	0	0	0	Bridges	3,393,000	3,393,000	3,393,000	2,562,000	(831,000)	▼
0	0	0	0	Footpath & Cycleways	1,895,184	1,818,184	1,818,184	1,189,213	(628,971)	▼
81,726	9,721	0	91,447	Parks, Gardens & Reserves	6,628,137	8,211,456	8,211,456	6,098,176	(2,113,280)	▼
1,125,000	1,800,000	0	2,925,000	Airport	1,300,000	1,900,000	1,900,000	2,840,366	940,366	▲
0	1,260,557	0	1,260,557	Sanitation	1,260,557	1,257,978	1,257,978	451,077	(806,901)	▼
9,233,743	80,634	0	297,384	Other Infrastructure	9,598,174	4,188,165	4,188,165	1,472,723	(2,715,442)	▼
14,400,354	3,740,912	0	8,945,327	Totals	45,018,772	40,916,684	40,916,684	27,245,629	(12,397,707)	

Comments - Capital Acquisitions

REPORT ITEM CSF 106 REFERS

TRUST CHEQUES AND ELECTRONICS FUNDS TRANSFER PAYMENTS

EFT/CHQ	Date	Name	Description	Amount
EFT91625	19/06/2014	FRANK MARIO & VICTORIA ZAMBONETTI	RETURN OF INCOMPLETE WORKS BOND - 1157 PFEIFFER RD PALMDALE	572.00
Total				\$ 572.00

MASTERCARD TRANSACTION JUNE 2014

Date	Payee	Description	Amount
4/06/14	Virgin	Airfare - J. Taylor - TRC Symposium Training	357.69
18/06/14	Virgin	Airfare - D. Putland - Industrial Land Opportunities	377.70
4/06/14	Water Corporation	Lot 213 Parker Brook Road, Drome - Schedule 2 fee.	257.71
6/06/14	Trybooking	C. James-Wallace - Local Government Indigenous Roundtable Training	270.30
7/06/14	Digicert Inc	IT - SSL Plus Certificate	449.76
11/06/14	Paessler.Com	IT - PRTG 2500 - 12 months maintenance fee.	1,269.20
17/06/14	Pydio.Com	IT - Yearly Subscription	642.26
30/05/14	Webjet	Airfare - C Woods & R Taylor - Centennial Park Meetings	821.97
30/05/14	Virgin	Airfare - Jo Taylor - Albany to Perth Return - TRC Symposium 2014 - Training	397.97
30/05/14	Ibis Hotel	Accommodation -C Woods & R TaylorCentennial Park Meetings	508.00
31/05/14	Virgin	Airfare - P Nielsen -State Library Meeting	777.28
12/06/14	Miss Maud	Accommodation - P Nielsen - State Library Meeting	298.00
17/06/14	Virgin	Airfare - N Radivojevic - Judging Conference Meeting Albany Art Prize	397.97
20/06/14	Hotels.Com	Accommodation- P Nielsen - WA Library Symposium	436.00
30/05/14	Virgin	Airfares - G Foster - Perth to Albany returning to work	263.12
30/05/14	Liquid Learning Group	J Gray - Registration for Stakeholder Communication and Community Engagement Conference 2014.	1,864.50
31/05/14	Virgin	Airfares - J Gray - Stakeholder Communication and Community Engagement Conference 2014	430.23
3/06/14	Le Somhome	Accommodation - G Foster - meeting with Mayor of Peronne	305.69
9/06/14	Perth Riverview Hotel	Accommodation - A McEwan - attending National Anzac Albany recurring PCG meeting	249.00
13/06/14	Virgin	Airfares -G Adams & C Woods - Attending 2014 presentation to Lotterywest regarding Anzac Infrastructu	797.50
30/05/14	Gus*Sport Messenger	GPS tracking units for isolated workers	363.61
30/05/14	Gus*Sport Messenger	GPS tracking units for isolated workers	200.78
11/06/14	Absorb Environmental	MSDS holders medium and tube	1,309.00
12/06/14	Virgin	Airfare - R, Skipper - Traffic Management and Transport Network meeting	417.41
23/06/14	Xypex Australia	Patch 'n Plug for A. Rodgerson	311.29
24/06/14	Dan Murphys	Staff BBQ Drinks	205.87
30/05/14	Hertz Australia	Car Hire - D. Lee Port Arthur, Tasmania	278.95
30/05/14	Wrest Point Federal	Accommodation - D. Lee, Tasmania	378.25
20/06/14	Perugino Restaurant	Pontential Sponsors Lunch - D. Lee	229.75
30/05/14	Virgin	Airfare - Cr Stocks -Attending WA Regional Capitals Meeting	388.64
10/06/14	Virgin	Airfare - R. Stephens Attending Citizenship Ceremony Forum	409.70
18/06/14	Q Clifton	Accommodation- Cr Stocks - Attending General Assembly in Canberra	824.36
24/06/14	Virgin	Airfare - Cr Stocks -Attending WA Regional Capitals Meeting in Kalgoolie	435.28
24/06/14	Virgin	Airfare - Cr Stocks -Attending WA Regional Capitals Meeting in Kalgoolie	357.70
Various	Sundry < \$ 200.00		2,073.32
Total			19,355.76

PAYROLL - 16/06/2014 - 15/07/2014

Date	Description	Amount
25/06/2014	Payroll	\$ 537,312.09
9/07/2014	Payroll	\$ 545,080.28
Total		\$ 1,082,392.37

REPORT ITEM CSF 106 REFERS

Chq	Date	Name	Description	Amount
29914	19/06/2014	CASH	Reimbursement For ALAC Cafe Change Bag	100.00
29915	19/06/2014	DEPARTMENT OF TRANSPORT	Amazing Albany Numberplates 213A & 214A	400.00
29916	19/06/2014	DEPARTMENT OF JUSTICE - FINES ENFORCEMENT	Parking - Legal Fees	2,451.00
29917	19/06/2014	WA COUNTRY HEALTH SERVICE - GREAT SOUTHERN	Rural Community Support Service	60.01
29918	19/06/2014	STEPHANIE MORRIGAN	EAP Consultation	176.00
29919	19/06/2014	MOUNT LOCKYER JUNIOR SOCCER CLUB INC.	Kidsport Program	1,360.00
29920	19/06/2014	SENSIS PTY LTD	Sensis Value Package - Business Essentials	40.70
29921	19/06/2014	MARK PARRE	Collect And Process Native Plant Seed From Lowlands Reserve	2,400.00
29922	19/06/2014	PETTY CASH - WORKS & SERVICES	Petty Cash Reimbursement	207.85
29923	19/06/2014	TARGET AUSTRALIA PTY LTD	Selected Resources For DVD Collection	995.25
29924	19/06/2014	TELSTRA CORPORATION LIMITED	Telephone Charges	11,866.05
29925	19/06/2014	VODAFONE PTY LTD	SMS Messaging	48.99
29926	19/06/2014	WATER CORPORATION	Water Charges - Various Locations	1,424.99
29927	26/06/2014	ROGER BRADSHAW	Compensation - Road Widening Requirement Lot 1 Perkins Beach Road Torbay	6,160.00
29928	26/06/2014	ROSS & JOANNA YOUNG	Compensation - Road Widening Requirement Lot 255 Perkins Beach Road Torbay	7,530.00
29930	26/06/2014	PENELOPE FRENCH	Cancellation Of Swimming Lessons	93.60
29931	26/06/2014	ANDI & HELEN MAKKULAWU	Subsidy Payment For Crossover	182.11
29932	26/06/2014	AIRSERVICES AUSTRALIA - PUBLICATIONS UNIT	ERSA 12 Month Amendment Service	122.00
29933	26/06/2014	ALGWA	ALGWA Membership For Councillor Bowles, Williams, Price & Goode	160.00
29936	26/06/2014	DEPARTMENT FOR COMMUNITIES - EDUCATION & CARE REGULATORY UNIT	Albany Regional Day Care Annual Service Fee 2014/2015	287.00
29937	26/06/2014	KENNETH ROBERT EWERS-VERGE	Compare Submariners Memorial Service	150.00
29938	26/06/2014	PIVOTEL SATELLITE PTY LIMITED	Satellite Phone Charges	225.00
29939	26/06/2014	PRERUST ALBANY	Window Tinting - A1 - Holden Calais	310.00
29940	26/06/2014	TANYA MORGAN	One Slate Painting	50.00
29941	26/06/2014	TELSTRA CORPORATION LIMITED	Telephone Charges	593.37
29942	26/06/2014	VODAFONE PTY LTD	MSM Messaging Monthly Charges	48.99
29943	26/06/2014	WATER CORPORATION	Water Charges - Various Locations	6,588.94
29944	26/06/2014	DEPARTMENT OF TRANSPORT	Bulk Vehicle Registrations - Depot	12,611.80
29945	27/06/2014	ACE SUPERANNUATION FUND	Superannuation Contributions	155.91
29946	27/06/2014	AMP FLEXIBLE LIFETIME SUPER PLAN	Superannuation Contributions	2,686.71
29947	27/06/2014	AMP RSA	Superannuation Contributions	358.58
29948	27/06/2014	ASGARD	Superannuation Contributions	784.34
29949	27/06/2014	AUSTRALIAN CATHOLIC SUPERANNUATION AND RETIREMENT FUND COMPLIA	Superannuation Contributions	52.69
29950	27/06/2014	BENDIGO SMARTSTART SUPER	Superannuation Contributions	107.95
29951	27/06/2014	CARE SUPER PTY LTD	Superannuation Contributions	453.52
29952	27/06/2014	COLONIAL FIRST STATE ROLLOVER & SUPER FUND	Superannuation Contributions	514.51
29953	27/06/2014	HESTA SUPER FUND	Superannuation Contributions	1,534.35
29954	27/06/2014	HOSTPLUS PTY LTD	Superannuation Contributions	805.72
29955	27/06/2014	ING DIRECT LIVING SUPER	Superannuation Contributions	140.83
29956	27/06/2014	IOOF INVESTMENT MANAGEMENT LTD	Superannuation Contributions	524.06
29957	27/06/2014	KINETIC SUPERANNUATION	Superannuation Contributions	347.00
29958	27/06/2014	LOCAL GOVERNMENT SUPER	Superannuation Contributions	461.00
29959	27/06/2014	MLC NOMINEES PTY LTD	Superannuation Contributions	437.88

REPORT ITEM CSF 106 REFERS

29960	27/06/2014	MLC NOMINEES PTY LIMITED	Superannuation Contributions	902.24
29961	27/06/2014	MLC MASTERKEY SUPERANNUATION GOLD STAR	Superannuation Contributions	269.43
29962	27/06/2014	NATIONAL MUTUAL RETIREMENT FUND	Superannuation Contributions	256.60
29963	27/06/2014	PLUM NOMINEES P/L PLUM SUPER FUND	Superannuation Contributions	573.14
29965	27/06/2014	IOOF GLOBAL ONE (EX SKANDIA GLOBAL)	Superannuation Contributions	263.80
29966	27/06/2014	SPECTRUM SUPER	Superannuation Contributions	397.70
29967	27/06/2014	SPECTRUM SUPER	Superannuation Contributions	504.08
29968	27/06/2014	SUNSUPER SUPERANNUATION	Superannuation Contributions	245.50
29969	27/06/2014	SUPERWRAP PERSONAL SUPER PLAN	Superannuation Contributions	757.36
29970	27/06/2014	TAL SUPERANNUATION LIMITED	Superannuation Contributions	364.63
29971	27/06/2014	VISION SUPER	Superannuation Contributions	586.16
29972	27/06/2014	IOOF EMPLOYEE SUPER	Superannuation Contributions	225.02
29973	30/06/2014	MEGASPAN PTY LTD	Return Of Outstanding Works Bond For WAPC 133265 Bond	500.50
29975	30/06/2014	DEPARTMENT OF TRANSPORT	Vehicle Registrations	6,928.45
29976	30/06/2014	RONALD MACDONALD MCTAGGART	Compensation - Road Widening Requirement Lot 3717 Thompson Road Lowlands	6,800.00
29977	30/06/2014	PETTY CASH - CITY OF ALBANY	Petty Cash Reimbursements	468.70
29978	03/07/2014	MS MEGAN GOODWIN	Reimbursement Of FOI Applicant Fee	30.00
29979	03/07/2014	BRETT FALLON	Reimburse Fee For Application For Grant Of Planning Scheme Consent For Corio Road, Torbay As It Was Not Required (P2140242)	800.00
29980	03/07/2014	JO-JOES PIZZA AND KEBAB	Charter Workshop 2 Catering	227.00
29981	03/07/2014	LOCKYER AVENUE VETERINARY HOSPITAL	Animal Sterilisation	51.25
29982	03/07/2014	PETTY CASH - DEPOT	Petty Cash Reimbursements	133.11
29983	03/07/2014	PETTY CASH - ALBANY REGIONAL DAY CARE CENTRE	Petty Cash Reimbursements	89.15
29984	03/07/2014	PIVOTEL SATELLITE PTY LIMITED	Satellite Phone Charges	84.00
29985	03/07/2014	TARGET AUSTRALIA PTY LTD	Purchase Of Items For ALAC Cafe	87.10
29986	03/07/2014	TELSTRA CORPORATION LIMITED	Telephone Charges	10,225.21
29987	03/07/2014	WATER CORPORATION	Repair Service At 28A Broughton Street - Works Order JA2438723	793.53
29988	03/07/2014	XYPEX AUSTRALIA	Freight Charges	311.29
29989	03/07/2014	RON PRESTON	Subsidy Payment For Crossover	211.55
29990	07/07/2014	PETTY CASH - ALBANY PUBLIC LIBRARY	Issue Of New Petty Cash As Per Agreement	400.00
29991	10/07/2014	DANIEL & JOANNE NORTHCOTT	Subsidy Payment For Crossover	123.21
29992	10/07/2014	GARY PETERS	Subsidy Payment For Crossover	182.11
29994	10/07/2014	ALBANY VOLLEYBALL ASSOCIATION	2014 Indoor Volleyball Season - Kidsport Vouchers	250.00
29995	10/07/2014	DEPARTMENT OF TRANSPORT	Vehicle Registration	158.10
29996	10/07/2014	GIRL GUIDES GREAT SOUTHERN	Kidsport Vouchers	484.00
29997	10/07/2014	GREAT SOUTHERN GRAMMAR SCHOOL		2,703.68
29998	10/07/2014	LOCKYER AVENUE VETERINARY HOSPITAL	Connecting Schools Grant Program 2013-2014 - Materials And Labour For Installation Of Bike Racks At GSG	
29999	10/07/2014	STEPHANIE MORRIGAN	Cat Sterilisation Subsidy Program	110.00
30000	10/07/2014	PETTY CASH - ALBANY AQUATIC AND LEISURE CENTRE	EAP Consultations	176.00
30001	10/07/2014	PETTY CASH - FORTS	Petty Cash Reimbursements	190.35
30501	10/07/2014	REGIONAL COUNSELLING AND MENTORING SERVICES INC	Petty Cash Reimbursements	93.35
30502	10/07/2014	TELSTRA CORPORATION LIMITED	EAP Counselling Sessions	550.00
30503	10/07/2014	WATER CORPORATION	Telephone Charges - Irrigation	164.67
			Water Charges - Various Locations	496.87

TOTAL

\$ 105,177.54

REPORT ITEM CSF 106 REFERS

EFT	Date	Name	Description	Amount
EFT91626	19/06/2014	ABA SECURITY	Works As Per Quote 11326 For Auto Gate 1 Only. (Not Gate 2)	871.00
EFT91627	19/06/2014	ABBOTTS LIQUID SALVAGE PTY LTD	Service Grease Trap	258.50
EFT91628	19/06/2014	AD CONTRACTORS PTY LTD	C13016 - Construction Contract For Willyung Road (Slk0.02 - 1.76)	31 515.72
EFT91629	19/06/2014	ADVERTISER PRINT	Supply 500 Free Pass Cards For The National Anzac Centre	208.00
EFT91630	19/06/2014	OPTEON (ALBANY AND GREAT SOUTHERN WA)	Valuation - 3717 Thompson Rd	363.00
EFT91631	19/06/2014	ALBANY SOIL AND CONCRETE TESTING	PSD Testing	138.60
EFT91632	19/06/2014	ALBANY V-BELT AND RUBBER	Filters/Vehicle Parts	406.43
EFT91633	19/06/2014	ALBANY CHAMBER OF COMMERCE AND INDUSTRY	Advertising 2015 Directory	433.50
EFT91634	19/06/2014	ALBANY GAS CENTRE PTY LTD	9Kg Filled Gas Cylinder	72.00
EFT91635	19/06/2014	ALBANY POWDER COATERS	Powder COating Two Gates In 'Monument 9067S Satin Finish'	979.00
EFT91636	19/06/2014	TRICOAST CIVIL	C14001 Emu Point Drive/Golf Links Road Cycle Lanes	340 931.23
EFT91637	19/06/2014	ALBANY REFRIGERATION	On Site Service Labour Freight And Handling 3.5 Amp Fuses A Refurbished Innotech Gen 11 Board	5 396.60
EFT91638	19/06/2014	ALBANY MOBILE WELDING	To Supply And Fit 2 Steel Framed Gates To The Rear Of North Road Shopping Centre In Barnesby Drive	1 540.00
EFT91639	19/06/2014	ALBANY SKIPS AND WASTE SERVICES	Rental And Tip Fees For Depot Skip Bin 4/4 To 7/5	225.00
EFT91640	19/06/2014	ALBANY OFFICE PRODUCTS DEPOT - NORTH ROAD	Stationery Supplies	1 370.15
EFT91641	19/06/2014	ALBANY AND REGIONAL VOLUNTEER SERVICE	National Volunteer Week Catering	2 100.00
EFT91642	19/06/2014	ALBANY LEGAL PTY LTD	Professional Services - Legal Fees	610.00
EFT91643	19/06/2014	ALBANY AIRPORT SERVICES PTY LTD	Art Supplies Purchased By Anne Johnson For Kids Art Club	384.34
EFT91644	19/06/2014	ALBANY IRRIGATION & DRILLING	Repairs To Water Monitoring Bore At Hanrahan Rd Waste Facility	285.70
EFT91645	19/06/2014	ALBANY SOLAR	Lighting - Little Grove Car Park	63 688.60
EFT91646	19/06/2014	ALL EVENTS PROSOUND HIRE	Artists Talk, Electrovoice System & Delivery	652.50
EFT91647	19/06/2014	AMITY CRAFTS	Management Of Art Collection 2013/2014	1 100.00
EFT91648	19/06/2014	AMPAC DEBT RECOVERY (WA) PTY LTD	Rates Debt Recovery	5 222.25
EFT91649	19/06/2014	PAPERBARK MERCHANTS	Copies Of The Book How To Win Friends And Influence People" By Dale Carnegie For The City Of Albany Elected Members At The Request Of The CEO	149.70
EFT91650	19/06/2014	ATC WORK SMART	Casual Staff/Apprentice Fees	10 479.43
EFT91651	19/06/2014	BARKERS TRENCHING SERVICES	Cable Locating And Pot Holing Services For Ellen Cove Pump Station	225.00
EFT91652	19/06/2014	BATTERY WORLD	Rechargeable Batteries For Group Fitness	122.50
EFT91653	19/06/2014	BENNETTS BATTERIES	Boxes Of Super Red EP2 Grease Cartridges/Battery Purchases	1 113.20
EFT91654	19/06/2014	BERG CONTRACTING SERVICES	Albany Airport - Asbestos Removal	4 240.00
EFT91655	19/06/2014	BEST OFFICE SYSTEMS	Photocopier Charges	70.00
EFT91656	19/06/2014	ALBANY BITUMEN SPRAYING	Supply Labour For Hotmix Repairs	6 608.25
EFT91657	19/06/2014	BLACKWOODS	Pallets Of Quick Set Cement/Cement Grey 20Kg Bags/Tools/Hardware Supplies	1 028.28
EFT91658	19/06/2014	ALBANY BOBCAT SERVICES	Box Out And Fill Albany H/Way Splinter Islands	3 124.00
EFT91659	19/06/2014	BROWNES FOODS OPERATIONS PTY LTD	Catering Supplies	333.45
EFT91660	19/06/2014	BUNNINGS GROUP LIMITED	Tools/Hardware Supplies	395.04
EFT91661	19/06/2014	CABCHARGE AUSTRALIA LIMITED	Taxi Fares	1 530.48
EFT91662	19/06/2014	CALTEX AUSTRALIA PETROLEUM PTY LTD	Starcard Transactions	7 251.22
EFT91663	19/06/2014	CALTEX AUSTRALIA PETROLEUM PTY LTD	Litres Of Extra Low Sulfur Diesel Fuel	53 368.90
EFT91664	19/06/2014	CAMPING KAYAKS & 4 X 4	Vigilante Rain Jacket & Petzyl Lamp	300.00
EFT91665	19/06/2014	J & S CASTLEHOW ELECTRICAL SERVICES	Electrical Repairs/Maintenance	7 483.80
EFT91666	19/06/2014	CHADSON ENGINEERING PTY LTD	Pool Test Tablets. 5 X DPD1, 3 X Dpd3, 5 X Phenol Red	388.30
EFT91667	19/06/2014	CITY OF GREATER GERALDTON	Regional Capitals Australia	110.00
EFT91668	19/06/2014	BIS CLEANAWAY LIMITED	Rubbish Removal Contract	1 014.17
EFT91669	19/06/2014	COCA-COLA AMATIL PTY LTD	Soft Drink For ALAC Cafe	3 510.31
EFT91670	19/06/2014	COLES SUPERMARKETS AUSTRALIA PTY LTD	Groceries	394.85
EFT91671	19/06/2014	BRIAN ALLAN COOPER	Rates Refund For Assessment A136392	200.00
EFT91672	19/06/2014	ALBANY SIGNS	Signage	176.00
EFT91673	19/06/2014	COVS PARTS PTY LTD	Vehicle Parts	450.61
EFT91674	19/06/2014	DOWNER EDI WORKS PTY LTD	Drops Of Hot Mix To Repair Road Pavement	1 231.40
EFT91675	19/06/2014	HOLCIM (AUSTRALIA) PTY LTD	Tonnes 10mm Washed Metal	5 199.92
EFT91676	19/06/2014	AL CURNOW HYDRAULICS	Vehicle Parts/Maintenance	523.60
EFT91677	19/06/2014	W A HISTORICAL CYCLE CLUB	Western Australian Historical Cycle Club - Vancouver St Festival	150.00
EFT91678	19/06/2014	CYNERGIC COMMUNICATIONS	Domain Name Registration - Albany Heritage Park	198.00
EFT91679	19/06/2014	AVERIL DEAN	Welcome To Country - Ripples In The Pond	200.00
EFT91680	19/06/2014	LANDGATE - PROPERTY & VALUATIONS	Gross Rental Valuations	3 572.12

REPORT ITEM CSF 106 REFERS

EFT91681	19/06/2014	DEPARTMENT OF TRANSPORT	Annual Jetty Licence - LG1717 Little Grove Princess Royal Harbour	72.62
EFT91682	19/06/2014	JANINE DETERMES	Fitness Instruction	180.00
EFT91683	19/06/2014	G & M DETERGENS & HYGIENE SERVICES ALBANY	Hygiene Contract	1 551.86
EFT91684	19/06/2014	ANGELA LENA DILETTI	After School Tutoring At VAC	563.00
EFT91685	19/06/2014	DOG ROCK VETERINARY CLINIC	Cat Sterilisation Subsidy Program	692.50
EFT91686	19/06/2014	DOUGHERTY MUSIC AND EDUCATION SERVICES	Albany Classic - Music	950.00
EFT91687	19/06/2014	DYLAN ON THE TERRACE	Catering Supplies	646.00
EFT91688	19/06/2014	ENVISION WARE PTY LTD	1 Yr Maintenance: Envisionware	1 341.65
EFT91689	19/06/2014	E - STATION PTY LTD	C Cl_WBC 32 AMP J1772 Wall Box As Per Quote A0052	3 380.00
EFT91690	19/06/2014	EYERITE SIGNS	Mount Clarence - Supply Reflective Parking Sign As Per QS5167 Including Installation	876.70
EFT91691	19/06/2014	FARM FRESH WHOLESALERS (VIOLET HOLDINGS P/L)	Catering Supplies	103.07
EFT91692	19/06/2014	FARMERS CENTRE (1978) PTY LTD	Vehicle Parts	38.53
EFT91693	19/06/2014	THE FIXUPPERY	Window Cleaning	1 159.01
EFT91694	19/06/2014	FLIPZONE	Kidsport Voucher	130.00
EFT91695	19/06/2014	TAMMIE FLOWER	Fitness Instruction	315.00
EFT91696	19/06/2014	FORREST WINDSCREENS	Supply And Fit Front Windscreen.	820.00
EFT91697	19/06/2014	FORMITT CONSTRUCTIONS	Supply And Placement Of All Formwork Required. Supply And Placement Of Reinforcement, Supply And Placement Of Concrete To The Above Project	12 705.00
EFT91698	19/06/2014	FRANKS LOADER SERVICE	Re Shaping Of The Old Motor - X Track At Miniup Park	3 091.00
EFT91699	19/06/2014	GALLERY 500	Art Supplies	343.75
EFT91700	19/06/2014	GLASS SUPPLIERS	Reglaze Windows/Doors	876.82
EFT91701	19/06/2014	GLASS & GLAZING ALBANY	Supply And Fit Glass To The New Court Exit Doors	389.00
EFT91702	19/06/2014	GORDON WALMSLEY PTY LTD	Kerbing And Asphalt Works	25 206.00
EFT91703	19/06/2014	GRANDE FOOD SERVICE	Catering For Time Out Cafe	595.40
EFT91704	19/06/2014	GREAT SOUTHERN GROUP TRAINING	Casual Staff Apprentices Fees	7 531.02
EFT91705	19/06/2014	GREAT SOUTHERN INSTITUTE OF TECHNOLOGY	Enrolment Fees For Andrew Greenwood For OHS For Supervisors	298.55
EFT91706	19/06/2014	GSP WORKFORCE	Gardening - Lotteries House	185.86
EFT91707	19/06/2014	GREAT SOUTHERN PACKAGING SUPPLIES	Cleaning Supplies	2 369.37
EFT91708	19/06/2014	GREENWAY ENTERPRISES	Erosion Control Products As Per Quotation 2090	4 584.81
EFT91709	19/06/2014	THE GREAT SOUTHERN FACTOR INCORPORATED	Animations At The VAC	138.00
EFT91710	19/06/2014	GREAT SOUTHERN BOUNDARIES	Supply And Install Retaining Wall And Colour Bond Fence, Concrete To Backfill Row Of Blocks, Backfill Wall & Compact, Supply And Install Concrete Pad To Inside Wall Area.	11 176.00
EFT91711	19/06/2014	GSM AUTO ELECTRICAL	Vehicle Parts/Maintenance	408.30
EFT91712	19/06/2014	GYM CARE	Gym Equipment/Parts	265.45
EFT91713	19/06/2014	HAESE'S PICTURE FRAMING & GALLERY	Poster Framing - Events	250.00
EFT91714	19/06/2014	HAYNES ROBINSON	Professional Services - Deed Of Leases	2 541.00
EFT91715	19/06/2014	HELEN MUNT	Provision Of Heritage Advisory Services In Albany	495.00
EFT91716	19/06/2014	HISTORY COUNCIL OF WA INC	Annual Membership 2014/15	150.00
EFT91717	19/06/2014	HOTCHIN GALLERY	Workshop Materials - Reimbursement Term 1 Homeschool Class VAC Total Spent	269.17
EFT91718	19/06/2014	RATTEN & SLATER MACHINERY	Vehicle Parts	382.63
EFT91719	19/06/2014	H AND H ARCHITECTS	Q14012 - Princess Royal Fortress - Design Services Architectural Food And Beverage Heritage	38 435.68
EFT91720	19/06/2014	ICKY FINKS WAREHOUSE SALES	Art Supplies	92.13
EFT91721	19/06/2014	INFORMA AUSTRALIA PTY LTD	Plant Specs Definitive Guide To Earthmoving And Construction Equipment	253.00
EFT91722	19/06/2014	JACK THE CHIPPER	The Mulching Of Green Waste In The Yard	423.50
EFT91723	19/06/2014	HARRY AND WENDY JACKSON	Community Leadership Grant 2013/14 For Mitchell Jackson	200.00
EFT91724	19/06/2014	JEREMY JONGSMA	FMP Radio Head Week 4	160.00
EFT91725	19/06/2014	JJ'S HIAB SERVICES	Pick And Delivery Services	1 496.00
EFT91726	19/06/2014	JOCK'S COMMERCIAL MOWING	Contract Mowing Round June 2014	6 545.00
EFT91727	19/06/2014	JOHN KINNEAR AND ASSOCIATES	Set Out Of Boundaries And Offsets For Access Construction	9 900.00
EFT91728	19/06/2014	DEREK JONES	Reimbursements - Meals Transport Of Fire Trucks	62.20
EFT91729	19/06/2014	KANDOO WINDSCREENS	Window Tinting	66.00
EFT91730	19/06/2014	JAMES IAN & SUSAN ELIZABETH KELLIE	Compensation - Land Acquisition For Widening Of Thompson Road Reserve	420.00
EFT91731	19/06/2014	KNOTTS GROUP PTY LTD	Plumbing Repairs/Maintenance	428.03
EFT91732	19/06/2014	LATRO LAWYERS	Professional Services	2 848.45
EFT91733	19/06/2014	STATE LIBRARY OF WESTERN AUSTRALIA	Library Items	1 929.40
EFT91734	19/06/2014	LIFETIME DISTRIBUTORS	Local Library Stocks	15.00
EFT91735	19/06/2014	MARIO LIONETTI	Groceries For Day Care Centre	215.83
EFT91736	19/06/2014	LOCKEEZ LUNCHBAR	Catering	705.00
EFT91737	19/06/2014	LORLAINE DISTRIBUTORS PTY LTD	Cleaning Supplies	269.00

REPORT ITEM CSF 106 REFERS

EFT91738	19/06/2014	LOVES BUS SERVICE	Shuttle Bus Hire	181.50
EFT91739	19/06/2014	ALBANY PARTY HIRE	Events Supplies - Anzac Memorial	2 106.00
EFT91740	19/06/2014	ALBANY CITY MOTORS	Engine Oil Filters/Vehicle Parts/Repairs/Maintenance	1 182.96
EFT91741	19/06/2014	VICKI MICHELLE MARTIN	Fitness Instruction	90.00
EFT91742	19/06/2014	MCLEODS BARRISTERS & SOLICITORS	Professional Fees	333.80
EFT91743	19/06/2014	MIDALIA STEEL PTY LTD	Lengths Of 20mmx20mmx1.6mm Galvanised RHS 6.5M	134.31
EFT91744	19/06/2014	MINORBA GRAZING CO	Treated Pine Posts	6 277.50
EFT91745	19/06/2014	MIRA MAR VETERINARY SERVICES	Animal Sterilisation And Euthanasia	390.50
EFT91746	19/06/2014	NURRUNGA COMMUNICATIONS	Two Way Radio Repairs/Maint	565.90
EFT91747	19/06/2014	NEVILLES HARDWARE & BUILDING SUPPLIES	Hardware Supplies	164.30
EFT91748	19/06/2014	PN & ER NEWMAN QUALITY CONCRETE PRODUCTS	Concrete Products	1 274.00
EFT91749	19/06/2014	ALBANY NEWS DELIVERY - ALAC - NEW	Newspaper Deliveries	221.52
EFT91750	19/06/2014	NIKANA CONTRACTING PTY LTD	Removal Of Boat Harbour Skip Bins	717.20
EFT91751	19/06/2014	KOMATSU AUSTRALIA PTY LTD	1000 Hour Service Kit.	366.73
EFT91752	19/06/2014	OCS SERVICES PTY LTD	Cleaning Services - Hanrahan May 2014 Prorata Invoice For Extra Time	56.58
EFT91753	19/06/2014	MICHAEL JAMES O'DOHERTY	Busking Co-Coordinator	540.00
EFT91754	19/06/2014	OFFICEWORKS SUPERSTORES PTY LTD	Logitech K400R Wireless Touch Keyboard With 3.5 Touchpad	85.76
EFT91755	19/06/2014	OPUS INTERNATIONAL CONSULTANTS LTD	Project Superintendence	55 805.90
EFT91756	19/06/2014	ORIGIN ENERGY	Bulk Gas Purchases	21 584.90
EFT91757	19/06/2014	PACIFIC BIOLOGICS	Mosquito Control Items	12 717.66
EFT91758	19/06/2014	PALMER EARTHMOVING (AUSTRALIA) PTY LTD	North Road Stormwater Drainage Upgrade C13026	194 358.25
EFT91759	19/06/2014	PC MACHINERY	Vehicle Parts	9.47
EFT91760	19/06/2014	PENROSE PROFESSIONAL LAWN CARE	Lawnmowing Services VAC	308.00
EFT91761	19/06/2014	FULTON HOGAN INDUSTRIES	15.8Kg Ezstreet Cold Asphalt Pothole Patch (2 X Pallets Of 60 Bags) For Various Wet Weather Road Maintenance Repairs	3 960.00
EFT91762	19/06/2014	4 STEEL SUPPLIES	Lengths Of 50 X Lg Pipe (1 X Sling)	1 737.65
EFT91763	19/06/2014	PLASTICS PLUS	Various Plastics Products And Reflective Tape	996.88
EFT91764	19/06/2014	PLACE LABORATORY	Q14007 - Town Square Community Space - Design Services	6 864.00
EFT91765	19/06/2014	PORTNER PRESS PTY LTD	Employment Law Update 4 2014	97.00
EFT91766	19/06/2014	PRDW AUSTRALIA PTY LTD	Produce 2 Sets Of Difference Plots From Supplied Dot Data. 2014 Vs. 2011 And 2014 Vs. 2006 Plots To Be Supplied In AutoCAD And PDF On City Of Albany	2 772.00
EFT91767	19/06/2014	RAYS SPORTS POWER	Ammunition Supplies For Rangers	372.57
EFT91768	19/06/2014	REEVES AND COMPANY BUTCHERS PTY LTD	Catering Supplies	427.80
EFT91769	19/06/2014	REPLICA MEDALS & RIBBONS PTY LTD	Forts Merchandise	594.36
EFT91770	19/06/2014	REXEL AUSTRALIA	Building Supplies	9.42
EFT91771	19/06/2014	RICOH	Photocopier Charges May 2014	15 119.51
EFT91772	19/06/2014	THE ROYAL LIFE SAVING SOCIETY WA INC	CPR Training For ALAC Staff	17.60
EFT91773	19/06/2014	SAXXON IT	Staff Professional Development - System Support Officer. Training For 12 Months	13 200.00
EFT91774	19/06/2014	SKILL HIRE WA PTY LTD	Casual Staff	980.93
EFT91775	19/06/2014	SOUTHERN ELECTRICS	Electrical Repairs/Maintenance	3 082.02
EFT91776	19/06/2014	SOUTHERN TOOL & FASTENER CO	Hardware Supplies	181.66
EFT91777	19/06/2014	SOUTHWAY DISTRIBUTORS PTY LTD	Catering Goods	1 736.29
EFT91778	19/06/2014	SOUTHCOAST SECURITY SERVICE	Security Services May 2014	12 552.95
EFT91779	19/06/2014	SPORTSWORLD OF WA	Goggles And Equipment	469.70
EFT91780	19/06/2014	GREAT SOUTHERN STORM FOOTBALL DEVELOPMENT INSTITUTE INC	Community Leadership Grant 2013/2014 Season	500.00
EFT91781	19/06/2014	STATEWIDE BUILDING CERTIFICATION WA	City Of Albany Town Square Site Inspection & Issue Certificate Of Design Compliance	1 562.00
EFT91782	19/06/2014	ST CLARE FAMILY & OCCUPATIONAL PRACTICE	Instant Drug And Alcohol Screen (Including Alcohol Breath Test)	55.00
EFT91783	19/06/2014	JASMIN STEPHENS	Writers Fees, Catalogue Essay, 2014 City Of Albany Art Prize	750.00
EFT91784	19/06/2014	STUDIO PAPA	Sponsorship Package	605.00
EFT91785	19/06/2014	SUNNY SIGN COMPANY	Assorted Signage	1 359.71
EFT91786	19/06/2014	ALBANY LOCK SERVICE	Denominator Deposit Drop Safe Size 3	1 259.20
EFT91787	19/06/2014	SUPERCHEAP AUTOS	128750- Home/Vehicle Extinguishers	2 389.00
EFT91788	19/06/2014	SYNERGY	Electricity Supplies	31 736.15
EFT91789	19/06/2014	T & C SUPPLIES	Hardware/Tool Supplies	1 893.67
EFT91790	19/06/2014	JOANNE TAYLOR	Reimbursements For Curtin Symposium Attendance	313.97
EFT91791	19/06/2014	TECTONICS CONSTRUCTION GROUP P/L	Contract C14002 - West Rail Barracks Stages 1-3	56 840.90
EFT91792	19/06/2014	THE 12 VOLT WORLD	Repair To Ford Ranger Headlights	51.50
EFT91793	19/06/2014	CAROLINE ELLEN TOMPKIN	Fitness Instruction	45.00
EFT91794	19/06/2014	TORQUE FITNESS & WELLBEING	Fitness Instruction	135.00
EFT91795	19/06/2014	TOURISM COUNCIL WESTERN AUSTRALIA	Nomination: WA Tourism Award	125.00

REPORT ITEM CSF 106 REFERS

EFT91796	19/06/2014	TRAILBLAZERS	Uniforms	783.22
EFT91797	19/06/2014	TRAFFIC FORCE	Provision Of Traffic Management	5 269.96
EFT91798	19/06/2014	ALBANY TYREPOWER	Tyre Purchases/Maintenance	434.30
EFT91799	19/06/2014	U-MOVE AUSTRALIA	For Shipping Containers For Storage Of Gear	7 920.00
EFT91800	19/06/2014	ALISON TEEDE FOOD CONSULTANT	Catering	594.00
EFT91801	19/06/2014	ALBANY VETERINARY HOSPITAL PTY LTD	Cat Sterilisation Subsidy Program	60.50
EFT91802	19/06/2014	JULIA WARREN	Fitness Instruction	180.00
EFT91803	19/06/2014	WARWICK WESTMORE	Reimbursements Attendance Parks & Leisure State Conference - Fremantle	300.75
EFT91804	19/06/2014	WELLSTEAD COMMUNITY RESOURCE CENTRE INC	Community Notice In Wellstead Whisper Newsletter	40.00
EFT91805	19/06/2014	WESTRAC EQUIPMENT PTY LTD	Vehicle Parts	70.22
EFT91806	19/06/2014	WESTERN AUSTRALIAN LOCAL GOVERNMENT ASSOCIATION	Advertising	2 207.19
EFT91807	19/06/2014	LANDMARK LIMITED	Herbicide Products	521.44
EFT91808	19/06/2014	WEST AUSTRALIAN NEWSPAPERS LIMITED - (NORTH ROAD)	Advertising	386.96
EFT91809	19/06/2014	WESTERN POWER CORPORATION	Design Fee SP039314 L104 Stirling Tce Albany	4 680.35
EFT91810	19/06/2014	WEST COAST ANALYTICAL SERVICES	Professional Services Claim 8	6 734.50
EFT91811	19/06/2014	WEST AUSTRALIAN NEWSPAPERS LIMITED - (VAC)	Monthly Advertising	212.30
EFT91812	19/06/2014	ZENITH LAUNDRY	Laundry Services/Hire	35.53
EFT91813	20/06/2014	FORTS CAFE	Early Surrender Of Forts Cafe Lease	22 000.00
EFT91814	20/06/2014	HARVEY NORMAN BEDDING ALBANY	Linen For Vancouver Arts Centre	1 680.00
EFT91815	24/06/2014	AERODROME MANAGEMENT SERVICES PTY LTD	37Eng Jet Compliance Works For Albany Airport	634 563.71
EFT91816	25/06/2014	HELLOWORLD ALBANY AT 140 LOWER YORK	Flights To China	22 664.00
EFT91817	26/06/2014	ABA SECURITY	Being The Installation Of A GSM Dialler To The Town Hall Security Pad	450.01
EFT91818	26/06/2014	AD CONTRACTORS PTY LTD	Q14005 Craned Relocation Of Nissen Hut Within The Princess Royal Fortress Compound. Works By Coastal Cranes To Be Overseen By Ad Contractors As Demolition Licensee	25 488.90
EFT91819	26/06/2014	AGCRETE ALBANY	Supply Of 1200 X 150 Round Manhole Cover	267.30
EFT91820	26/06/2014	AUSTRALIAN AIRPORTS ASSOCIATION (AAA)	Australian Airports Association Membership 1/7/2014 - 30/6/2014	3 949.00
EFT91821	26/06/2014	ALBANY CRANE HIRE	Hire Of Kato Crane Managage Rigger For The Removal Of The Hartman Xmas Lights	1 441.00
EFT91822	26/06/2014	OPTEON (ALBANY AND GREAT SOUTHERN WA)	Valuations	605.00
EFT91823	26/06/2014	ALBANY CITY LAWNS	3 Mowing Of Lancaster Park	957.00
EFT91824	26/06/2014	ALBANY V-BELT AND RUBBER	Filters/Vehicle Parts	637.46
EFT91825	26/06/2014	ALBANY SWEEP CLEAN	Sweeping Of Car Parks, Pathways And Board Walks For May 2014 As Per Quotation No: Q13023	3 116.50
EFT91826	26/06/2014	ALBANY STATIONERS	Stationery Supplies	236.40
EFT91827	26/06/2014	ALBANY INDOOR PLANT HIRE	Indoor Plant Hire	980.31
EFT91828	26/06/2014	ALBANY CHAMBER OF COMMERCE AND INDUSTRY	ACCI Directory 2015 - Albany Visitor Centre	1 100.75
EFT91829	26/06/2014	ALBANY MONUMENTAL MASONS	Stirling Terrace - Cutting Heritage Granite Kerbs.	6 932.70
EFT91830	26/06/2014	ALBANY REFRIGERATION	Being For The New A/C Unit For The Server Room At The Depot As Quoted/Refrigeration/Air Conditioning Repairs/Maintenance	2 800.88
EFT91831	26/06/2014	ALBANY OFFICE PRODUCTS DEPOT - NORTH ROAD	Stationery Supplies	2 777.40
EFT91832	26/06/2014	ALBANY MILK DISTRIBUTORS	Milk Deliveries May 2014	808.48
EFT91833	26/06/2014	ALINTA	Gas Usage Charges	393.75
EFT91834	26/06/2014	ARDESS NURSERY	Nursery Supplies	4 399.35
EFT91835	26/06/2014	ART ON THE MOVE	Art On The Move Membership To June 30 2015	110.00
EFT91836	26/06/2014	ATC WORK SMART	Casual Staff/Apprentice Fees	15 868.55
EFT91837	26/06/2014	AUSTRALIA POST	Postage Charges	4 430.55
EFT91838	26/06/2014	AUSTRAL POOL EQUIPMENT	3 X Lane Rope Tensioners	467.50
EFT91839	26/06/2014	ALBANY AUTOSPARK	Repair Headlights, Clearance Lamps And Short In Park Lights.	518.00
EFT91840	26/06/2014	BAIL SAND & GRAVEL SUPPLIES	Reimbursement Of Fee For Bond On Extractive Industry Licence P275282 As Site Has Been Rehabilitated	1 700.00
EFT91841	26/06/2014	BT EQUIPMENT PTY LTD (TUTT BRYANT EQUIPMENT)	Plant Repairs/Parts/Maintenance	2 033.67
EFT91842	26/06/2014	BARNESBY FORD	Vehicles/Vehicle Parts/Repairs	110.00
EFT91843	26/06/2014	BAREFOOT CLOTHING MANUFACTURERS	Embroidery/Uniforms Visitors Centre	1 082.75
EFT91844	26/06/2014	BARRETT'S MINI EARTHMOVING & CHIPPING	The Removal And Stump Grinding Of 1 Large Pine Tree Located In The ANZ Car Park As Per Quote No 812.	2 618.00
EFT91845	26/06/2014	BENNETTS BATTERIES	Oil And Battery Supplies	1 465.20
EFT91846	26/06/2014	BERTOLA HIRE SERVICES ALBANY PTY LTD	Hire Of Mini Excavator (Soccer Bore)	271.26
EFT91847	26/06/2014	BEST OFFICE SYSTEMS	Photocopier Services	350.00
EFT91848	26/06/2014	ALBANY BITUMEN SPRAYING	Works To Hot-Mix Road Pavement Depressions	7 722.00
EFT91849	26/06/2014	BLACKWOODS	Safety Equipment	1 224.06
EFT91850	26/06/2014	BOOEASY AUSTRALIA PTY LTD	Monthly Booking Fees Jan 2014	5 081.14
EFT91851	26/06/2014	SARAH BOWLES	Councillor Allowance - 01/04/2014 - 30/6/14	6 387.50
EFT91852	26/06/2014	ANNABELLE BRAYLEY	Author Tour June 9 - 13 2014 - Flights/Car Hire/Fuel & Accommodation	2 816.85

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EFT91853	26/06/2014	JOHN BRIGGS	Sale Of Artworks "Portrait"	337.50
EFT91854	26/06/2014	BROWNES FOODS OPERATIONS PTY LTD	Catering Supplies	133.38
EFT91855	26/06/2014	BRUCE WILSON LONIE	Rates Refund For Assessment A110233	600.00
EFT91856	26/06/2014	BUNNINGS GROUP LIMITED	Tools/Hardware Supplies	124.73
EFT91857	26/06/2014	C&C MACHINERY CENTRE	Vehicle Maintenance/Parts	1 791.63
EFT91858	26/06/2014	VINCE CALLEJA	Councillor Allowance - 01/04/2014 - 30/6/14	6 387.50
EFT91859	26/06/2014	CALTEX AUSTRALIA PETROLEUM PTY LTD	Bulk Diesel Fuel	51 687.80
EFT91860	26/06/2014	CAMLIN SPRINGS WATER DISTRIBUTORS	Water Container Refills	845.00
EFT91861	26/06/2014	J & S CASTLEHOW ELECTRICAL SERVICES	Electrical Repairs/Maintenance	3 322.38
EFT91862	26/06/2014	COLES SUPERMARKETS AUSTRALIA PTY LTD	Groceries	425.88
EFT91863	26/06/2014	COMMUNITY ARTS NETWORK WA INC	CANWA Membership 2014-2015	60.00
EFT91864	26/06/2014	COR DE LLEO PTY LTD	Library Staff Workshop Facilitation	1 375.00
EFT91865	26/06/2014	ALBANY SIGNS	White Lettering	110.00
EFT91866	26/06/2014	CRANBROOK SPORTING CLUB INC	Sporting Club Hire For 2014 Regional Library Meeting	627.00
EFT91867	26/06/2014	HOLCIM (AUSTRALIA) PTY LTD	Supply Of M3 25X14X80 Slump Full Rate Concrete Footpath Mix	6 796.83
EFT91868	26/06/2014	THE LAMINEX GROUP (CULLITY'S)	Timber Supplies	539.79
EFT91869	26/06/2014	D & K ENGINEERING	Repair Front Guards On Volvo Loader.	660.00
EFT91870	26/06/2014	DANSON CHAU CHUNG LEE	MRO Services And Report	90.00
EFT91871	26/06/2014	DE LAGE LANDEN PTY LIMITED	Notification Of Assignment Of Master Lease Agreements	7 186.30
EFT91872	26/06/2014	LANDGATE - PROPERTY & VALUATIONS	Title Searches	35.65
EFT91873	26/06/2014	DEPARTMENT OF ENVIRONMENT REGULATION	Stirling South Waste Transfer Station - Licence Annual Fee 2014/15	253.81
EFT91874	26/06/2014	JANINE DETERMES	Fitness Instruction	225.00
EFT91875	26/06/2014	DORTCH & CUTHBERT	Hunton Road / Chelgiup Creek Bridge Replacement - Aboriginal Heritage Survey & Section 18 Application	7 942.00
EFT91876	26/06/2014	CAROLYN DOWLING	Councillor Allowance - 01/04/2014 - 30/6/14	6 387.50
EFT91877	26/06/2014	EASFLEET MANAGEMENT	Motor Vehicle Lease Rental/ESP Bureau Fee/Bureau Fee Rebate	8 603.84
EFT91878	26/06/2014	ECOTECH PTY LTD	Monthly Validated Data Reporting,	396.00
EFT91879	26/06/2014	ELDERS LIMITED	Box Of Waratah Caps	165.00
EFT91880	26/06/2014	ALBANY ENGINEERING COMPANY	Dr Rack Repairs	1 388.98
EFT91881	26/06/2014	MICHELLE LEE EVANS	Rates Refund For Assessment A177027	250.18
EFT91882	26/06/2014	EVERTRANS	Tipping Trailer - 2000Kg Supplied And Delivered To City Of Albany Depot As Per Quote & Registration & Licensing	34 222.43
EFT91883	26/06/2014	EYERITE SIGNS	Albany Heritage Park Entry Signage Statements	27 086.40
EFT91884	26/06/2014	THE FIXUPPERY	Window Cleaning	1 498.03
EFT91885	26/06/2014	FLIPZONE	Kidsport Vouchers	285.00
EFT91886	26/06/2014	TAMMIE FLOWER	Fitness Instruction	495.00
EFT91887	26/06/2014	GALLERY 500	Medal Framing	400.00
EFT91888	26/06/2014	ALISON GOODE	Councillor Allowance - 01/04/2014 - 30/6/14	7 083.04
EFT91889	26/06/2014	GORDON WALMSLEY PTY LTD	Primer Seal And Asphalt	14 880.00
EFT91890	26/06/2014	ELIZABETH GRAY	EAP Consultations	390.00
EFT91891	26/06/2014	GREAT SOUTHERN GROUP TRAINING	Casual Staff Apprentices Fees	7 528.96
EFT91892	26/06/2014	GREEN SKILLS INC	Casual Staff	11 297.00
EFT91893	26/06/2014	SOUTHERN SHARPENING SERVICES	Being For The Sharpening Of Various Planer Blades	313.50
EFT91894	26/06/2014	GREAT SOUTHERN PACKAGING SUPPLIES	Cleaning Supplies	1 335.53
EFT91895	26/06/2014	GREENWAY ENTERPRISES	ARS Hedge Shear K800R	106.58
EFT91896	26/06/2014	GREAT SOUTHERN TURF	320 Metres Of Turf	2 475.00
EFT91897	26/06/2014	GERRY GREGSON	Councillor Allowance - 01/04/2014 - 30/6/14	7 306.53
EFT91898	26/06/2014	GREAT SOUTHERN SERVICES	Stainless Steel Restoration And Protective Coating	10 257.39
EFT91899	26/06/2014	GSM AUTO ELECTRICAL	Vehicle Parts/Maintenance	231.09
EFT91900	26/06/2014	GT BEARING AND ENGINEERING SUPPLIES	Vehicle Parts	26.00
EFT91901	26/06/2014	GWN GREAT SOUTHERN (PRIME MEDIA GROUP LTD)	TV Advertising For Swim School	1 621.40
EFT91902	26/06/2014	RAY HAMMOND	Councillor Allowance - 01/04/2014 - 30/6/14	6 387.50
EFT91903	26/06/2014	PROTECTOR FIRE SERVICES PTY LTD	Quotation Q14002 Fire Equipment Audit	3 478.75
EFT91904	26/06/2014	HAREWOOD ESTATE	Wine Purchases	762.48
EFT91905	26/06/2014	HARVEY NORMAN COMPUTERS ALBANY	Scandisk 16Gb Sd C4	21.00
EFT91906	26/06/2014	HAYNES ROBINSON	Professional Services Extension Of Lease	1 320.00
EFT91907	26/06/2014	KIMBERLEY HIGGINS	Reimbursements - State Library - ORWG Meeting & Library Exchange	50.70
EFT91908	26/06/2014	BILL HOLLINGWORTH	Councillor Allowance - 01/04/2014 - 30/6/14	6 387.50
EFT91909	26/06/2014	ALAN HORTIN	Councillor Allowance - 01/04/2014 - 30/6/14	6 387.50
EFT91910	26/06/2014	IDENTITY CREATIVE	Anzac Albany Ad Header/Footer Template	286.00
EFT91911	26/06/2014	INJURY CONTROL COUNCIL OF WA INC	2014/2015 Corporate Membership	200.00

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EFT91912	26/06/2014	STATEWIDE RACKING & STORAGE SOLUTIONS	Longspan Shelving - 2500H X 800D X 1800L - 6 Levels Supplied And Installed	4 124.00
EFT91913	26/06/2014	IRIS CONSULTING GROUP PTY LTD	Records Training - Archives Management Basics.	575.00
EFT91914	26/06/2014	JACK THE CHIPPER	Mulching Of Woody Weeds	3 811.50
EFT91915	26/06/2014	JIMS TEST AND TAG	Electrical Testing And Tagging	580.27
EFT91916	26/06/2014	JJ'S HIAB SERVICES	Pick And Delivery Of Concrete Pipes	528.00
EFT91917	26/06/2014	JOHN KINNEAR AND ASSOCIATES	Middleton Beach To Emu Point Beach Transects	7 304.00
EFT91918	26/06/2014	JUST SEW EMBROIDERY	Embroidery To Polo's	544.50
EFT91919	26/06/2014	KAY GELDARD	Facilitator For LEMC Risk Assessment Workshop	485.00
EFT91920	26/06/2014	KNOTTS GROUP PTY LTD	Plumbing Repairs/Maintenance	1 971.78
EFT91921	26/06/2014	LAWRENCE AND HANSON	The Purchase Of Caboflex Earplugs Banded.	69.30
EFT91922	26/06/2014	LEASE CHOICE	Monthly Lease Photocopiers Ricoh Mp CW2200SP/E083G700134 & E083G700026	1 246.83
EFT91923	26/06/2014	LORLAINE DISTRIBUTORS PTY LTD	Cleaning Supplies	616.40
EFT91924	26/06/2014	MACDONALD JOHNSTON PTY LTD	Vehicle Parts	292.07
EFT91925	26/06/2014	MAIN ROADS	Replacement Of Elleker Grasmere Rd Bridge 4689	1 650 000.00
EFT91926	26/06/2014	LANI MALAN	Fitness Instruction	540.00
EFT91927	26/06/2014	MANDALAY TECHNOLOGIES PTY LTD	Provision Of Weighbridge Software And Maintenance	9 350.00
EFT91928	26/06/2014	VICKI MICHELLE MARTIN	Fitness Instruction	180.00
EFT91929	26/06/2014	MASTER BUILDERS ASSOCIATION OF WESTERN AUSTRALIA	Membership Subscription 204/15	972.00
EFT91930	26/06/2014	MC LEVITZKE	Book Marks - 30 X King George Sound Sunrise & 30 X Desert Corp Memorial	108.00
EFT91931	26/06/2014	METROOF ALBANY	Roofing Supplies	335.72
EFT91932	26/06/2014	JULIA MITCHELL	Reimbursements Library Catering & Meeting Room Supplies	103.00
EFT91933	26/06/2014	MODERN MOULDINGS	Large Blue Cones	1 283.70
EFT91934	26/06/2014	NURRUNGA COMMUNICATIONS	Albany Airport - Move Aircraft Tracking Radio System	997.00
EFT91935	26/06/2014	PN & ER NEWMAN QUALITY CONCRETE PRODUCTS	Concrete Products	1 186.90
EFT91936	26/06/2014	ALBANY NEWS DELIVERY - NORTH ROAD - NEW	Newspaper Deliveries	144.04
EFT91937	26/06/2014	ALBANY NEWS DELIVERY - ALAC - NEW	Newspaper Deliveries	110.76
EFT91938	26/06/2014	PAUL NIELSEN	Reimbursements SLWA Exchange & PLWA Meetings	100.60
EFT91939	26/06/2014	OCS SERVICES PTY LTD	Cleaning Services	218.33
EFT91940	26/06/2014	SANDRA O'DOHERTY	Sale Of Artworks "In The Company Of Birds"	450.00
EFT91941	26/06/2014	OKEEFE'S PAINTS	Paint And Painting Supplies	4 034.04
EFT91942	26/06/2014	OPUS INTERNATIONAL CONSULTANTS LTD	Hours Soil Sampling For Town Square	1 196.25
EFT91943	26/06/2014	ORICA AUSTRALIA P/L	Chlorine Supplies - ALAC	708.24
EFT91944	26/06/2014	ORIGIN ENERGY	Bulk Gas Purchases	6 512.15
EFT91945	26/06/2014	OUR COMMUNITY PTY LTD	Funding Centre Plus Membership Renewal	400.00
EFT91946	26/06/2014	OUTREACH	Filming Bella Kelly Discussion	154.98
EFT91947	26/06/2014	PALMER EARTHMOVING (AUSTRALIA) PTY LTD	Centennial Park - Multi Use Playing Field - Civil Earthworks	209 114.97
EFT91948	26/06/2014	PAULS PET FOOD	Bags Of Alert Plus	65.00
EFT91949	26/06/2014	PEERLESS JAL PTY LTD	Gymclean And Defoamer	311.97
EFT91950	26/06/2014	PETER GRAHAM AND COMPANY LTD	Herbicide Products	730.81
EFT91951	26/06/2014	HANSON CONSTRUCTION MATERIALS PTY LTD	Supply M3 Of 25X14 Concrete Footpath Mix	5 660.60
EFT91952	26/06/2014	PLASTICS PLUS	Large Green Plastic Storage Bin On Wheels	155.60
EFT91953	26/06/2014	KRISTIE PORTER	Fitness Instruction	855.00
EFT91954	26/06/2014	POWELL SECURITY SERVICES	Lock Supplies	70.62
EFT91955	26/06/2014	JANELLE PRICE	Councillor Allowance - 01/04/2014 - 30/6/14	6 387.50
EFT91956	26/06/2014	PROJECT3 PTY LTD	Anzac Albany Event 2014 - Sponsorship Commission Western Power	11 000.00
EFT91957	26/06/2014	RADIOWEST BROADCASTERS PTY LTD	Radio Advertising	896.17
EFT91958	26/06/2014	EDWARD CHRISTIAN RASTRICK	Fuel For Fire Trucks Taken To Narrogin	83.05
EFT91959	26/06/2014	REDMAN SOLUTIONS PTY LTD		10 224.50
EFT91960	26/06/2014	REEVES AND COMPANY BUTCHERS PTY LTD	Archive Manager - Additional Licences 130 Mailboxes & Archive Manager - Annual Maintenance On 130 Licenses Co-Termed To 15/5/2016	100.90
EFT91961	26/06/2014	RELATIONSHIPS AUSTRALIA	Catering Supplies	100.00
EFT91962	26/06/2014	REPLICA MEDALS & RIBBONS PTY LTD	Mensplace - Education And Training Skills	433.62
EFT91963	26/06/2014	RICOH AUSTRALIA	Forts Merchandise	924.00
EFT91964	26/06/2014	ROSMECH SALES AND SERVICE PTY LTD	Ricoh Software Assurance Plan	286.68
EFT91965	26/06/2014	ALBANY SCAFFOLD HIRE	Scarab Parts	2 849.00
EFT91966	26/06/2014	SENIOR CITIZENS CENTRE OF MEALS ON WHEELS (ALBANY) INCORPORATED	Being For The Hire Of Scaffold For The Forward Mast And The Starboard Site Of The Brig Amity	300.00
EFT91967	26/06/2014	G & L SHEETMETAL	Catering Supplies	105.60
EFT91968	26/06/2014	SHEILAH RYAN	Roofing Materials	455.00
EFT91969	26/06/2014	SIMON WOODWARD	Gardening At The VAC	100.00
			Street Music 22/6/2014	

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EFT91970	26/06/2014	SKILL HIRE WA PTY LTD	Casual Staff Apprentices Fees	7 777.89
EFT91971	26/06/2014	SMITHS ALUMINIUM & 4WD CENTRE	Repairs To Streetlamp Base	33.00
EFT91972	26/06/2014	SOUTHERN ELECTRICS	Pool Plant Preventative Maintenance July'13	17 913.18
EFT91973	26/06/2014	SOUTHERN TOOL & FASTENER CO	Hardware Supplies	877.69
EFT91974	26/06/2014	SOUTHWAY DISTRIBUTORS PTY LTD	Catering Supplies	2 002.06
EFT91975	26/06/2014	SOUTHWEST FIREARMS & GUNSMITHING	Postage And Handling	15.00
EFT91976	26/06/2014	STAR SALES AND SERVICE	30 Deck Wheels	780.00
EFT91977	26/06/2014	ST JOHN AMBULANCE AUSTRALIA	First Aid Stock	212.00
EFT91978	26/06/2014	GREGORY BRIAN STOCKS	Deputy Mayoral Sitting Fee And Allowances 1/4/14 - 30/6/14	10 137.50
EFT91979	26/06/2014	STRATEGEN	Q13053 Bush Fire Management Strategies For Planning And Reserves	12 933.25
EFT91980	26/06/2014	SUNNY SIGN COMPANY	Assorted Signage	2 699.40
EFT91981	26/06/2014	ALBANY LOCK SERVICE	Lock Services/Supplies	202.50
EFT91982	26/06/2014	ROBERT SUTTON	Councillor Allowance - 01/04/2014 - 30/6/14	6 387.50
EFT91983	26/06/2014	SYNERGY	Electricity Supplies - Grouped Electricity Account	9 519.31
EFT91984	26/06/2014	SYRINX ENVIRONMENTAL PTY LTD	Task 4: Draft Design + Implementation Plan	15 818.00
EFT91985	26/06/2014	T & C SUPPLIES	Hardware/Tool Supplies	952.06
EFT91986	26/06/2014	THE LIFTING COMPANY (TLC)	Supply Of M16 Rigging Screws (Including Freight) As Per Quote #4897	2 145.00
EFT91987	26/06/2014	THINKWATER ALBANY	Reticulation Supplies	908.67
EFT91988	26/06/2014	CAROLINE ELLEN TOMPKIN	Fitness Instruction	90.00
EFT91989	26/06/2014	TORQUE FITNESS & WELLBEING	Fitness Instructor	45.00
EFT91990	26/06/2014	TOUCAN DISPLAY SOLUTIONS	Outdoor Kit For Superlite System	275.00
EFT91991	26/06/2014	TRAILBLAZERS	Uniforms	496.90
EFT91992	26/06/2014	TRAFFIC FORCE	Traffic Control	11 128.18
EFT91993	26/06/2014	EDITH CORALIE TRAINOR	Rates Refund For Assessment A47070	80.86
EFT91994	26/06/2014	VANCOUVER WASTE SERVICES PTY LTD	Bulk Green Waste	72 748.10
EFT91995	26/06/2014	ALISON TEEDE FOOD CONSULTANT	Catering	1 618.00
EFT91996	26/06/2014	IT VISION AUSTRALIA PTY LTD	Restructure Of Asset Register For Buildings And Furniture/Equipment Assets	1 122.00
EFT91997	26/06/2014	JULIA WARREN	Fitness Instruction	315.00
EFT91998	26/06/2014	WATKINS CONTRACTORS	Mulch For Griffiths Street Path Realignment	2 805.00
EFT91999	26/06/2014	WAUTERS ENTERPRISES PTY LTD	Mount Clarence Infrastructure Upgrade - Construction Services In Accordance With C13001	74 709.70
EFT92000	26/06/2014	VICTOR WEBB	Albany Bouncy Castle Hire	550.00
EFT92001	26/06/2014	ALBANY & GREAT SOUTHERN WEEKENDER	Advertising	2 509.75
EFT92002	26/06/2014	DENNIS WELLINGTON	Mayoral Allowances & Sitting Fees 1/4/14 - 30/6/14	23 262.50
EFT92003	26/06/2014	WESTRAC EQUIPMENT PTY LTD	Plant Equipment	2 271.68
EFT92004	26/06/2014	WESTERN AUSTRALIAN LOCAL GOVERNMENT ASSOCIATION	Advertising	6 756.87
EFT92005	26/06/2014	LANDMARK LIMITED	Eco G Prime Emerald 25Kg Bags	299.11
EFT92006	26/06/2014	WESTERN WORK WEAR	Embroidery	35.46
EFT92007	26/06/2014	NICOLETTE WILLIAMS	Councillor Allowance - 01/04/2014 - 30/6/14	6 387.50
EFT92008	26/06/2014	WOOD AND GRIEVE ENGINEERS	Q14018 Design Of Stephen Street Basin And Downstream Infrastructure	17 890.00
EFT92009	26/06/2014	WREN OIL	Waste Disposal - Waste Oil - Bulk Litres	211.20
EFT92010	26/06/2014	ZENITH LAUNDRY	Laundry Services/Hire	72.08
EFT92011	27/06/2014	ASGARD	Superannuation Contributions For Kristie Porter June 2014	135.28
EFT92012	27/06/2014	ABUNDANT SPERANNUATION FUND	Superannuation Contributions	319.38
EFT92013	27/06/2014	AJW SUPERANNUATION FUND	Superannuation Contributions	432.82
EFT92014	27/06/2014	ALBANY COMMUNITY HOSPICE	Payroll Deductions	124.00
EFT92015	27/06/2014	ALBANY COMMUNITY FOUNDATION	Payroll Deductions	50.00
EFT92016	27/06/2014	AMP SUPERANNUATION LIMITED	Superannuation Contributions	1 785.03
EFT92017	27/06/2014	AUSTRALIAN TAXATION OFFICE	Payroll Deductions	281 081.68
EFT92018	27/06/2014	AUSTRALIAN SERVICES UNION WA BRANCH	Payroll Deductions	4 027.52
EFT92019	27/06/2014	PRIME SUPER	Superannuation Contributions	904.56
EFT92020	27/06/2014	AUSTRALIAN SUPER	Superannuation Contributions	5 025.74
EFT92021	27/06/2014	BANSCOTT SUPER FUND	Superannuation Contributions	596.76
EFT92022	27/06/2014	BT SUPER FOR LIFE	Superannuation Contributions	437.88
EFT92023	27/06/2014	BT SUPER FOR LIFE	Superannuation Contributions	313.14
EFT92024	27/06/2014	BT SUPER FOR LIFE	Superannuation Contributions	98.02
EFT92025	27/06/2014	BT SUPER FOR LIFE	Superannuation Contributions	254.70
EFT92026	27/06/2014	CHILD SUPPORT AGENCY	Payroll Deductions	1 496.48
EFT92027	27/06/2014	COLONIAL FIRST STATE FIRSTCHOICE PERSONAL SUPER	Superannuation Contributions	825.06
EFT92028	27/06/2014	COLONIAL FIRST STATE FIRSTCHOICE PERSONAL SUPER	Superannuation Contributions	868.89

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EFT92029	27/06/2014	FIRST STATE SUPER	Superannuation Contributions	735.90
EFT92030	27/06/2014	FIRST SUPER	Superannuation Contributions	347.00
EFT92031	27/06/2014	GENERATIONS PERSONAL SUPER FUND	Superannuation Contributions	67.39
EFT92032	27/06/2014	GENERATIONS PERSONAL SUPER FUND	Payroll Deductions	449.70
EFT92033	27/06/2014	GENERATIONS PERSONAL SUPER FUND	Superannuation Contributions	43.72
EFT92034	27/06/2014	HBF OF WA	Payroll Deductions	313.30
EFT92035	27/06/2014	ING ONE ANSWER PERSONAL SUPER	Superannuation Contributions	506.83
EFT92036	27/06/2014	NORTH PERSONAL SUPERANNUATION & PENSION FUND	Superannuation Contributions	347.00
EFT92037	27/06/2014	NORTH PERSONAL SUPERANNUATION & PENSION FUND	Superannuation Contributions	189.12
EFT92038	27/06/2014	NORTH PERSONAL SUPERANNUATION & PENSION FUND	Superannuation Contributions	87.22
EFT92039	27/06/2014	OAK TREE SUPERANNUATION FUND	Superannuation Contributions	143.41
EFT92040	27/06/2014	ONEPATH LIFE LIMITED	Superannuation Contributions	143.93
EFT92041	27/06/2014	PLANET LUCK SUPERANNUATION FUND	Superannuation Contributions	1 031.74
EFT92042	27/06/2014	REST SUPERANNUATION	Superannuation Contributions	4 918.98
EFT92043	27/06/2014	MARITIME SUPER	Superannuation Contributions	45.54
EFT92044	27/06/2014	WA LOCAL GOVT SUPERANNUATION	Superannuation Contributions	130 579.03
EFT92045	27/06/2014	WATER CORPORATION SUPERANNUATION PLAN	Superannuation Contributions	391.93
EFT92046	27/06/2014	WAYNE JOHN STEAD PTY LTD SUPERANNUATION FUND	Payroll Deductions	1 370.25
EFT92047	27/06/2014	WESTSCHEME	Superannuation Contributions	2 328.27
EFT92048	30/06/2014	ALBANY CITY MOTORS	Supply And Delivery Of Isuzu Giga CXZ 415 Premium As Per Quotation P13019 A & Supply And Delivery Of Pig Trailer As Per Quotation P13019 A	262 281.64
EFT92049	03/07/2014	3D CATERING	Catering Supplies	120.00
EFT92050	03/07/2014	ACORN TREES AND STUMPS	Stump Removal Services	500.00
EFT92051	03/07/2014	ACTIV FOUNDATION INC.	Supply Blinds For The Landfill Office	151.80
EFT92052	03/07/2014	AD CONTRACTORS PTY LTD	Earthworks For Griffiths Street Pathway Realignment (Wet Hire)	12 412.81
EFT92053	03/07/2014	ADVERTISER PRINT	20 Parking Infringement Books	720.00
EFT92054	03/07/2014	AERODROME MANAGEMENT SERVICES PTY LTD	37Eng Jet Compliance Works For Albany Airport	80 827.84
EFT92055	03/07/2014	ALBANY ADVERTISER LTD - NORTH ROAD	Advertising - Anzac Expeditionary Forces - Book Sales For May 2014 3 X Copies	52.50
EFT92056	03/07/2014	ALBANY CITY LAWNS	Mowing Services At Lancaster Park	638.00
EFT92057	03/07/2014	ALBANY PRINTERS	Duplicate Manual Receipt Books	495.00
EFT92058	03/07/2014	ALBANY FARM TREE NURSERY	Propagation Of 3000 Seedlings For The Miniup Motor X Revegetation	2 574.00
EFT92059	03/07/2014	ALBANY CHAMBER OF COMMERCE AND INDUSTRY	Advertising	510.00
EFT92060	03/07/2014	ALBANY REFRIGERATION	Refrigeration & Air conditioning Repairs & Maintenance	660.00
EFT92061	03/07/2014	ALBANY SKIPS AND WASTE SERVICES	Tip And Rental Fees For Skip Bin 30/5	185.00
EFT92062	03/07/2014	ALBANY OFFICE PRODUCTS DEPOT - NORTH ROAD	Stationery Supplies	549.40
EFT92063	03/07/2014	ALBANY AND REGIONAL VOLUNTEER SERVICE	Addition To Service Agreement 2014/15	7 700.00
EFT92064	03/07/2014	ALBANY PSYCHOLOGICAL SERVICES	EAP Consultation Fees	1 045.00
EFT92065	03/07/2014	ALBANY QUALITY LAWNMOWING	Lawn Mowing At Lotteries House	110.00
EFT92066	03/07/2014	ALBANY COMBINED CABS PTY LTD	YAC Taxi Fares	79.00
EFT92067	03/07/2014	ALBANY LEGAL PTY LTD	Legal Fees	5 122.80
EFT92068	03/07/2014	ALBANY JUNIOR SOCCER ASSOCIATION	Reimbursements For Power Usage For AJSA From 1/2/2014 - 8/5/2014 For Pump	3 583.97
EFT92069	03/07/2014	ALINTA	Gas Usage Charges	253.20
EFT92070	03/07/2014	AMPAC DEBT RECOVERY (WA) PTY LTD	Rates Debt Collection	3 840.02
EFT92071	03/07/2014	PAPERBARK MERCHANTS	Local Stock Purchases	900.33
EFT92072	03/07/2014	AQUENTA CONSULTING PTY LTD	For The Provision Of Quantity Surveyor Services For Albany Airport Terminal Security Upgrade (Stage 2) As Set Out In Q13033 Request For Quotation.	2 549.25
EFT92073	03/07/2014	ART ALMANAC	EA58 Art Award Rectangle: Albany Art Prize "Call Out"	250.00
EFT92074	03/07/2014	ARTSOUTHWA INCORPORATED	3 Exhibitions @ VAC 2014 Bendigo Bank Southern Art & Craft Trail Memberships	475.00
EFT92075	03/07/2014	ATC WORK SMART	Casual Staff Apprentices Fees	11 771.47
EFT92076	03/07/2014	ATF SERVICES PTY LTD	Site Security Fence - Ellen Cove Pump Station	3 312.65
EFT92077	03/07/2014	AUDIOCOM ALBANY	iPad Screen Guards	180.00
EFT92078	03/07/2014	ALBANY AUTOSPARK	Battery Charger	20.00
EFT92079	03/07/2014	BARNESBY FORD	Purchase Of Ford Transit Van Including Accessories As Per Quotation No: Q13042 & Registration & Licensing	7 166.38
EFT92080	03/07/2014	BAREFOOT CLOTHING MANUFACTURERS	Hi Vis Vest - Embroidery Included	131.20
EFT92081	03/07/2014	BARRETT'S MINI EARTHMOVING & CHIPPING	The Removal Of One Large Yate Tree Located At Grove St West Due To Storm Damage	2 240.00
EFT92082	03/07/2014	GEOFFREY BASTYAN	Image Capture, Rectifying, Stitching And Printing Of Aerial, Towed Video Including Boat, Personnel, Tapes And Courier & Dive Assessment Including Boat And Personnel	12 610.40
EFT92083	03/07/2014	BATTERY WORLD	Panasonic 1.5VC Industrial Alkaline For Airport	50.00

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EFT92084	03/07/2014	PETER BAXENDALE CONSULTING ENGINEER	Emergency Inspection - Spectrum Theatre	4 759.16
EFT92085	03/07/2014	BENNETTS BATTERIES	Oil & Battery Supplies	1 584.00
EFT92086	03/07/2014	ALBANY TRAFFIC CONTROL	Traffic Control	2 326.50
EFT92087	03/07/2014	BERTOLA HIRE SERVICES ALBANY PTY LTD	Swivel Couplings	16.50
EFT92088	03/07/2014	BEST OFFICE SYSTEMS	Photocopier Charges	1 051.84
EFT92089	03/07/2014	BEVANS (WA) PTY LTD	Bags Of Ice	40.00
EFT92090	03/07/2014	ALBANY BITUMEN SPRAYING	Hours Of Works To Repair Road Pavement Depression With Hotmix	3 861.00
EFT92091	03/07/2014	BLACKWOODS	Bags 20Kg Quick Set Cement/Protective Workwear	724.68
EFT92092	03/07/2014	ANNA BOADEN	Sale Of Artwork - Bags 20Kg Quick Set Cement/Protective Workwearoyster Catcher"	1 125.00
EFT92093	03/07/2014	ALBANY BOBCAT SERVICES	Skid Steer Wet Hire For Construction Of Nanarup Road Foreshore Trail	6 028.00
EFT92094	03/07/2014	BOOKMARKETING - GARY SPELLER	Local Book Stocks Library	8.00
EFT92095	03/07/2014	BOXALL CATERING	Catering Fees For Morning Tea And Lunch For Meeting Held At Katanning Library 16/6/14	180.00
EFT92096	03/07/2014	BROWNES FOODS OPERATIONS PTY LTD	Catering Supplies	412.47
EFT92097	03/07/2014	BUNNINGS GROUP LIMITED	3 X Packets Timber Bugle Head Screws At 200mm Long	170.04
EFT92098	03/07/2014	BWS CONSULTING	The Provision Of Organisational Culture And Leadership Development Services	6 688.00
EFT92099	03/07/2014	CALTEX AUSTRALIA PETROLEUM PTY LTD	Star Card Fuel Purchases	3 974.18
EFT92100	03/07/2014	J & S CASTLEHOW ELECTRICAL SERVICES	Electrical Repairs/Maintenance - VAC - Generator For Supply And Installation Of For Western Power Outage	3 604.21
EFT92101	03/07/2014	CHILDREN'S BOOK COUNCIL OF AUSTRALIA	CBW Merchandise 2014	130.00
EFT92102	03/07/2014	COCA-COLA AMATIL PTY LTD	Soft Drink For ALAC Cafe	1 362.23
EFT92103	03/07/2014	COLES SUPERMARKETS AUSTRALIA PTY LTD	Groceries	1 674.13
EFT92104	03/07/2014	COURIER AUSTRALIA	Freight Fees - Various Locations	1 433.17
EFT92105	03/07/2014	ALBANY SIGNS	Assorted Signage	616.00
EFT92106	03/07/2014	DOWNER EDI WORKS PTY LTD	Coldmix For Shoulder Repairs	9 580.07
EFT92107	03/07/2014	HOLCIM (AUSTRALIA) PTY LTD	5mm Aggregate WALGA C026_11 Centennial Park	9 971.61
EFT92108	03/07/2014	AL CURNOW HYDRAULICS	Vehicle Parts/Maintenance	220.77
EFT92109	03/07/2014	CYNERGIC COMMUNICATIONS	Service Charges	559.90
EFT92110	03/07/2014	D & K ENGINEERING	Repairs To Plant Trailer	722.97
EFT92111	03/07/2014	DATA #3 LIMITED	SAP Crystal Reports 2011 - Licence	528.71
EFT92112	03/07/2014	TERESA MARIE DAVIES	Catering Services	150.00
EFT92113	03/07/2014	JANINE DETERMES	Fitness Instruction	135.00
EFT92114	03/07/2014	DORALANE PASTRIES	Catering	163.00
EFT92115	03/07/2014	DOWNUNDER CONTRACTING PTY LTD	Being For The Repair Of The Gate And Fence In The Mercer Rd Second Yard	1 298.00
EFT92116	03/07/2014	ECOTECH PTY LTD	Monthly Validated Data Reporting, Secure Client Webpage And Public Access Webpage As Per Quotation Mxb13-27265556	396.00
EFT92117	03/07/2014	ENVIRONMENTAL HEALTH AUSTRALIA	I'M Alert Online A Subs Advance 2014-15	550.00
EFT92118	03/07/2014	EYERITE SIGNS	Assorted Signage	382.14
EFT92119	03/07/2014	FARM FRESH WHOLESALEERS (VIOLET HOLDINGS P/L)	Catering Supplies	139.89
EFT92120	03/07/2014	ALBANY CAMERA HOUSE	Digital Camera For Planning & Development - Engineering Section	399.00
EFT92121	03/07/2014	FLIPS ELECTRICS	Service The Cafe Dishwasher	304.70
EFT92122	03/07/2014	FRANEY & THOMPSON	Timber Supplies	365.90
EFT92123	03/07/2014	GOOD READING MAGAZINE PTY LTD	Refrigeration & Air conditioning Repairs & Maintenance - Library	456.50
EFT92124	03/07/2014	GORDON WALMSLEY PTY LTD	Supply And Lay M2 Of Black Asphalt For Overlay	81 337.50
EFT92125	03/07/2014	GRANDE FOOD SERVICE	Catering Supplies	1 735.06
EFT92126	03/07/2014	GREAT SOUTHERN GROUP TRAINING	Casual Staff Apprentices Fees	8 806.20
EFT92127	03/07/2014	GREEN SKILLS INC	Casual Staff	20 505.01
EFT92128	03/07/2014	GREAT SOUTHERN SAND AND LANDSCAPING SUPPLIES	C13017 - Construction Contract For Pfeiffer Road (SLK20.02 - 22.44)	668 895.34
EFT92129	03/07/2014	GREAT SOUTHERN PACKAGING SUPPLIES	Cleaning Supplies	2 041.92
EFT92130	03/07/2014	GREAT SOUTHERN LIQUID WASTE	Service To Composting Toilet At The Esplanade Boat Ramp	332.00
EFT92131	03/07/2014	GREGG'S CAFE	Catering	270.00
EFT92132	03/07/2014	GROUND SCIENCE PTY LTD	Centennial Park Sample Testing	1 288.65
EFT92133	03/07/2014	GYM CARE	Concept II Rower, Model D	1 914.00
EFT92134	03/07/2014	HAYNES ROBINSON	Review Emu Point Seabed Lease	1 200.00
EFT92135	03/07/2014	HOTCHIN GALLERY	Carrolup Exhibition Open & Close & Gallery Sitting	1 710.00
EFT92136	03/07/2014	HOUSE ALBANY	Wedding Gift For K. Richter - Gift Voucher As Per Gift Guidelines	50.00
EFT92137	03/07/2014	H AND H ARCHITECTS	Consultant Services - Albany Airport Terminal Security Upgrade Stage 2 As Set Out In Request For Tender C13008.	275.00
EFT92138	03/07/2014	INSTROLECT	Repairs To Hi Flow Diesel Pump	852.50
EFT92139	03/07/2014	STATEWIDE RACKING & STORAGE SOLUTIONS	Step Up Safety Step For Archives Room	135.00
EFT92140	03/07/2014	ALBANY MAPPING AND SURVEYING SERVICES	Feature Survey - Hours Of Work In CBD Catchment - Stage 2, Feature Survey - Hours Of Processing For CBD Catchment - Stage 2 & Transit To, From And Onsite	23 790.25
EFT92141	03/07/2014	JASON SIGNMAKERS	Saddle Bags & Bipod Legs	1 960.20

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EFT92142	03/07/2014	JIMS TEST AND TAG	Electrical Testing And Tagging	7 547.52
EFT92143	03/07/2014	JOHN KINNEAR AND ASSOCIATES	Reserves Surveys And Condition Reports	12 317.25
EFT92144	03/07/2014	SHIRE OF KATANNING	Reimbursement For Afternoon Tea For Visiting Author	36.55
EFT92145	03/07/2014	KATE'S PLACE	YAC Refreshments	70.00
EFT92146	03/07/2014	KINJ ART ABORIGINAL ART & CRAFT	Visitors Centre Merchandise	210.00
EFT92147	03/07/2014	KMART ALBANY	FMP Session 5 Presentation Resources	86.00
EFT92148	03/07/2014	KNOTTS GROUP PTY LTD	Excavate And Install Fire Service.	8 223.65
EFT92149	03/07/2014	LGIS RISK MANAGEMENT	Provision Of Evacuation Diagrams Drawing Services	5 891.01
EFT92150	03/07/2014	MARIO LIONETTI	Groceries For Day Care Centre	204.88
EFT92151	03/07/2014	LOCKEEZ LUNCHBAR	Catering	210.00
EFT92152	03/07/2014	M & B SALES PTY LTD	Pine Decking And Timberlock Nails	201.89
EFT92153	03/07/2014	ALBANY CITY MOTORS	Vehicles/Vehicle Parts/Repairs	626.91
EFT92154	03/07/2014	MCLEODS BARRISTERS & SOLICITORS	Legal Fees	7 390.45
EFT92155	03/07/2014	MICROELECTRONIC TECHNICAL SERVICES	Two Way Radio Repairs/Maint	390.00
EFT92156	03/07/2014	NATHAN MINITER	Aboriginal Heritage Monitoring Griffith Street Emu Point 4/6/14	1 200.00
EFT92157	03/07/2014	ROY MINITER	Aboriginal Heritage Monitoring Town Square (3 Day) 3-5 June 2014	2 400.00
EFT92158	03/07/2014	JULIA MITCHELL	Wine Purchases For Library Events	298.24
EFT92159	03/07/2014	NURRUNGA COMMUNICATIONS	Two Way Radio Repairs/Maint	50.00
EFT92160	03/07/2014	MOUNT MANYPEAKS HORSE AND PONY CLUB INCORPORATED	Kidsport Vouchers	1 600.00
EFT92161	03/07/2014	NATALIE RADIVOJEVIC	Albany Art Prize Duties	1 653.95
EFT92162	03/07/2014	PN & ER NEWMAN QUALITY CONCRETE PRODUCTS	Concrete Supplies	1 712.90
EFT92163	03/07/2014	ALBANY NEWS DELIVERY - ALAC - NEW	Newspaper Deliveries	110.76
EFT92164	03/07/2014	STAR TRACK EXPRESS PTY LTD	Courier/Freight Service - Airport	229.30
EFT92165	03/07/2014	OCS SERVICES PTY LTD	Cleaning Services June 2014	13 555.91
EFT92166	03/07/2014	OPUS INTERNATIONAL CONSULTANTS LTD	Design Of Campbell Road - Cull Park Catchment	66 618.81
EFT92167	03/07/2014	ORIGIN ENERGY	Bulk Gas Supplies	9 073.80
EFT92168	03/07/2014	PALMER EARTHMOVING (AUSTRALIA) PTY LTD	North Road Stormwater Drainage Upgrade C13026 Payment Certificate 3	129 065.51
EFT92169	03/07/2014	PATHWEST LABORATORY MEDICINE WA	Pre-Employment Screening	204.01
EFT92170	03/07/2014	PAUL ARMSTRONG PANELBEATERS	Insurance Excess Claim 9019A	300.00
EFT92171	03/07/2014	PETER GRAHAM AND COMPANY LTD	Two Roles Of Farm Fence 7-90-30 Fencing Wire.	540.00
EFT92172	03/07/2014	PLASTICS PLUS	2 X Fire Hose Reel Cabinets And Bases	2 458.10
EFT92173	03/07/2014	RAMPED TECHNOLOGY	Professional Services May 2014	15 427.50
EFT92174	03/07/2014	REDMOND PROGRESS ASSOCIATION	City Of Albany Rural Community Support Payment For 2013/14 Financial Year.	1 785.00
EFT92175	03/07/2014	REEVES AND COMPANY BUTCHERS PTY LTD	Catering	95.00
EFT92176	03/07/2014	RELATIONSHIPS AUSTRALIA	Community Education - Education And Skills Training	100.00
EFT92177	03/07/2014	NATASHA ELLEN ROLFE	Guest Speaker Fee For 2014 Regional Library Meeting	450.00
EFT92178	03/07/2014	THE ROYAL LIFE SAVING SOCIETY WA INC	13 Candidates Lifeguard Requalification	3 380.00
EFT92179	03/07/2014	RYDE BUILDING COMPANY PTY LTD	Rates Refund For Assessment A212247	249.60
EFT92180	03/07/2014	SERENA MCLAUCHLAN	Preparation Homeschool Exhibition Term VAC	180.00
EFT92181	03/07/2014	SEEK LIMITED	Advertising	264.00
EFT92182	03/07/2014	SHIRE OF DENMARK	Seedlings Grown From Local Provenance Seed For Lowlands Reserve	2 400.00
EFT92183	03/07/2014	SKILL HIRE WA PTY LTD	Casual Staff Apprentices Fees	16 382.01
EFT92184	03/07/2014	SOUTHWAY DISTRIBUTORS PTY LTD	Catering Supplies	1 864.85
EFT92185	03/07/2014	SOUTHCOAST SECURITY SERVICE	Security Services - Hanrahan	253.00
EFT92186	03/07/2014	SOUTHERN EDGE ARTS INC	Kids Culture Project T2, 2014 - VAC	915.00
EFT92187	03/07/2014	SPORTSPEOPLE PTY LTD	Sports People Add For Gym Coordinator	154.00
EFT92188	03/07/2014	ST JOHN AMBULANCE AUSTRALIA	1 Adult Defib Pads 1 X Child Defib Pads. Wall Signs	335.00
EFT92189	03/07/2014	STONECRAFT MASONRY SOLUTIONS	Restoration Of Outside Walls	55 066.00
EFT92190	03/07/2014	STREAMLINE BRICK PAVING	Paving Of Median Strips Along Albany Highway As Per Site Visit And Quotation 54.	34 037.51
EFT92191	03/07/2014	SUBWAY	Catering	227.00
EFT92192	03/07/2014	SUNNY SIGN COMPANY	Assorted Signage	2 638.46
EFT92193	03/07/2014	ALBANY LOCK SERVICE	Lock Supplies/Services	2 086.90
EFT92194	03/07/2014	ALBANY IGA	Groceries	251.88
EFT92195	03/07/2014	SYNERGY	Electricity Charges	63 906.58
EFT92196	03/07/2014	T & C SUPPLIES	Hardware Supplies/Tools	1 552.42
EFT92197	03/07/2014	JOANNE TAYLOR	Refund For Bathers	46.35
EFT92198	03/07/2014	SHAJI THAZHATHMUTURUMBIL	Credit For ALAC Multi Visit Card	140.00
EFT92199	03/07/2014	THE NAKED BEAN COFFEE ROASTERS	Coffee Supplies	150.00
EFT92200	03/07/2014	TIM WATERS DESIGN	Albany Heritage Park Typographic Identity Design	1 320.00

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EFT92201	03/07/2014	TOLL PRIORITY	Freight Charges	95.18
EFT92202	03/07/2014	EVENDENE ENTERPRISES	Repairs To Boundary Fencing As Per Quotation	420.00
EFT92203	03/07/2014	TRAFFIC FORCE	Traffic Control	2 730.76
EFT92204	03/07/2014	THE TROPHY SHOP	Signage For Town Hall - Brushed Gold/Black Size 250mm X 200mm 2 X No Alcohol Past This Point	110.00
EFT92205	03/07/2014	ALBANY TYREPOWER	Supply And Fit Michelin 17.5 X 25 Grader Tyres.	5 800.00
EFT92206	03/07/2014	VANCOUVER WASTE SERVICES PTY LTD	Metal Dust & Soil Conditioner	693.00
EFT92207	03/07/2014	SARAH VALLENTINE	Poster & Flyer Distribution Gallery Attendant Town Hall	245.00
EFT92208	03/07/2014	IT VISION AUSTRALIA PTY LTD	Quote 3601: One Day Consultancy Service - Customer Service Portal Specification Finalisation Onsite	1 947.00
EFT92209	03/07/2014	WATCH REPAIR CENTRE	Being For The Payment #2 For The Town Hall And UWA Clocks	6 294.36
EFT92210	03/07/2014	ALBANY & GREAT SOUTHERN WEEKENDER	Advertising	2 511.52
EFT92211	03/07/2014	LANDMARK LIMITED	Herbicide Products	67.10
EFT92212	03/07/2014	NICOLETTE WILLIAMS	Mileage Claim And Childcare Claim To June 2014	649.00
EFT92213	03/07/2014	STEVE WISE	Staff Travel Expense Claim - Health And Safety Exhibition	309.40
EFT92214	03/07/2014	WORKWISE OCCUPATIONAL HEALTH	Case Co-Ordination, Client Liaison, Pre-Employment Screen Assessment, Travel & Pre-Employment Screen Report	509.28
EFT92215	03/07/2014	WURTH AUSTRALIA PTY LTD	Vehicle Parts	57.42
EFT92216	03/07/2014	ZENITH LAUNDRY	The Purchase Of 5 Bags Of Rags .	151.41
EFT92217	08/07/2014	CENTAMAN SYSTEMS PTY LTD	Annual Centaman Licence July 2014 - June 2015	8 693.96
EFT92218	11/07/2014	CARL ROBERT SWARBRICK	Return Of Incomplete Works Bond	6 500.00
EFT92219	11/07/2014	ACORN TREES AND STUMPS		640.00
EFT92220	11/07/2014	AD CONTRACTORS PTY LTD	The Removal Of One Norfolk Pine Tree Located In The Esplanade Car Park Middleton Bch. & The Stump Grinding Of One Norfolk Pine Tree.	16 978.90
EFT92221	11/07/2014	AEG OGDEN (PERTH) PTY LTD	Wet Hire Long Reach Excavator To Clean Basin At Back Of Woodthorpe School	700.00
EFT92222	11/07/2014	ALBANY INDUSTRIAL SERVICES PTY LTD	Civic Reception	31 407.75
EFT92223	11/07/2014	OPTEON (ALBANY AND GREAT SOUTHERN WA)	Remediation Works For Boulder Hill Track.	660.00
EFT92224	11/07/2014	ALBANY PRINTERS	Rental Valuations Various Lots	420.00
EFT92225	11/07/2014	ALBANY SOIL AND CONCRETE TESTING	Albany Leisure Centre - 1000 Swim School Flyers	831.60
EFT92226	11/07/2014	ALBANY V-BELT AND RUBBER	Soil Tests	1 683.12
EFT92227	11/07/2014	ALBANY CHAMBER OF COMMERCE AND INDUSTRY	Filters/Vehicle Parts	3 300.00
EFT92228	11/07/2014	ALBANY RETRAVISION	Partnership Of The 2014 Albany Chamber Of Commerce And Industry Inc Business Awards	1 799.00
EFT92229	11/07/2014	ALBANY POWDER COATERS	TCL L65F3500Fds LED Television	154.00
EFT92230	11/07/2014	ALBANY STOCKFEEDS	Powder Coating Of Two Bollards, Chain And Latch In - Monument 9067S Satin Finish	31.50
EFT92231	11/07/2014	ALBANY REFRIGERATION	Meadow Hay	770.00
EFT92232	11/07/2014	ALBANY OFFICE PRODUCTS DEPOT - NORTH ROAD	Being For The Re-Positioning Of The A/C Unit At The Hanrahan Weigh Bridge.	370.00
EFT92233	11/07/2014	ALBANY AND REGIONAL VOLUNTEER SERVICE	Stationery Supplies	570.00
EFT92234	11/07/2014	ALBANY MILK DISTRIBUTORS	Partnership With Albany & Regional Volunteer Service For 7 Steps Seminar	712.98
EFT92235	11/07/2014	ALBANY LEGAL PTY LTD	Milk Deliveries For June	5 016.00
EFT92236	11/07/2014	ALBANY IRRIGATION & DRILLING	Professional Services - Leases	2 124.50
EFT92237	11/07/2014	ALL EVENTS PROSOUND HIRE	Irrigation Supplies	65.00
EFT92238	11/07/2014	PAPERBARK MERCHANTS	Exhibition - Lighting Focus Town Hall Mungart Boodja	1 887.07
EFT92239	11/07/2014	ANNETTE CARMICHAEL	Newspapers/Books/Magazines/Stationery	4 000.00
EFT92240	11/07/2014	ARTFORM SIGNS & DISPLAYS	My partial Support For Project Development And Management Costs 10/1/14 - 30/6/14 'My War? Anzac Centenary Youth Project'	3 135.00
EFT92241	11/07/2014	ATC WORK SMART	Supply And Install One Sponsor board For The National Anzac Centre - 50% Deposit	8 423.51
EFT92242	11/07/2014	BALL BODY BUILDERS	Casual Staff/Apprentice Fees	1 210.00
EFT92243	11/07/2014	BT EQUIPMENT PTY LTD (TUTT BRYANT EQUIPMENT)	Vehicle Parts/Maintenance - Supply 11 X Concrete Blocks For The Classic Event	1 115.90
EFT92244	11/07/2014	BENNETTS BATTERIES	Oil Cooler To Suit Bomag Compactor.	154.00
EFT92245	11/07/2014	CHARLES BENJAFIELD	Battery Purchases	562.50
EFT92246	11/07/2014	BEST OFFICE SYSTEMS	Sale Of Artwork 'It Was A Preferred Summer Day, There Wasn't A Down In The Sky'	420.00
EFT92247	11/07/2014	BLOOMIN FLOWERS	Photocopier Charges	190.00
EFT92248	11/07/2014	ALBANY BOBCAT SERVICES	Flowers For Cllr Price	3 300.00
EFT92249	11/07/2014	BOOEKASY AUSTRALIA PTY LTD	Box Out & Fill North Rd	1 347.24
EFT92250	11/07/2014	AIR BP	Booking Commissions June 2014	694.46
EFT92251	11/07/2014	ANGELA BRAITHWAITE	Refund Airport Hangar Lease	14.11
EFT92252	11/07/2014	BROWNES FOODS OPERATIONS PTY LTD	Rates Refund For Assessment A20919	200.07
EFT92253	11/07/2014	BUILDING AND CONSTRUCTION IND TRAINING FUND	Catering Supplies	22 104.72
EFT92254	11/07/2014	BUILDING COMMISSION	CTF Levy For The Month Of June 2014 - Less Collection Commissions	13 241.37
EFT92255	11/07/2014	BUNNINGS GROUP LIMITED	BSL Levy Collected For The Month Of: June 2014 Less Collection Commissions	226.39
EFT92256	11/07/2014	CABCHARGE AUSTRALIA LIMITED	Hardware/Tool Supplies	550.87
EFT92257	11/07/2014	CAMLYN SPRINGS WATER DISTRIBUTORS	Taxi Fares	78.00
			Water Container Refills	

REPORT ITEM CSF 106 REFERS

EFT92258	11/07/2014	CARERS ASSOCIATION OF WESTERN AUSTRALIA INCORPORATED	Annual Membership 2014/2015	110.00
EFT92259	11/07/2014	J & S CASTLEHOW ELECTRICAL SERVICES	Albany Airport Stage 2 Electrical Forward Works As Per Quote CD.0008	65 610.44
EFT92260	11/07/2014	CITY OF GREATER GERALDTON	Regional Capitals Australia - 2014/2015 Membership	6 600.00
EFT92261	11/07/2014	BIS CLEANAWAY LIMITED	Rubbish Removal Contract	10 070.61
EFT92262	11/07/2014	SUE CODEE	Visitors Centre Merchandise	101.50
EFT92263	11/07/2014	COLES SUPERMARKETS AUSTRALIA PTY LTD	Groceries	40.97
EFT92264	11/07/2014	CONTACH METAL INDUSTRIES	Repair Trailer Clamp	156.75
EFT92265	11/07/2014	COVS PARTS PTY LTD	Vehicle Parts	266.47
EFT92266	11/07/2014	DONNA FURN COYNE	Kids Painting Workshop, Vancouver Arts Centre	247.50
EFT92267	11/07/2014	DOWNER EDI WORKS PTY LTD	Hotmix	2 110.96
EFT92268	11/07/2014	HOLCIM (AUSTRALIA) PTY LTD	Supply M3 Of 25X14 Concrete With Stage 2 Accelerant For Broughton St Overflow	1 347.50
EFT92269	11/07/2014	AL CURNOW HYDRAULICS	Repair Crane As Requested As Specified On Inspection Report.	1 320.54
EFT92270	11/07/2014	JAN CURRIE	Sale Of Artwork	225.00
EFT92271	11/07/2014	D & K ENGINEERING	Repair Water Trailer As Required.	1 369.50
EFT92272	11/07/2014	TERESA MARIE DAVIES	Catering For RSA Training For Royals Football Club	150.00
EFT92273	11/07/2014	DENMARK NETBALL ASSOCIATION	Kidsport Voucher For 2014 Netball Season	120.00
EFT92274	11/07/2014	LANDGATE - PROPERTY & VALUATIONS	Gross Rental Values Revaluation Country Towns Region	339 000.00
EFT92275	11/07/2014	DEPARTMENT OF TRANSPORT	Vehicle Search Fees For May 2014	236.80
EFT92276	11/07/2014	JANINE DETERMES	Fitness Instruction	180.00
EFT92277	11/07/2014	DOG ROCK VETERINARY CLINIC	Cat Sterilisation Subsidy Program	130.00
EFT92278	11/07/2014	DYLAN ON THE TERRACE	Catering	323.00
EFT92279	11/07/2014	EASIFLEET MANAGEMENT	Motor Vehicle Lease Rental/ESP Bureau Fee/Bureau Fee Rebate	8 603.84
EFT92280	11/07/2014	ELECTRODATA GROUP PTY LTD	Single Channel Quicklog Licenses	1 881.00
EFT92281	11/07/2014	ENGINEERING TECHNOLOGY CONSULTANTS	CBD Multi-Functional Poles	6 627.50
EFT92282	11/07/2014	ALBANY ENGINEERING COMPANY	Repair Freeroll As Required.	4 977.95
EFT92283	11/07/2014	EMMA EVANS	Ipad Case For Ipad Used For Emu Point To Middleton Beach Photo Monitoring	130.00
EFT92284	11/07/2014	EYERITE SIGNS	Medium Single-Sided Teardrop Flags Per QS5426	1 743.50
EFT92285	11/07/2014	MELEAH FARRELL	Major Prize Award, Sale Of Artwork - Mistaken	3 292.50
EFT92286	11/07/2014	TAMMIE FLOWER	Fitness Instruction	450.00
EFT92287	11/07/2014	GIRL GUIDES WESTERN AUSTRALIA	Kidsport Vouchers	100.00
EFT92288	11/07/2014	GORDON WALMSLEY PTY LTD	Metres Of Semi - Mountable Concrete Curbing.	1 995.00
EFT92289	11/07/2014	GREAT SOUTHERN PEST & WEED CONTROL	Pest & Weed Controls	444.40
EFT92290	11/07/2014	GREAT SOUTHERN PACKAGING SUPPLIES	Neozyme 20 Litres	383.72
EFT92291	11/07/2014	LEE GRIFFITH	Albany Urban Downhill Photography	917.50
EFT92292	11/07/2014	GROUND SCIENCE PTY LTD	Soil Sample #S 28-33 & Sample #22	4 177.80
EFT92293	11/07/2014	GSM AUTO ELECTRICAL	Vehicle Parts/Maintenance	56.50
EFT92294	11/07/2014	GT BEARING AND ENGINEERING SUPPLIES	Grab Hooks/Bow Shackles Etc	729.50
EFT92295	11/07/2014	GWN GREAT SOUTHERN (PRIME MEDIA GROUP LTD)	GWN 7 Great Southern JHA14032402	1 958.00
EFT92296	11/07/2014	PROTECTOR FIRE SERVICES PTY LTD	Fire Equipment Maintenance - Monthly Testing On Fire Indicator Panel June 2014	198.00
EFT92297	11/07/2014	HAVOC BUILDERS PTY LTD	Installation Of Sign Shelter At Whaling Cove	750.00
EFT92298	11/07/2014	HEADSETERA	Plantronics W745 Wireless Headset & Freight	467.50
EFT92299	11/07/2014	THE HONEY SHOP	Visitors Centre Merchandise	158.40
EFT92300	11/07/2014	SD & AW HOWIE & SONS	Bus To Transport Manypeaks Primary School Students And Staff To Planting Site At Bettys Beach Reserve	66.00
EFT92301	11/07/2014	HUDSON HENNING AND GOODMAN	Advice Regarding Albany Airport Jet Compliance Works	296.97
EFT92302	11/07/2014	INSTITUTE OF PUBLIC WORKS ENGINEERING AUST LTD	Systems Plus Subscription (1/7/14 - 30/6/15)	550.00
EFT92303	11/07/2014	IW PROJECTS PTY LTD	Regional Waste Strategy Consultancy & Regional Waste Strategy Consultancy	19 178.50
EFT92304	11/07/2014	ALBANY MAPPING AND SURVEYING SERVICES	Town Square - Services Coordination	7 135.70
EFT92305	11/07/2014	JUST A CALL DELIVERIES	Internal Mail Deliveries - June 2014	987.36
EFT92306	11/07/2014	KAY GELDARD	Customer Relations Training Workshop 24/6/2014 And Follow-Up Workshop In July	1 540.00
EFT92307	11/07/2014	KLB SYSTEMS	Computer Purchases/Supplies	8 789.00
EFT92308	11/07/2014	KMART ALBANY	X4 Audiosonic - Action Camcorders - ASOV5001 & X5 - Verbatim 16Gb Micro SDHC Cards	306.00
EFT92309	11/07/2014	KNOTTS GROUP PTY LTD	Plumbing Repairs/Maintenance	3 543.11
EFT92310	11/07/2014	L-3 COMMUNICATIONS AUSTRALIA PTY LTD	Security Supplies For Albany Airport	1 152.80
EFT92311	11/07/2014	LATRO LAWYERS	Joint Venture With Albany Septage Plant	2 867.15
EFT92312	11/07/2014	LEADING EDGE HIFI-ALBANY	8126A Swing Arm Flat Television Mount Bracket	369.00
EFT92313	11/07/2014	RL & KJ MACKENZIE (GLENNORAN LEATHER)	Visitors Centre Merchandise	30.80
EFT92314	11/07/2014	ALBANY CITY MOTORS	Supply Tie Rod End To Suit Isuzu Giga As Required	550.17
EFT92315	11/07/2014	VICKI MICHELLE MARTIN	Fitness Instruction	225.00
EFT92316	11/07/2014	METROOF ALBANY	Being For Replacement Iron For The Transfer Station At Hanrahan Tip	2 013.40

REPORT ITEM CSF 106 REFERS

EFT92317	11/07/2014	METCO FARM	Visitors Centre Merchandise	16.50
EFT92318	11/07/2014	MIRA MAR VETERINARY SERVICES	Cat Sterilisation Subsidy Program	67.50
EFT92319	11/07/2014	MOBILE DEWATERING	Dewatering Contract EF14137544	22 784.59
EFT92320	11/07/2014	MOUNT BARKER EXPRESS	Freight Charges	286.00
EFT92321	11/07/2014	MSS SECURITY	Monthly Fee For Security Services At Airport From 1/5/14 - 31/5/14	50 558.37
EFT92322	11/07/2014	LGIS WORKCARE	Insurance Claims Paid As At 31/3/2014 Adjustment Calculation	7 309.50
EFT92323	11/07/2014	MY PLACE COLONIAL ACCOMMODATION	4 Nights Accommodation For Annabelle Braryley - Regional Author Tour.	420.00
EFT92324	11/07/2014	NATALIE RADIVOJEVIC	Final Coordination Duty Performed To Complete The Great Southern Art Award 2014 Project	836.79
EFT92325	11/07/2014	PN & ER NEWMAN QUALITY CONCRETE PRODUCTS	Concrete Products	319.00
EFT92326	11/07/2014	ALBANY NEWS DELIVERY ALAC - OLD	Newspaper Deliveries	553.80
EFT92327	11/07/2014	ALBANY NEWS DELIVERY - ALAC - NEW	Newspaper Deliveries	106.71
EFT92328	11/07/2014	ALBANY NEWS DELIVERY - VAC - NEW	Newspaper Deliveries	12.40
EFT92329	11/07/2014	NORTH ALBANY FOOTBALL & SPORTING CLUB INC	Kidsport Vouchers	120.00
EFT92330	11/07/2014	NORTH PERSONAL SUPERANNUATION & PENSION FUND	Superannuation	47.15
EFT92331	11/07/2014	OCS SERVICES PTY LTD	Cleaning Services June 2014	1 118.04
EFT92332	11/07/2014	OKEEFE'S PAINTS	Paint & Painting Supplies	425.10
EFT92333	11/07/2014	ORIGIN ENERGY	Bulk Gas Supplies	6 891.25
EFT92334	11/07/2014	PALMER EARTHMOVING (AUSTRALIA) PTY LTD	Frenchman Bay Road (SLK 3.38-3.58) Upgrade	138 184.44
EFT92335	11/07/2014	LUTZ P PAMBERGER AND SALLY A PAMBERGER	EAP Counselling Services	308.00
EFT92336	11/07/2014	RANI PARAM	Reimbursement For Payment Of Prize For Surveys	75.00
EFT92337	11/07/2014	PERTH PRESSURE JETTING SERVICES TRUST	Pressure Jetting And Educating May 2014	26 197.00
EFT92338	11/07/2014	PETER GRAHAM AND COMPANY LTD	Gripples	42.00
EFT92339	11/07/2014	PLANT SUPPLY COMPANY	Nursery Supplies	1 470.00
EFT92340	11/07/2014	PLACE LABORATORY	Q14006 - National Anzac Centre Memorial Garden, Princess Royal Fortress - Design Services	6 838.70
EFT92341	11/07/2014	KRISTIE PORTER	Fitness Instruction	360.00
EFT92342	11/07/2014	POWERHOUSE ARCHITECTURAL DRAFTING	Proposed Cattery Addition At Lot 5 Mercer Road Walmsley	726.00
EFT92343	11/07/2014	PROJECT3 PTY LTD	Ref: Q13010 50% Milestone 4 Anzac Events Consultancy	55 687.50
EFT92344	11/07/2014	RAMPED TECHNOLOGY		37 193.75
EFT92345	11/07/2014	REEVES AND COMPANY BUTCHERS PTY LTD	S/EUPL3GTAA - New License Type Including Sophos Mobile Control:- Sophos End-User Protection - 200-499 Users - 36 Month Renewal - Gov	
EFT92346	11/07/2014	REPLICA MEDALS & RIBBONS PTY LTD	Catering	245.00
EFT92347	11/07/2014	ALBANY ROADWISE COMMITTEE	Forts Merchandise	46.48
EFT92348	11/07/2014	ROBINSON BUILDTECH	Payments In Lieu Of Providing Administrative Support	550.00
EFT92349	11/07/2014	DR SHEY ROGERS	Refund Of CTF Fee Charges On BL140452 (Rec#345572) Paid Twice	210.00
EFT92350	11/07/2014	THE ROYAL LIFE SAVING SOCIETY WA INC	Animal Euthanasia	198.00
EFT92351	11/07/2014	SALES EXCHANGE	Purchase 5000 WAW Wristbands & Purchase 50 WAW Silicone Wristbands	905.00
EFT92352	11/07/2014	UNITED TOOLS ALBANY	Metal Cabinet	195.00
EFT92353	11/07/2014	SECUREPAY PTY LTD	Hardware/Tool Supplies	92.58
EFT92354	11/07/2014	SKILL HIRE WA PTY LTD	Web Payments Seat Advisor Pricing Transaction Fee Without Fraudguard	32.18
EFT92355	11/07/2014	SMITHS ALUMINIUM & 4WD CENTRE	Casual Staff	1 899.70
EFT92356	11/07/2014	SOUTHERN ELECTRICS	Repair Latch On Lap Leisure Hair And Lint Pot Torsioner	50.00
EFT92357	11/07/2014	SOUTHERN TOOL & FASTENER CO	Electrical Repairs/Maintenance	2 270.31
EFT92358	11/07/2014	SOUTHWAY DISTRIBUTORS PTY LTD	Hardware Supplies	369.13
EFT92359	11/07/2014	SOUTHCOAST SECURITY SERVICE	Catering Supplies	1 976.89
EFT92360	11/07/2014	SOUTHERN EDGE ARTS INC	Security Services - June 2014	12 723.98
EFT92361	11/07/2014	SAI GLOBAL LTD	Kids Sport Vouchers	1 690.00
EFT92362	11/07/2014	BLUESCOPE DISTRIBUTION PTY LTD	Internet Download	94.36
EFT92363	11/07/2014	STORM OFFICE NATIONAL	Galvanised Angle	7.16
EFT92364	11/07/2014	SUNNY INDUSTRIAL BRUSHWARE	Photocopier Charges Lotteries House	27.14
EFT92365	11/07/2014	SUNNY SIGN COMPANY	Main Brooms To Suit Macdonald Johnston VT605 Road Sweeper.	803.00
EFT92366	11/07/2014	SYNERGY	Assorted Signage	274.87
EFT92367	11/07/2014	T4 TECHNOLOGY	Electricity Supplies For Street Lighting	59 780.80
EFT92368	11/07/2014	T & C SUPPLIES	Ipad Air 16Gb 4G Enabled Outright Purchase	749.00
EFT92369	11/07/2014	T & C SUPPLIES (RANGERS)	Hardware/Tool Supplies	728.41
EFT92370	11/07/2014	TELSTRA DAMAGE COST RECOVERY & MANAGEMENT	Hardware Supplies	23.31
EFT92371	11/07/2014	TELSTRA LICENSED SHOP ALBANY	Location Of Damage: 221 York St Albany	1 959.02
EFT92372	11/07/2014	TIM WATERS DESIGN	Telstra Pre-Paid 4G Wi-Fi Device	149.00
EFT92373	11/07/2014	TOLL FAST	Design And Print Manage Two Sided DI For National Anzac Centre	1 716.00
EFT92374	11/07/2014	CAROLINE ELLEN TOMPKIN	Freight Charges	875.35
			Fitness Instruction	45.00

REPORT ITEM CSF 106 REFERS

EFT92375	11/07/2014	THE TROPHY SHOP	FMP Trophies	108.00
EFT92376	11/07/2014	TRUCK CENTRE WA PTY LTD	Filter Freight	264.00
EFT92377	11/07/2014	GARRY TURNER	Reimbursements For Food And Drink For Volunteers Travelling From Narrogin Re Heat Shields	186.40
EFT92378	11/07/2014	UHY HAINES NORTON (WA) PTY LTD	Interim Audit Fee For Year Ended 30/6/2014	22 701.59
EFT92379	11/07/2014	UPTOWN MUSIC	Voucher	360.00
EFT92380	11/07/2014	VANCOUVER WASTE SERVICES PTY LTD	Provide Soil Conditioner And Metal Dust For Stage 1 Works Along North Road Median Strips	3 760.50
EFT92381	11/07/2014	IT VISION AUSTRALIA PTY LTD	Quote 3596 - Health Module Review	13 178.98
EFT92382	11/07/2014	ETIENNE VORSTER	Staff Travel Expense Claim For Research & Meet With Consultants	124.55
EFT92383	11/07/2014	JULIA WARREN	Fitness Instruction	180.00
EFT92384	11/07/2014	WAVESOUND PTY LTD	Oneclickdigital Service Package. E-Audio Books Multi Access Subscription. Unlimited Downloads, No Holds.	6 326.10
EFT92385	11/07/2014	ALBANY & GREAT SOUTHERN WEEKENDER	Advertising	201.30
EFT92386	11/07/2014	WESTERN AUSTRALIAN LOCAL GOVERNMENT ASSOCIATION	Consultancy Services - Centennial Park Sporting Precinct/Attendance At EMT Meeting On Wednesday 02/10/13 - Craig Grant	16 317.40
EFT92387	11/07/2014	WEST-OZ WEB SERVICES	Visitors Centre Merchandise	188.00
EFT92388	11/07/2014	WILSON MACHINERY	Supply Special 2.4 Metre Road Verge Slasher As Per Quote Number M11329	29 391.25
EFT92389	11/07/2014	THE WINDOW WASHER MAN	Window Cleaning June 2014	42.00
EFT92390	11/07/2014	WOODLANDS DISTRIBUTORS AND AGENCIES	Rolls Of Black Oxo Degradable Dog Waste Bags	261.80
EFT92391	11/07/2014	WREN OIL	Waste Disposal - Filter Drum - 205 Litres Drum	121.00
EFT92392	11/07/2014	YAKKA PTY LTD (KINGGEE WORKWEAR GROUP)	Safety Work Wear	87.86
EFT92393	11/07/2014	ZENITH LAUNDRY	Laundry Services/Hire	102.25
EFT92394	11/07/2014	ABSOLUTE STONE	Stirling Terrace - Supply And Delivery Of Granite In Accordance With Q14033	67 629.30
TOTAL				\$ 8 077 694.43

Summary - List of Accounts for Payment

Trust	\$	572.00
Credit Cards	\$	19,355.76
Payroll	\$	1,082,392.37
Cheques	\$	105,177.54
Electronic Funds Transfer	\$	8,077,694.43
Total	\$	9,285,192.10

Executed Document and Common Seal Register

Document Number	Description	DATE SENT RECD - 1asc
EDR1437548	EXECUTED DOCUMENT ITEM: 4.6 OCM 15/03/2011 RE: HERITAGE ADVISORY SERVICES SUBSIDY AGREEMENT 2014/15 PARTIES: CITY OF ALBANY AND HERITAGE COUNCIL OF WA SIGNED BY THE CEO 1 COPY	16/06/2014
EDR1437549	EXECUTED DOCUMENT ITEM: 1.1 OCM 18/09/2012 RE: INVOICE FOR PAYMENT - EMU POINT PATH CONTRACT PARTIES: CITY OF ALBANY AND TRI COAST CIVIL SIGNED BY THE CEO 1 COPY	16/06/2014
EDR1437598	EXECUTED DOCUMENT ITEM: NOT SUPPLIED, OCM 19/03/2013 RE: CONSENT TO TAKING BY AGREEMENT PARTIES: CITY OF ALBANY AND RONALD MACDONALD AND ELAINE MARGARET MCTAGGART SIGNED BY THE CEO 1 COPY	16/06/2014
EDR1437746	EXECUTED DOCUMENT ITEM: 4.6 OCM 15/03/2011 RE: ACQUITTAL FOR HEALTHWAY SPONSORSHIP FOR VANCOUVER STREET FESTIVAL 2014 PARTIES: CITY OF ALBANY AND HEALTHWAY SIGNED BY THE CEO 1 COPY	20/06/2014
EDR1437747	EXECUTED DOCUMENT ITEM: BUT SUPPLIED RE: HACQUITTAL REPORT TO THE DISABILITY SERVICES COMMISSION FOR COUNT ME IN FUNDING PARTIES: CITY OF ALBANY AND DISABILITY SERVICES COMMISSION SIGNED BY THE CEO 1 COPY	20/06/2014
EDR1437748	EXECUTED DOCUMENT ITEM: 1.1 OCM 18/09/2012 RE: AWARD FOR TENDER FOR C14022 SUPPLY OF PRE-MIXED CONCRETE PARTIES: CITY OF ALBANY AND HOLCIM (AUSTRALIA) PTY LTD SIGNED BY THE CEO 1 COPY	20/06/2014
EDR1437749	EXECUTED DOCUMENT ITEM: OCM 19/03/2013 RE: CONSENT TO TAKING BY AGREEMENT - LOT 223 PERKINS BEACH ROAD, TORBAY PARTIES: CITY OF ALBANY AND MARTIN JOHN HOLT & JANETTE MARGARET HOLT SIGNED BY THE CEO 1 COPY	20/06/2014
EDR1437751	EXECUTED DOCUMENT ITEM: 4.6 OCM 15/03/2011 RE: OFFER AND ACCEPTANCE - SALE OF LOT 483 (7) GREYHOUND CIRCLE, LOCKYER PARTIES: CITY OF ALBANY AND CONNECTION REALTY SIGNED BY THE CEO 1 COPY	20/06/2014
EDR1437752	EXECUTED DOCUMENT ITEM: 4.6 OCM 15/03/2011 RE: OFFER AND ACCEPTANCE - SALE OF LOT 484 (9) GREYHOUND CIRCLE. LOCKYER PARTIES: CITY OF ALBANY AND CONNECTION REALTY SIGNED BY THE CEO 1 COPY	20/06/2014
EDR1437767	EXECUTED DOCUMENT ITEM: 1.1 OCM 18/09/2012 RE: BICYCLE FUNDING PARTIES: CITY OF ALBANY AND MAIN ROADS WA SIGNED BY THE CEO 1 COPY	23/06/2014
EDR1437820	EXECUTED DOCUMENT ITEM: WS014 OCM 29/10/2013 RE: INVOICE 9(PARTIAL PAYMENT) FOR CONTRACT C13017 - PFEIFFER ROAD PARTIES: CITY OF ALBANY AND GREAT SOUTHERN SANDS SIGNED BY THE CEO 1 COPY	25/06/2014

REPORT ITEM CSF107 REFERS

EDR1437911	EXECUTED DOCUMENT ITEM: NOT SUPPLIED RE: INVOICE FROM PALMER EARTHMOVING PARTIES: CITY OF ALBANY AND PALMER EARTHMOVING SIGNED BY THE CEO 1 COPY	01/07/2014
EDR1437912	EXECUTED DOCUMENT ITEM: OCM 18.09.12 ITEM 1.1 RE: INVOICE MAIN ROADS ALBANY PARTIES: CITY OF ALBANY AND MAIN ROADS WA SIGNED BY THE CEO 1 COPY	01/07/2014
EDR1437915	EXECUTED DOCUMENT ITEM: OCM 15.3.2011 4.6 RE: AGREEMENT FOR ANZAC STIRLING TERRACE MESS HALL PLANNING AND IMPLEMENTATION SPONSORSHIP PARTIES: CITY OF ALBANY AND TOURISM WA SIGNED BY THE CEO 2 COPY	01/07/2014
EDR1437923	EXECUTED DOCUMENT ITEM: OCM 19.03 2013 RE: AAGREEMENT BETWEEN LANDOWNERS OF LOT 1 PERKINS BEACH ROAD - SIGNED CONSENT TO TAKING BY AGREEMENT FORM PARTIES: CITY OF ALBANY AND ROGER BRIAN BRADSHAW AND SUSAN DEBRA BRADSHAW SIGNED BY THE CEO 1 COPY	01/07/2014
EDR1437937	EXECUTED DOCUMENT ITEM: OCM 17 DECEMBER 2013 ITEM WS022 RE: INVOICE (PARTIAL PAYMENT) FROM PALMER EARTHMOVING FOR CONTRACT C13022 - FRENCHMAN BAY ROAD PARTIES: CITY OF ALBANY AND PALMER EARTHMOVING AUSTRALIA PTY LTD SIGNED BY THE CEO 1 COPY	02/07/2014
EDR1437938	EXECUTED DOCUMENT ITEM: CEO DELEGATION OCM 18/09/12 ITEM 1.1 RE: AWARD OF TENDER FOR C14003 KEY SYSTEM UPGRADE PARTIES: CITY OF ALBANY AND ALBANY LOCK SERVICE SIGNED BY THE CEO 1 COPY	02/07/2014
EDR1438116	EXECUTED DOCUMENT ITEM: CEO DELEGATION OCM 18/09/12 ITEM 1.1 RE: AWARD OF TENDER FOR C14018 SUPPLY AND DELIVERY OF MULTI FUNCTION POLES PARTIES: CITY OF ALBANY AND FYNTRIM PTY LTD SIGNED BY THE CEO 1 COPY	09/07/2014
EDR1490730	LIWA AQUATICS 2014 ANNUAL CONFERENCE AND TRADE EXHIBITION	10/07/2014
EDR1438209	EXECUTED DOCUMENT ITEM: OCM 15.3.2011 ITEM 4.6 RE: GRANT AGREEMENT FOR DEPARTMENT OF CULTURE AND THE ARTS - TRAVEL SUBSIDY TO ATTEND REGIONAL ARTS SUMMIT 'ARTS & EDGES' OCTOBER 2014 IN KALGOORLIE - AMBER PERRYMAN (VAC) PARTIES: DEPARTMENT OF CULTURE AND THE ARTS SIGNED BY THE CEO 2 COPIES	15/07/2014
EDR1438210	EXECUTED DOCUMENT ITEM: OCM 24.06.2014 ITEM CSF094 RE: REGIONAL ROAD GROUP FUNDING PARTIES: MAIN ROADS WA SIGNED BY THE CEO 1 COPIES	15/07/2014
EDR1438211	EXECUTED DOCUMENT ITEM: OCM 19.03.2013 RE: WIDENING OF PORTION OF PERKINS BEACH ROAD - LAND ACQUISITION - LOT 225 - CONSENT TO TAKING BY AGREEMENT PARTIES: ROSS DAVID YOUNG & JOANNA TREVELLA YOUNG SIGNED BY THE CEO 1 COPIES	15/07/2014

REPORT ITEM CSF107 REFERS

Document Number	Description	DATE SENT RECD - 1asc
NCSR1437600	COPY OF COMMON SEAL ITEM: 1.1 OCM 18/09/2012 RE: NEW LEASE FOR MULTIPLE SCLEROSIS SOCIETY OF WESTERN AUSTRALIA INC. PARTIES: CITY OF ALBANY AND MULTIPLE SCLEROSIS SOCIETY OF WESTERN AUSTRALIA INC SIGNED BY THE CEO AND THE MAYOR, 2 COPIES	16/06/2014
NCSR1437602	COPY OF COMMON SEAL ITEM: 1.1 OCM 18/09/2012 RE: DEED OF SURRENDER & RELEASE FOR EARLY SURRENDER OF THE FORTS CAFE LEASE PARTIES: CITY OF ALBANY AND JOHNNY VOEGELER, NATALIE JOY PERRELLA AND HIEDE RENE DATLEN-REITER SIGNED BY THE CEO AND THE MAYOR, 3 COPIES	16/06/2014
NCSR1437607	COPY OF COMMON SEAL ITEM: CSF079 OCM 22/04/14 RE: CONTRACTS FOR C14012 PRINCESS ROYAL FORTRESS CAFE AND ADMINISTRATION REFURBISHMENT PARTIES: CITY OF ALBANY AND SMITH CONSTRUCTIONS BUNBURY SIGNED BY THE CEO AND THE MAYOR, 2 COPIES	16/06/2014
NCSR1437612	COPY OF COMMON SEAL ITEM: CSF079 OCM 22/04/2014 RE: CONTRACTS COF C14016 CONCRETE WORKS - TOWN SQUARE PARTIES: CITY OF ALBANY AND SMITH CONSTRUCTION BUNBURY SIGNED BY THE CEO AND THE MAYOR, 2 COPIES	16/06/2014
NCSR1437616	COPY OF COMMON SEAL ITEM: 4.5 OCM 16/04/2013 RE: VARIATION OF LEASE FOR EMU BEACH HOLIDAY PARK TO J & L SHUTTLEWORTH PTY LTD PARTIES: CITY OF ALBANY AND BANKWEST, A DIVISION OF COMMONWELATH BANK OF AUSTRALIA AND J & L SHUTTLEWORTH PTY LTD SIGNED BY THE CEO AND THE MAYOR, 3 COPIES	16/06/2014
NCSR1437759	COPY OF COMMON SEAL ITEM: NOT SUPPLIED RE: NOTIFICATION UNDER SECTION 70A - SUBDIVISION APPROVAL PARTIES: CITY OF ALBANY AND JOHN COLIN MANLEY & GWENDA JOY MANLEY SIGNED BY THE CEO AND THE MAYOR, 1 COPIES	20/06/2014
NCSR1437772	COPY OF COMMON SEAL ITEM: 4.5 OCM 16/04/2013 RE: VARIATION OF LEASE - EMU BEACH CARAVAN PARK PARTIES: CITY OF ALBANY AND STEWART FAMILY TRUST AND J & L SHUTTLEWORTH FAMILY TRUST SIGNED BY THE CEO AND THE MAYOR, 4 COPIES	23/06/2014
NCSR1437773	COPY OF COMMON SEAL ITEM: 4.5 OCM 16/04/2013 RE: ASSIGNMENT OF LEASE - EMU BEACH CARAVAN PARK PARTIES: CITY OF ALBANY AND STEWART FAMILY TRUST AND J & L SHUTTLEWORTH FAMILY TRUST SIGNED BY THE CEO AND THE MAYOR, 4 COPIES	23/06/2014
NCSR1437821	COPY OF COMMON SEAL ITEM: NOT SUPPLIED RE: RESTRICTIVE COVENANT - SUBDIVISION APPROVAL FOR WAPC 147074 LOT 303 FRENCHMAN BAY ROAD, BIG GROVE PARTIES: CITY OF ALBANY AND DAVID HENRY AND CHRISTINE MAY STEAN SIGNED BY THE CEO AND THE MAYOR, 3 COPIES	25/06/2014

REPORT ITEM CSF107 REFERS

NCSR1437846	COPY OF COMMON SEAL ITEM: 4.6 OCM 15/03/2011 RE: EXECUTION OF THE LOCAL GOVERNMENT MASTER LENDING AGREEMENT PARTIES: CITY OF ALBANY AND WESTERN AUSTRALIAN TREASURY CORPORATIONO SIGNED BY THE CEO AND THE MAYOR, 2 COPIES	26/06/2014
NCSR1437939	EXECUTED DOCUMENT ITEM: OCM 26.11.2013 (CSF034); OCM 24.06.2014 ITEM CSF094; OCM 18.09.2012 ITEM 1.1 RE: APPROVAL OF NEW LEASE FOR TERRY CHARLES HULKES FOR A TERM OF 5 YEARS AT SITE 17 CHEYNE BEACH ROAD, CHEYNES PARTIES: CITY OF ALBANY AND TERRY CHARLES HULKES SIGNED BY THE CEO 3 COPY	02/07/2014
NCSR1437953	EXECUTED DOCUMENT ITEM:OCM 24.06.2014 CSF094 RE: APPROVAL OF A NEW LEASE FOR ALBANY HISTORICAL SOCIETY FOR A TERM OF 5 YEARS AT 13 NIND STREET, SPENCER PARK PARTIES: CITY OF ALBANY AND ALBANY HISTORICAL SOCIETY INC. SIGNED BY THE CEO 3 COPIES	02/07/2014
NCSR1437955	EXECUTED DOCUMENT ITEM: OCM 18.09.2012 ITEM 1.1 RE: CONTRACT FOR C14022 SUPPLY OF PRE MIXED CONCRETE PARTIES: CITY OF ALBANY AND HOLCIM (AUSTRALIA) PTY LTD SIGNED BY THE CEO 2 COPIES	02/07/2014
NCSR1437979	EXECUTED DOCUMENT ITEM: OCM 15.3.2011 ITEM 4.6 RE: SPONSORSHIP AGREEMENT WITH ALBANY CITY MOTORS FOR SUPPLY OF GOODS TO ANZAC CELEBRATIONS 2014 PARTIES: CANNRIDGE PTY LTD SIGNED BY THE CEO 2 COPIES	03/07/2014
NCSR1437980	EXECUTED DOCUMENT ITEM: OCM 24.06.2014 ITEM CSF095 RE: CONTRACTS FOR C14013(A) PANEL OF SUPPLIERS - SUPPLY OF INFORMATION TECHNOLOGY PARTIES: CITY OF ALBANY AND KLB SYSTEMS PTY LTD SIGNED BY THE CEO 2 COPIES	03/07/2014
NCSR1438009	EXECUTED DOCUMENT ITEM: OCM 15.3.2011 ITEM 4.6 RE: SPONSORSHIP AGREEMENT WITH BGC FOR SUPPORT OF COMMUNITY EVENT (PROJECTIONS AND STORY TELLING) FOR ANZAC CELEBRATIONS 2014 PARTIES: BGC AUSTRALIA PTY LTD SIGNED BY THE CEO 2 COPIES	07/07/2014
NCSR1438204	EXECUTED DOCUMENT ITEM: CEO DELEGATION RE: AWARD OF TENDER FOR C14003 KEY SYSTEM UPGRADE PARTIES: TS & DR MILLIKEN TRADING AS ALBANY LOCK SERVICE SIGNED BY THE CEO 1 COPIES	15/07/2014
NCSR1438205	EXECUTED DOCUMENT ITEM: OCM 24.06.2014 ITEM WS042 RE: AWARD OF TENDER FOR C14014 PROVISION OF PLUMBING SERVICES PARTIES:BRETT LEIGH CASTLE TRADING AS AMPHIBIAN PLUMBING AND GAS SIGNED BY THE CEO 1 COPIES	15/07/2014

REPORT ITEM CSF107 REFERS

NCSR1438206

15/07/2014

EXECUTED DOCUMENT ITEM: SECTION 70A NOTIFICATION IN TERMS OF THE TRANSFER OF LAND ACT AS REQUIRED IN ASSOCIATION WITH CONDITION 8 OF SUBDIVISION APPROVAL WAPC 148336 RE: SECTION 70A NOTIFICATION FOR SUBDIVISION APPROVAL 148336 (LOT 116 MONROE COURT), LOT 5,6 AND 7 ON DEPOSITED PLAN 400809 TO READ: THE OWNERS ARE ADVISED THAT A MAINS POTABLE WATER SUPPLY IS NOT AVAILABLE TO THE LOT/S PARTIES: LINDA CAROL KNIGHT SIGNED BY THE CEO 1 COPIES

NCSR1438207

15/07/2014

EXECUTED DOCUMENT ITEM:SECTION 70A NOTIFICATION IN TERMS OF THE TRANSFER OF LAND ACT AS REQUIRED IN ASSOCIATION WITH CONDITION 9 OF SUBDIVISION APPROVAL WAPC148336 RE: SECTION 70A NOTIFICATION FOR SUBDIVISION APPROVAL 148336 (LOT 116 MONROE COURT), LOT 5,6 AND 7 ON DEPOSITED PLAN TO READ: THE OWNERS ARE ADVISED A RETICULATED SEWERAGE SERVICE IS NOT AVAILABLE TO THE LOT/S PARTIES: LINDA CAROL KNIGHT SIGNED BY THE CEO 1 COPIES



DELEGATED AUTHORITY

RATE DEBT WRITE OFF REPORT

Delegation: Financial: Write Off of Monies (Write Off Debts)

Adopted: OCM 24/06/2014 Item CSF094

Function:

Authority to:

- (1) Waive, grant concessions or write off any amount of money owed to the City, pursuant to the Local Government Act 1995, s6.12(1).
- (2) Write off any amount of money, including rate debts 'penalty interest' where the cost of recovering the debt will be greater than the actual debt.
- (3) Instruct the City's Debt Recovery Agent to proceed against land and/or property for unpaid rates through the Magistrate's Court.
- (4) Approve Rate Exemptions. Consider and approve applications for exemption under s6.26 of the Local Government Act 1995, subject to applications being submitted in writing and proof of ownership.
- (5) Authorise persons to administer any or all of the above functions.

Conditions:

- (a) Write Off Debt (monies owed):
 - (i) General: maximum \$10,000. Rates Officers: limited \$1,500.
 - (ii) The full details of the waiver, concession or write off to be recorded on the appropriate financial record and a report being provided to the Corporate Services & Finance Committee on a bi-annual basis on the exercise of this delegation.
- (b) Authority item (3): Rate Debt Recovery:
 - (i) Rates or service charges to be unpaid.
 - (ii) A General Procedure Claim and Property Seizure & Sale Order through the Magistrate's Court has been served on the ratepayer.
 - (iii) Property Seizure & Sale Order to be lodged on the land title.
 - (iv) Proceed to sell the land through the Bailiff's Office.
- (c) Approve Rate Exemption. If the delegates are not satisfied that the use of the property is exempt under s6.26, of the Act, the application must be referred to the Chief Executive Officer.

Note: Audit & Finance Committee replaced by Corporate Services and Finance Committee.

Rate Debt Write Off balance of \$585.96 as at 30 June 2014:

Assessment	Amount
A100862	2.41
A100880	1.80
A101260	0.73
A101436	0.90
A102127	1.13

Assessment	Amount
A112647	0.48
A112750	2.05
A112881	0.60
A112944	3.73
A115364	1.08

Assessment	Amount
A123678	0.13
A124062	0.64
A124157	2.81
A124864	1.50
A124981	1.03

REPORT ITEM CSF 108 REFERS

A103773	0.24	A115526	0.52	A12687	2.22
A103903	0.60	A11603	3.16	A127761	1.27
A10435	0.29	A116285	2.64	A129391	1.45
A105335	1.48	A116794	1.02	A129404	0.62
A10548	0.90	A116825	0.48	A130043	1.03
A105713	0.20	A117043	3.11	A130485	0.29
A105759	2.31	A117944	1.20	A132132	0.26
A106175	0.77	A120131	1.55	A132358	4.36
A10732	0.90	A120965	2.54	A132376	2.10
A109090	1.15	A121101	1.11	A133215	0.25
A109153	0.35	A12114	1.89	A134483	0.34
A109171	0.74	A121359	0.73	A134631	4.08
A111663	3.43	A121890	1.11	A135025	3.23
A112403	1.70	A123614	0.52	A13562	0.47
A135633	2.58	A172815	0.70	A203206	2.61
A136423	2.97	A173407	0.56	A203210	1.40
A136667	0.20	A175726	1.03	A203422	0.25
A136847	2.35	A176061	4.44	A203486	0.90
A138841	3.34	A176340	1.23	A204078	2.22
A139726	1.04	A177130	1.50	A204424	0.73
A141402	2.66	A177243	2.04	A204604	0.81
A141420	2.82	A177261	3.39	A204834	0.22
A142715	2.53	A177388	1.50	A205606	1.81
A142977	1.62	A177487	0.52	A205638	1.87
A146844	2.11	A177649	1.59	A206383	3.28
A147143	3.56	A17835	0.82	A206397	4.28
A147157	1.76	A178439	0.77	A20707	0.35
A14726	1.15	A178524	0.43	A207123	1.14
A147274	1.44	A180264	2.77	A207286	1.64
A147620	3.29	A180278	3.97	A208733	1.15
A147909	1.43	A180935	1.35	A209078	0.98
A149539	0.56	A181266	0.07	A209587	2.25
A149971	1.95	A181298	1.98	A209749	0.11
A150033	1.95	A182501	4.31	A210009	0.24
A153714	0.37	A182781	1.09	A210982	0.98
A154423	4.87	A183981	1.00	A211209	0.52
A155849	1.55	A184636	1.45	A211227	1.82
A15778	1.49	A184915	3.00	A211245	0.49
A158548	1.72	A185066	0.44	A212526	0.14
A158782	1.37	A18526	1.41	A213681	2.42
A159239	0.94	A186167	3.87	A213695	0.15
A160111	0.15	A186856	0.75	A213924	4.10
A160977	4.39	A187173	0.08	A214106	2.45
A16158	3.86	A189127	2.55	A214863	2.60
A162232	1.65	A189686	1.56	A214962	3.04
A165715	1.14	A189703	0.48	A214976	0.85
A16671	0.43	A191015	3.97	A215356	0.01
A166929	3.65	A191623	1.07	A215441	1.11

REPORT ITEM CSF 108 REFERS

A167331	1.01	A191641	1.53	A215568	2.00
A16734	2.60	A192233	0.27	A215572	1.43
A168545	4.03	A192279	1.10	A215716	1.59
A168559	2.45	A192968	2.05	A215851	0.61
A168658	0.69	A192990	3.90	A216178	2.66
A168905	2.16	A194223	1.79	A217233	3.61
A16932	2.01	A194237	0.15	A217756	0.72
A169434	0.38	A194471	3.74	A218497	1.15
A170041	1.69	A197607	0.66	A218730	1.03
A170384	1.06	A198253	0.63	A219827	1.06
A17047	1.49	A200935	0.53	A219881	4.57
A170974	0.54	A20117	0.87	A220317	1.32
A171057	1.04	A202957	0.14	A220321	0.84
A172059	1.24	A203062	4.35	A22062	0.32
A221242	1.95	A37550	0.72	A68620	2.12
A22175	0.47	A37578	2.60	A68783	4.16
A221963	3.37	A37681	2.85	A68850	0.25
A222276	0.14	A40977	2.15	A6917	1.79
A222307	0.07	A41145	1.80	A69505	1.72
A222311	0.03	A4189	3.87	A70289	1.51
A222587	1.18	A41929	1.56	A70324	4.29
A223002	0.45	A42066	3.97	A70766	2.37
A223606	0.31	A43167	0.82	A71394	2.57
A223769	4.80	A43478	2.24	A71510	1.09
A224220	2.12	A43991	1.12	A71704	0.99
A22440	1.06	A44551	0.99	A7216	1.33
A22517	2.84	A44583	1.00	A72215	3.60
A225515	0.61	A44907	3.38	A72788	0.37
A225812	1.18	A45369	2.24	A72887	2.95
A226012	0.10	A45468	1.19	A72891	1.50
A226111	2.00	A45666	0.19	A73401	2.38
A226175	0.01	A45963	1.03	A74813	0.57
A226256	0.41	A46325	1.54	A74958	0.66
A226274	4.23	A46668	0.15	A75158	1.51
A226517	1.21	A48888	2.52	A75702	2.34
A226521	0.93	A49317	0.39	A7577	1.94
A227410	1.11	A49498	1.86	A77116	2.92
A227438	2.64	A49759	1.14	A77364	0.50
A227640	0.08	A51273	0.88	A77873	0.76
A227654	0.07	A51732	2.75	A77986	0.35
A227749	4.26	A51877	0.68	A7810	1.37
A227753	5.74	A5208	0.47	A78528	2.61
A227915	0.17	A52126	0.76	A79598	0.99
A227947	0.28	A52829	0.28	A80191	1.97
A23078	3.45	A54297	4.22	A80993	0.49
A24309	0.76	A54463	0.93	A81779	1.80
A24331	0.79	A55762	0.52	A82406	1.33
A24444	2.65	A5805	0.90	A83070	3.38

REPORT ITEM CSF 108 REFERS

A26498	3.61	A6027	2.31	A83183	0.57
A27337	1.32	A6051	0.58	A84577	1.29
A27864	1.08	A6093	0.37	A85141	0.71
A27913	1.61	A6244	4.09	A85353	1.44
A29589	0.37	A62894	1.62	A86008	1.79
A29593	0.35	A63139	2.55	A86404	4.06
A30231	0.98	A64046	2.93	A86468	3.27
A30772	3.38	A65278	2.46	A86599	2.07
A31431	1.05	A6688	0.79	A87307	1.14
A32005	2.64	A6705	1.25	A88214	1.90
A32433	1.56	A67452	1.92	A88412	2.09
A33809	0.12	A68288	3.54	A88917	1.40
A36003	0.17	A68387	2.15	A89351	1.12
A3713	0.75	A68599	1.42	A89531	4.72
A9026	2.61	A92043	0.23	A95198	0.60
A90805	0.21	A92534	1.58	A96005	0.59
A90819	0.74	A92728	1.15	A96794	0.98
A90869	1.39	A92962	0.79	A98897	1.46
A91168	0.21	A94259	3.24	A99196	2.00
A91398	0.08	A94358	1.22	A99231	0.74
A91514	1.00	A94461	2.80		

Garry Adams
Executive Director Corporate Services

29 July 2014

Council Policy: Purchasing Policy (Tenders and Quotes)

1. Policy Statement

1.1 The following protocols * will apply to each category:

Category	Value (exc. GST)	Minimum Protocol
Minor Purchase	\$0-\$1,999	1 Verbal Quote
Minor Quotation	\$2,000-29,999	2 Written Quotes
Major Quotation	\$30,000-99,999 **	3 Written Quotes
Major Purchase (Tender)	\$100,000 and over **	In accordance with Division 2 – Section 11 of the Local Government (Functions and General) Regulations 1996

* If a purchase is made and the minimum protocol for quotations is not met, a file note signed by the Executive Director needs to be completed, detailing the reasons for not meeting the protocol. In this instance a copy of the file note will be forwarded to the Deputy Chief Executive Officer or appointed delegate.

** The City of Albany Buy Local Policy is to apply to both Major Quotations (\$30,000-99,999) and Major Purchases (Tender) (\$100,000 and over).

Purchasing Protocol does not apply where the supply of products or services is procured through the Western Australia Local Government Association (WALGA), State or Commonwealth Governments or any of its agencies that provide preferred supplier contracts or agreements.

The Chief Executive Officer has delegated authority from Council to undertake purchases of goods and services up to the value of \$500,000, and \$1,000,000 where the supply of products or services is procured through the Western Australia Local Government Association (WALGA), State or Commonwealth Governments or any of its agencies that provide preferred supplier contracts or agreements.

1.2 All records associated with the above categories will be recorded and retained in line with the provisions of the *State Records Act 2000*, including:

- *Tender documentation;*
- *Internal documentation;*
- *Evaluation documentation;*
- *Enquiry and response documentation;*
- *Notification and award documentation;*
- *Quotation documentation;*
- *File Notes; and*
- *Order forms and requisitions.*

2. Objective

To provide best value to Council, and equity and transparency to suppliers of the City's goods and services.

To ensure consistency for all purchasing activities that integrates within all the City of Albany operational areas.

To provide a preference to organisations that:

- Demonstrate high levels of Corporate Social Responsibility (CSR) including supporting people with disabilities or special needs, or contributions to the community such as sponsorships or donations
- Have in place or are prepared to consider implementing employment strategies and programs for Indigenous people
- Demonstrate sustainable business practices
- Supply Australian made products

3. Scope

Applies to all staff with the authority to purchase goods and services.

All officers and employees of the City of Albany shall observe the highest standards of ethics and integrity in undertaking purchasing activity and act in an honest and professional manner that supports the standing of the City.

4. Legislative and Strategic Context

To provide compliance with the *Local Government Act 1995* ("the Act") and the *Local Government Act (Functions and General) Regulations 1996* ("the Regulations") (as amended in March 2007).

5. Review Position and Date

Deputy Chief Executive Officer to review annually.

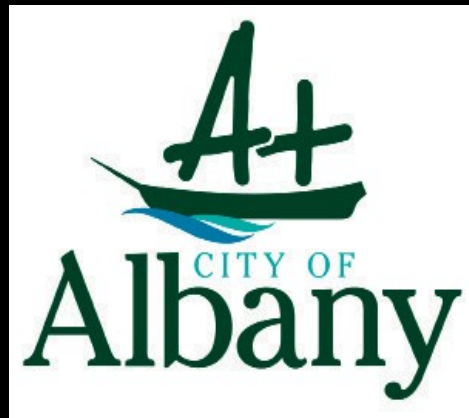
6. Associated Documents

- *Local Government Act 1995*
- *Local Government (Functions and General) Regulations 1996*
- *Tender/Contract procedure*
- *Quotation procedure*
- *Evaluation procedure (Tenders and Quotations)*
- *City of Albany Buy Local Policy*

7. Definitions

- **Minor Purchase:** A purchase up to and including \$1,999
- **Minor Quotation:** A purchase from \$2,000 to \$29,999
- **Major Quotation:** A purchase from \$30,000 to \$99,999
- **Major Purchase:** A purchase of \$100,000 and above (Tender)

Document Approval			
Document Development Officer:		Document Owner: <i>(Member of EMT)</i>	
Procurement Officer		Deputy Chief Executive Officer	
Document Control			
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Synergy Reference Number:	NP072938_7		
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Status of Document:	Revised for revision by Deputy Chief Executive Officer		
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Quality Assurance:	Procurement Team, Executive Management Team		
Distribution:	Public Document		
Document Revision History			
Version	Author	Version Description	Date Completed
1.0	Chief Executive Officer	Adoption Ref: OCM 20/05/08 Item 12.2.1	20/05/2008
2.0	Chief Executive Officer	Revised, changed policy for minor quotes to two written quotes. Adoption Ref: OCM 19/01/10 Item 16.5.1	19/01/2010
3.0	Chief Executive Officer	Reformatted. Amendment, changed policy for minor purchases to one written quote. Adoption Ref: OCM 18/05/10 Item 16.4.1	18/05/2010
4.0	Chief Executive Officer	Fully reviewed by Audit & Finance Committee. Adoption Ref: OCM 19/02/13 Item 1.1	19/02/2013
5.0	Manager Governance & Risk Management	Reformatted for review by Procurement Team and Document Owner	28/04/2014
5.1	Deputy Chief Executive Officer	Draft Version to EMT for Review	03/07/2014
5.2	Deputy Chief Executive Officer	Presented to Council	26/08/2014



CARBON FOOTPRINT REDUCTION STRATEGY

CLEAN GREEN & SUSTAINABLE

Contents

Introduction
Strategic Alignment
Energy Efficiency
Water Management
Fleet and Plant Management
Carbon Offsets
Waste Management



INTRODUCTION

Everything the City needs for survival and well-being depends, either directly or indirectly, on our natural environment. There are many definitions of sustainability but it basically incorporates balancing the social, economic and environmental outcomes for current and future generations. Reducing carbon emissions is just one aspect of sustainability and ensuring our City's resilience.

The key themes and strategic objectives within this document will enable us to maintain and renew our City assets in a sustainable manner, by ensuring that *City Asset Management Policies* reflect local government best practice, and that maintenance and service scheduling, and asset renewal in a timely manner maximises the life and performance of the City's infrastructure.

This document provides the direction and framework to assist in reducing the City's carbon footprint and rising energy prices.



STRATEGIC ALIGNMENT

The City of Albany’s **Community Strategic Plan (Albany 2023)** adopted in 2013, has as one of its key themes, to work towards a **‘Clean, Green and Sustainable City’**. Our community has identified it would like to see

- renewable energy and energy efficiency practices introduced by the City of Albany
- sustainable waste practices
- development and maintenance of relevant and functional infrastructure.

The challenge for the City is to focus on its own operations (which include a wide variety of facilities - heritage, community facilities, administration, waste and depot) , with the key themes being

- energy efficiency
- water management
- fleet and plant management
- carbon offset
- waste management.



ENERGY EFFICIENCY



Many developed countries, including Australia, are now showing declines in power demand as the rapid growth in energy-efficient appliances and buildings start to dominate the market. As governments are significant users of energy in the community, there is an opportunity to increase energy efficiency within the City's operations and to demonstrate to the community its efforts in reducing energy consumption.

As part of this Strategy, energy has been broken down into 4 key areas where the most energy is currently consumed and where the biggest savings can be made. These areas include

- heating, ventilation and air conditioning (HVAC)
- street lighting
- internal building lighting
- alternative energy supply.

By encouraging improved energy practices relating to the 4 identified key areas, the City will be able to provide improved services and amenities, while reducing the City's energy use and carbon emissions.

Energy Efficiency

Objective	How we'll make it happen	We'll know we're succeeding
<p>1.1 To maintain and renew building assets in a sustainable manner</p>	<p>By scheduling maintenance, servicing, and renewal in a timely manner that maximises the life and performance of the City's building assets.</p> <p>By working with external relevant agencies to develop an integrated approach.</p> <p>By regular auditing and inspections.</p>	<p>When the operation and maintenance of existing assets are incorporated with energy management practices.</p> <p>When energy efficiency has improved across the City's assets and are comparable with other benchmarked government sectors.</p> <p>When energy audits indicate environmental and financial sustainability, so that building assets continue to function effectively as they age.</p>
<p>1.2 To advocate for alternative energy sources within our building infrastructure</p>	<p>By investigating alternative energy sources such as Solar energy systems.</p> <p>By adoption of best practices to reduce energy consumption while maximising our building assets.</p> <p>By sourcing external funding opportunities to support these alternative energy building initiatives.</p>	<p>When alternative energy sources are applied that prove to be financially and environmentally sustainable.</p> <p>When the City is seen as a local government which is a leader in using alternative energy sources within our local community.</p> <p>When we secure external funding opportunities to assist in building upgrades.</p>
<p>1.3 To promote energy efficiency technologies and energy conservation</p>	<p>By reviewing and assessing the City's community based buildings current energy usage.</p> <p>By setting an example in constructing new buildings and upgrading current infrastructure with energy efficiency technology. 280</p> <p>By educating the community about energy efficiency</p>	<p>When we achieve energy efficiency projects that significantly enhance our community based City buildings.</p> <p>When energy efficiency technology has been incorporated into new City buildings and upgraded infrastructure.</p> <p>When local government legislation such as the <i>Town</i></p>

WATER MANAGEMENT

Water is essential for life, and with the growing pressures on water resources from population growth and the effects of climate change, it is critical for local governments to effectively manage this precious resource.

An increase in the capacity to reduce the City's water consumption and improve local water quality can be successful through a number of options in which the City can manage their water use more sustainably. This generally includes but is not limited to

- improving overall water use efficiency in City facilities
- improved irrigation systems and scheduling practices
- improved turf maintenance practices and planting regimes
- accurate measuring and recording of current water use
- support for the principles of Water Sensitive Urban Design (WSUD) guidelines within the City's subdivisional developments and new infrastructure.

By establishing a Water Management Plan, this will benefit the City by providing direction for potential water reduction, financial savings, improved efficiency and conservation.



Water Management

Objective	How we'll make it happen	We'll know we're succeeding when
<p>2.1 To improve water efficiency within City's buildings and facilities</p>	<p>By partaking in a water wise program to assist in identifying areas of significant water use within City building and facilities.</p> <p>By identifying where opportunities for Improvements exist through the auditing of water use within City infrastructure.</p> <p>By installing equipment that has water efficient technology features.</p>	<p>When the City becomes an endorsed water wise council through a recognised local government program.</p> <p>When the City implements water wise improvement programs.</p> <p>When there are demonstrated water efficiency and financial savings within the City's buildings and community facilities.</p>
<p>2.2 To improve water management through maintenance and renewal of City assets</p>	<p>By conducting water auditing to adequately assess the City's water usage and the development of water reduction targets.</p> <p>By scheduling maintenance, servicing and renewal of City assets in a timely manner that maximises the whole of life cost.</p> <p>By prioritising upgrades, retrofits and replacements of City assets within its capital works programs and maintenance schedules.</p>	<p>When a review of the City's water audits on its assets demonstrates areas of improvement in water usage.</p> <p>When it can be demonstrated there is an improvement in overall water use in all City assets.</p> <p>When the City develops its annual capital works and maintenance programs with a focus on WSUD.</p>
<p>2.3 To promote water management and efficiency through education and awareness</p>	<p>By encouraging staff through education programs such as water wise training, to assist in indentifying where water saving efforts can be made.</p> <p>By promoting the use of water wise vegetation, irrigation techniques and WSUD as part of the City's capital works and maintenance programs.</p>	<p>When staff are motivated and inspired to assist in the conservation of water within their own daily work practices.</p> <p>When the City has implemented water management practices when conducting its operational programs.</p>

FLEET AND PLANT MANAGEMENT



The need to reduce Greenhouse Gas (GHG) emissions from transport is becoming a major challenge for business and the community, with transport contributing more than 80% of the CO₂ emissions across Australia.

The City of Albany owns, controls, manages and maintains an extensive range of fleet and plant which currently includes 66 fleet vehicles and 85 pieces of plant, with 2014/15 replacements totalling approximately \$1.64 m.

There are a number of strategies that the City already incorporated in its operations to achieve a reduction in GHG emissions such as

- vehicle performance through fuel efficiency measures
- maintenance, service, and renewal programs
- driver behaviour programs
- replacement programs
- green fleet initiatives.

The City has adopted *Fleet Management Guidelines (2013)* but is yet to formalise a Plant Management Guideline that also addresses GHS emission standards and green initiatives.

Fleet and Plant Management

Objective	How we'll make it happen	We'll know we're succeeding
<p>3.1 To maintain and renew plant assets sustainably</p>	<p>By scheduling maintenance, servicing and renewal in a timely manner that maximises life and performance of plant.</p> <p>By developing plant management guidelines.</p> <p>By optimising plant replacement to ensure the asset value is maintained.</p>	<p>When the maintenance, servicing and renewal of the City's plant become financially sustainable.</p> <p>When the City adopts and implements plant management guidelines.</p> <p>When the City undertakes regular reviews and recognise opportunities for fleet and plant disposal and replacement (10 year replacement plan).</p>
<p>3.2 To advocate for 'Green' initiatives within our fleet and plant management guidelines</p>	<p>By ensuring that any fleet or plant purchased emit minimal carbon emissions.</p> <p>By establishing carbon emission reduction targets for fleet and plant.</p> <p>By endeavouring to comply with the <i>Australian Vehicle Carbon Emission Standards</i> in accordance to the <i>Green Vehicle Guide</i> (Environment) ratings.</p>	<p>When the City priority is to purchase fleet and plant that is focused on 'Green' initiatives.</p> <p>When fleet and plant measure the environmental footprint on an ongoing annual basis.</p> <p>When the City has set and endorsed a carbon reduction target for it's fleet and plant assets.</p>
<p>3.3 To develop and implement employee driver awareness</p>	<p>By investigating programs for driver awareness and driver safety such as 'Eco Driving' to assist in reducing carbon emissions.</p> <p>By developing an in house program to improve City staff driver behaviour, attitude, awareness, motivation and skills.</p> <p>By budgeting for and sourcing external funding opportunities to support these initiatives.</p>	<p>When the City has adopted a program for driver safety that addresses driver behaviour related to the reduction of carbon emissions.</p> <p>When staff have attended driver awareness programs or workshops aimed at implementing vehicle and driver awareness strategies.</p> <p>When adequate resources are allocated to ensure ongoing training for employee driver awareness.</p>

CARBON OFFSET

Most people recognise that trees play an essential role in the environment by providing oxygen and absorbing carbon in the atmosphere. Depending on the type, size and condition of a tree, the average single tree can absorb as much as 22 kilos of carbon in a year.

Tree planting initiatives such as street tree planting can also add value to our community by

- providing shade and protection from the elements
- reducing heat and glare
- improving mental health and well-being
- providing habitats for a diversity of fauna
- adding moisture and oxygen to the air
- enhance aesthetics within the streetscape.

The City is currently developing a street tree database that will include a City wide audit of street tree specimens. This information will be used to formulate a tree management and planting strategy throughout the City.

The planting strategy will enable the City to develop and retain attractive and sustainable streetscapes, while reducing our carbon footprint.



Carbon Offset

Objective	How we'll make it happen	We'll know we're succeeding when
<p>4.1 To enhance, beautify and 'Green' the City of Albany</p>	<p>By collecting data about street trees through an independent audit to establish asset value.</p> <p>By developing a tree strategy to address streetscape tree planting regimes, maintenance requirements, and heritage and significant trees.</p> <p>By generating local interest in the character of streetscapes by consulting with the community.</p>	<p>When the City has a detailed report on the asset value and condition of street trees to assist in the development of the tree strategy.</p> <p>When a tree strategy is adopted which is inclusive of a street tree planting program that enhances and beautifies the City.</p> <p>When the social, cultural and wellbeing needs of our community are part of the planning for the streetscape planting process.</p>
<p>4.2 To improve tree health and safety through maintenance schedules</p>	<p>By investigating the impacts of maintenance and capital works programs on trees within the City's streetscape.</p> <p>By identifying and complying with <i>Australian Standard for Amenity of Trees</i> requirements.</p> <p>By scheduling maintenance and renewal programs to enhance the health and safety of the trees.</p>	<p>When the maintenance and capital works programs are aligned to minimise the impact on tree health and safety.</p> <p>When the City applies the best practice arboricultural principles, according to the Australian Arborists Association, and the <i>Australian Standard for Amenity of Trees</i>.</p> <p>When staff are adequately resourced, skilled and supported to conduct regular tree maintenance according to Australian Standards.</p>
<p>4.3 To identify, register and protect heritage and significant trees</p>	<p>By identifying and collecting data on the heritage and significant trees within the local community.</p> <p>By establishing a heritage and significant tree management plan within the tree strategy.</p>	<p>When we have established a tree register including the identification of heritage (National Trust), significant and commemorative trees.</p> <p>When maintenance works are undertaken on identified trees under the guidance of a qualified Arborist.</p>

WASTE MANAGEMENT



The waste sector GHG emissions accounted for 3 per cent of Australia's total domestic emissions in 2009 (*Dept of Environment*). Waste management involves the monitoring, collection, transport, processing and disposal of waste materials to deliver cost-effective and environmentally sustainable waste management solutions.

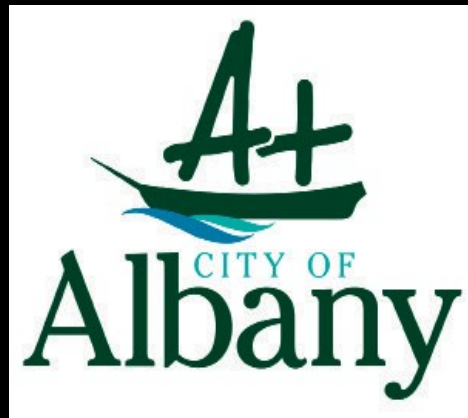
The *Strategic Waste Plan (2014)* analyses the current operations and develops action plans to improve services and reduce waste to landfill. The actions identified within the City's Waste Strategy include

- coordinate a regional approach with adjacent local governments
- review of landfill data collection systems
- increase recycling to minimize waste stream to landfill
- facilitate education programs
- manage City waste management facilities to environmental best practice
- Continual improvement of the City's waste services and operational requirements and processes
- investigation into new waste technology.

This Strategy will continue its alignment with the Waste Management Board of *Western Australia's Zero Waste Plan Development Scheme*, and therefore it is important the City maintains its efforts to reduce the waste stream to landfill.

Waste Management

Objective	How we'll make it happen	We'll know we're succeeding when
<p>5.1 To develop waste minimisation strategies for the reduction of general waste to landfill</p>	<p>By reviewing the current levels of service for waste management.</p> <p>By implementing improved landfill operational practices.</p> <p>By investigating new waste technologies.</p>	<p>When action plans are developed to improve the service and reduction of waste to landfill.</p> <p>When the City manages its waste management facilities to environmental best practice.</p> <p>When there are identified efficiencies that highlight viable options for the reduction of general waste to landfill.</p>
<p>5.2 To collaborate with other municipalities to develop a regional strategic waste plan</p>	<p>By establishing a coordinated working group with other municipalities to investigate new regional facilities and initiatives.</p> <p>By investigating potential sites for the development of a regional waste facility.</p> <p>By collaborating with adjacent municipalities for joint funding applications and regional tendering.</p>	<p>When a regional strategic waste plan has been adopted by adjoining municipalities.</p> <p>When a potential site for the regional waste facility has been identified and a feasibility study completed confirming its viability.</p> <p>When there is a collaborative approach to the establishment of regional waste facilities, tendering, and funding opportunities.</p>
<p>5.3 To promote community awareness through education</p>	<p>By utilising the role of an education officer to develop awareness of community recycling.</p> <p>By promoting the AWARE Centre (Albany Waste and Recycling Education) to raise awareness of recycling and waste minimization in the community.</p> <p>By encouraging and promoting recycling strategies within the industrial and commercial sector.</p>	<p>When there is an increased proportion of material recovered from the waste stream and a reduction in waste destined for landfill.</p> <p>When we continue to support the development and delivery of green initiatives.</p> <p>When education programs within the industrial and commercial sector are demonstrating successful recycling waste practices.</p>



CARBON FOOTPRINT REDUCTION ACTION PLAN 2014/15

CLEAN, GREEN & SUSTAINABLE

Carbon Footprint Reduction ACTION PLAN

REPORT ITEM WS 048 REFERS

Energy Efficiency

Actions delivered or underway

Ref:	Action	Responsibility	Due	Status
	Undertake financial analysis for LED conversion of all City managed streetlights	Assets	2014	commenced
	Conduct lighting audit of North Road Administration building	Assets	June, 2014	completed
	Conduct financial analysis for Solar Panel installation at North Road Administration building	Assets	June	Financial analysis completed and has been included in the 2 nd year of the 10 year financial plan
	Mechanical Engineer Assessment of ALAC's HVAC Unit	Manager ,Albany Leisure and Aquatic centre	2014/15	Scope referred to contractor

New Actions

Ref:	Action	Responsibility	Due	Status
	Undertake financial analysis of all City of Albany street lighting for LED conversion	Assets	2014/15	
	Conduct financial analysis for the conversion of court lighting to LED (lighting scheduled for renewal 2014/15)	ALAC/ Assets	2014/15	Currently liaising with ALAC
	Undertake financial analysis of selected COA building lighting for LED conversion- VAC , Library, Day care and Mercer Road Depot	Assets	2014/15	
	Undertake financial analysis of possible installation of Solar Panels at various City buildings including ALAC	Manager ,Albany Leisure and aquatic centre and Assets	2014/15	
	Mechanical Engineer Assessment of selected COA Buildings -Daycare, library and North Road	Assets 290	2014/15	To liaise with out station Managers

Carbon Footprint Reduction ACTION PLAN

Water Management

Actions delivered or underway

Ref:	Action	Responsibility	Due	Status
	N/A			

New Actions

Ref:	Action	Responsibility	Due	Status
	Development of Water Management Working Group (COA Staff)	Assets	2014/15	
	Review Reserves department - water management practices	Reserves	2014/15	Assets to liaise with Reserves
	Review building water management practices for the VAC	VAC	2014/15	Assets to liaise with VAC

Carbon Footprint Reduction ACTION PLAN

Fleet and Plant Management

Actions delivered or underway

Ref:	Action	Responsibility	Due	Status
	Fleet Management Guidelines	Fleet Management Officer	2013	Completed
	Plant Management Guidelines	Depot and Heavy Fleet Coordinator	2014/15	Assets liaising and investigating with Co-Ordinator Depot and Heavy Fleet

New Actions

Ref:	Action	Responsibility	Due	Status
	Investigate Driver Awareness Programs	Fleet Management officer/ Depot and Heavy Fleet Coordinator	2014/15	

Carbon Footprint Reduction ACTION PLAN

Carbon Offset

Actions delivered or underway

Ref:	Action	Responsibility	Due	Status
	Collection of Street Tree Data	Assets	2014/15	Commenced 2009- Included in draft 2014/15 Budget

New Actions

Ref:	Action	Responsibility	Due	Status
	Development of Tree Strategy	Assets	2014/15	Assets liaising with Reserves
	Tendering of services of an Aborist for data collection and condition assessments	Assets	2014/15	Assets liaising with Reserves
	Development of tree register	Assets	2014/15	Assets liaising with Reserves

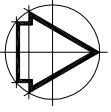
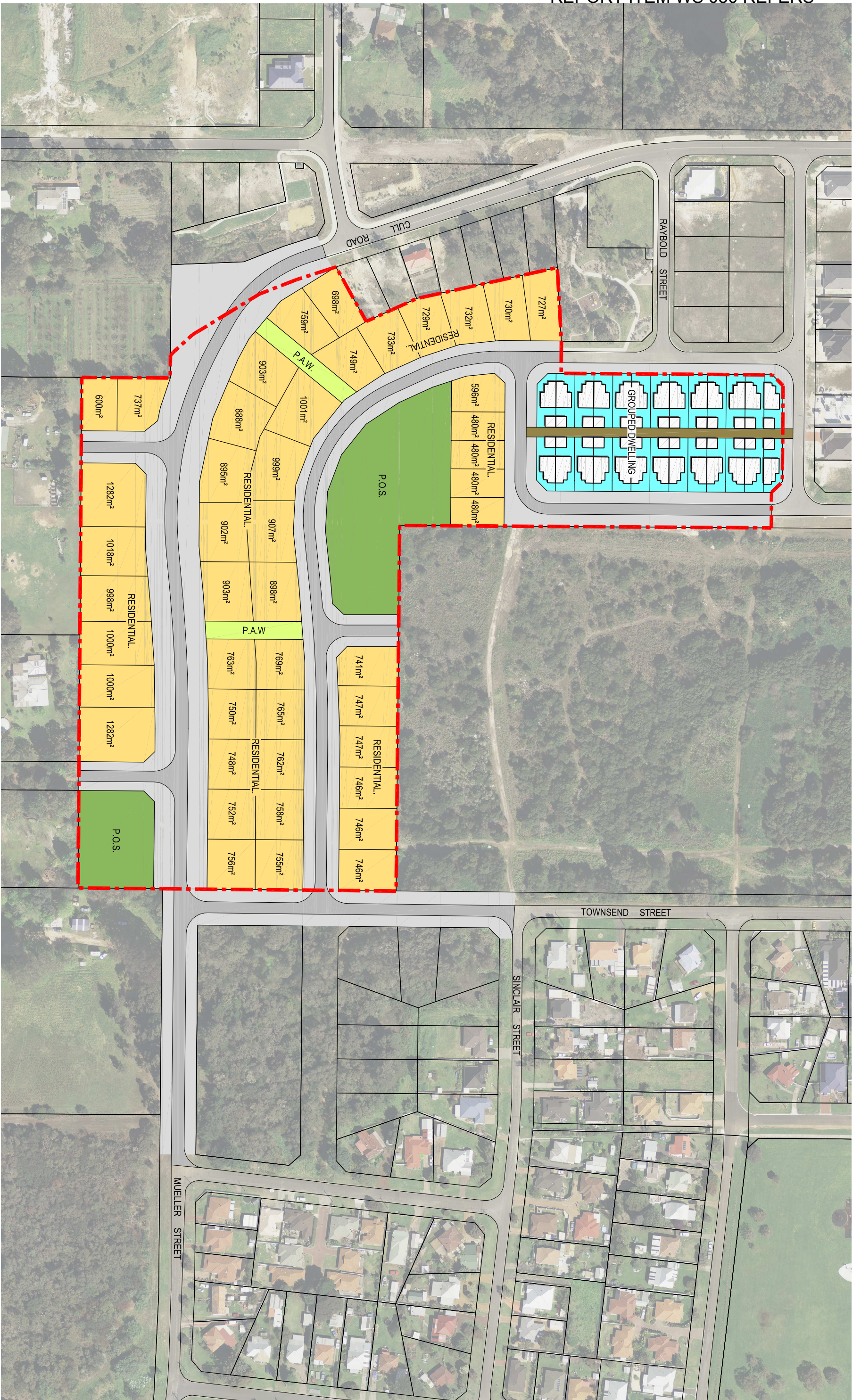
Waste Management

Actions delivered or underway

Ref	Action	Responsibility	Due	Status
	Strategic Waste Management Plan	Manager, City Operations	2013/14	Completed
	Review services Waste contract/Implementation of new waste contract services	Coordinator, Waste Operations	2014	In Progress

New Actions

Ref	Action	Responsibility	Due	Status
	Prioritise actions as per recommendations from Waste Management Strategy	Manager, City Operations	2014/15	Assets liaising with Waste
	Food scrap kerbside collection	Manager, City Operations	2014/15	
	Public Place recycling - The placement of increased numbers of recycling bins in the CBD area	Manager, City Operations	2014/15	
	Provide Higher Profile Education Programmes for Waste Minimization Using the AWARE Centre as a base, ensure the community is better educated about waste	Manager, City Operations	2014/15	



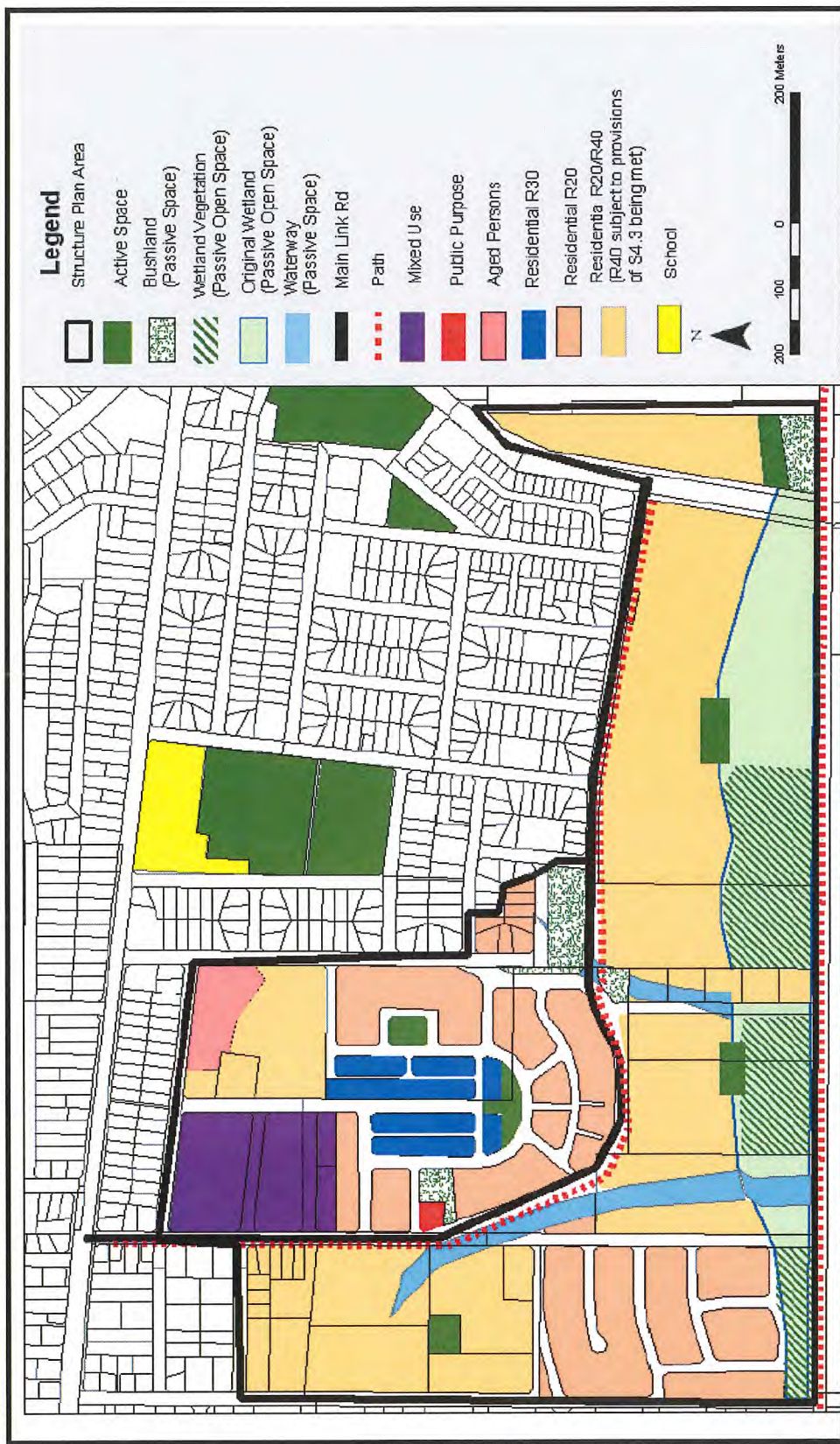
PLAN
SCALE 1:2000 @A3



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PROPOSED STRUCTURE PLAN
FOR LOT 9001 CULL ROAD
LOCKYER, ALBANY
DRAWING SCALE
1:2000 @ A3

Figure 14 Structure Plan Map

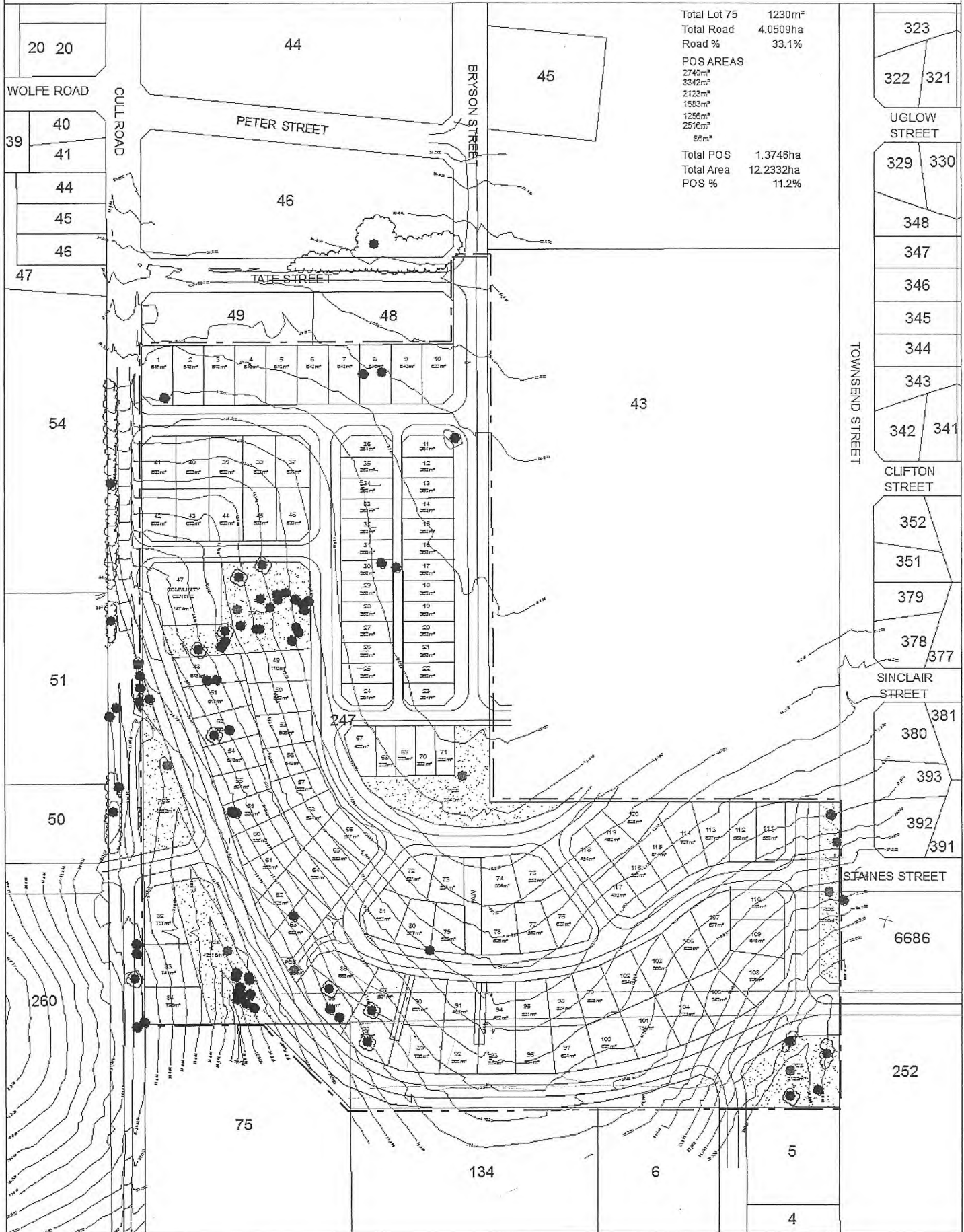


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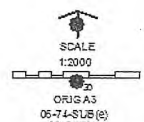
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REPORT ITEM WS 050 REFERS

ALL AREAS AND DIMENSIONS ARE SUBJECT TO SURVEY



PLAN OF SUBDIVISION
Pt Lot 75 and Lot 247 Cull Road
Lockyer, City of Albany



GREAT SOUTHERN GROUP OF COUNCILS

REGIONAL WASTE STRATEGIC PLAN 2014 TO 2018



Prepared for

CITY OF ALBANY on behalf of the Group member councils

IW Projects Pty Ltd
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1. Introduction

In late 2008, the Great Southern Group of councils developed a “Strategic Waste Minimisation Plan 2008 - 2013” (SWMP). This Plan incorporated that City of Albany, Shire of Plantagenet and the Shire of Denmark. Originally the Shire of Cranbrook was a participant, but subsequently withdrew from the Group to join a neighbouring group.

Following the expiry of the SWMP validity period (2013), the Group appointed *IW Projects* to undertake a review of the Group’s SWP and current waste management practises. The scope of work was to include the following activities:

1. Review the Great Southern Group of Councils 2008 – 2013 Strategic Waste Minimisation Plan reporting on the status of its Key Action Areas.
2. Review the strategic waste management documents belonging to Albany, Denmark and Plantagenet, highlighting common goals and their potential significance to regional waste management.
3. Review current and planned waste infrastructure within the Councils of Albany, Denmark and Plantagenet noting potential opportunity of co-use or overlap of resources.
4. Review the range of contracted waste services within the Councils of Albany, Denmark and Plantagenet noting potential opportunity of shared contracts.
5. Discuss the merits of suitable technologies that may compliment the regions proposed direction in waste management.
6. Based on the information reviewed and discussed, provide within the plan achievable key action areas applicable to developing a sustainable regional waste management practice that aligns with the Vision statement.
7. Based on the information gathered from the review of strategic alignment, regional waste infrastructure and contracted services, and in consultation with the partner Councils, consider the merit of establishing a regional Council to centralise waste management services to achieve cost effective regional outcomes.

2. Strategic Waste Planning

Strategic planning should ideally incorporate the following activities:

- Determine where the Group is currently – Current competencies;
- Identify what is important – Priority areas;
- Define what the Group must achieve – Objectives to address priority issues;
- Define who is accountable – How the Group is going to get to where it wants to go; and,
- Review, review, review – Regular formal reviews to assess progress.

This document follows these fundamental strategic steps to identify the Group's strategic direction. Although the detailed key action areas cover the period 2014 through to 2018 (a five year planning period), the overall strategic direction should transcend this period and be applicable to the long-term future direction of the Group.

3. State Waste Strategy

3.1. Creating the Right Environment

In March 2012, the Minister for the Environment launched the WA Waste Strategy: *Creating the Right Environment*.

The Strategy employs best practice and continuous improvement, along with target setting, as primary approaches to drive this change. The Strategy builds on existing programs and initiatives such as the Regional Funding Program, Household Hazardous Waste Program, Data Program, Waste Awards, and grants programs as well as strategic partnerships, to achieve the desired outcomes.

The amount of waste being recovered in Western Australia has been increasing steadily for a number of years, and there is evidence that increases in the landfill levy have accelerated this trend. However, the State's performance when benchmarked against other mainland states is still poor and requires a significant boost if comparable outcomes are to be achieved by 2015. In order to achieve this, the key drivers that have shaped the strategies and targets in *Creating the Right Environment* include:

- Key Driver 1 - The need to lift the effectiveness of planning for long-term waste management at a State level.

- Key Driver 2 - Access to data and information to underpin the measurement of strategies and services.
- Key Driver 3 - Significant opportunities to improve performance on construction and demolition, and commercial and industrial waste recovery.
- Key Driver 4 - Consolidation and improvement in municipal waste collection and processing performance.
- Key Driver 5 - A desire to do better on packaging waste management, litter recovery and other problematic wastes.
- Key Driver 6 - Improved landfill practices and incentives to reduce waste to landfill.

Creating the Right Environment has five strategic objectives within which strategies relating to knowledge, infrastructure and incentives have been developed to support a coordinated approach to changing the behaviour of individuals, groups and organisations:

- Strategy Objective 1 – Initiate and maintain long-term planning for waste and recycling processing, and enable access to suitably located land with buffers sufficient to cater for the State's waste management needs.
- Strategy Objective 2 - Enhance regulatory services to ensure consistent performance is achieved at landfills, transfer stations and processing facilities.
- Strategy Objective 3 - Develop best practice guidelines, measures and reporting frameworks and promote their adoption.
- Strategy Objective 4 - Use existing economic instruments to support the financial viability of actions that divert waste from landfill and recover it as a resource.
- Strategy Objective 5 - Communicate messages for behaviour change and promote its adoption, and acknowledge the success of individuals and organisations that act in accordance with the aims and principles in the Strategy and assist in its implementation.

Targets in the Strategy are based on ambitious but achievable improvements in current recovery rates. The targets are expressed as the proportion of waste recovered compared to that generated. Recovery targets for municipal solid waste in the Perth Metropolitan Region are 50% by 30 June 2015 (up from 36% in 2009/10) and 65% by 2020 and in major regional centres 30% by 30 June 2015 (up from 15% in 2009/10) and 50% by 30 June 2020. Statewide targets for the commercial and industrial sector are 55% by 30 June 2015 (up from 46% in 2009/10) and 70% by 30 June 2020. Construction and demolition waste State wide targets are 60% by 30 June 2015 (up from 29%) and 75% by 30 June 2020.

The implementation of the Strategy is supported by funding from the Waste Avoidance and Resource Recovery Account, and initiatives and actions funded under the Strategy are contained in the Waste Authority's annual Business Plan.

3.1.1. Impact on the Group

The Waste Strategy is a State wide strategy for improved waste management; hence, covers all regions within the State. As can be expected, the main concentration of focus is in those areas where the most waste is generated and consequently the implementation of the Strategy's initiatives will have the most impact. The focus areas are:

- The Perth Metropolitan Area.
- Major regional centres – Avon, Greater Bunbury, Albany, Geraldton, Kalgoorlie, Karratha, Peel and Busselton.
- All other areas within the State.

The Group falls into the second focus area – major regional centre. The consequence of this is that there are *Municipal Solid Waste Sector Targets* that directly apply to the Group. Hence, the Strategy targets should be used to drive the Group to make reasonable changes and improvements to its current level of recycling.

It is noted that the Strategy Targets refers to “material presented for collection” being that material that is to be accounted for when determining the Group’s success against the set targets. This would certainly include all kerbside collections (waste, recyclables, green waste, bulk waste etc.). It is unclear as to whether material presented at the Group’s transfer stations, drop-off facilities, tip shops and landfills by local residents is included in the targeted quantities. According to the written word, this material would appear to be outside the targeted materials, but logically, it should be presumed that this material is also considered for diversion from landfill. In future reporting against the Waste Strategy targets (which may impact future funding opportunities), the Group should be mindful of this fact and separate the data into the “Targeted” material and “Other” material. The challenge in reporting success is in the accuracy of the data available.

Although the recycling targets are an important aspect of the overall Strategy, they are not the only aspect of the Strategy. As documented above, there are numerous Key Drivers and Strategic Objectives that set out a range of aspects of current waste management practice that the Waste Authority seeks to influence. Some of these Drivers and Objectives are relevant to the Group and need to be considered in the Group’s future planning:

- **Key Driver 1 - The need to lift the effectiveness of planning for long-term waste management at a State level.** State level planning is beyond the influence of the Group. However, the Group should be aware of its current waste management facility capacities, primarily landfill airspace, to develop an understanding of the medium and long-term requirements within the Group.
- **Key Driver 2 - Access to data and information to underpin the measurement of strategies and services.** In order to plan for the future, it is essential that the Group has an understanding of the quantity of waste and recycling material that is handled. There is a need to develop a simple data collection system that enables the individual councils to gain a better understanding of their current activities. This data collection will provide valuable information for future decision making as well as reporting against the Waste Strategy Targets.

- **Key Driver 3 - Significant opportunities to improve performance on construction and demolition, and commercial and industrial waste recovery.** This Key Driver has no particular relevance to the Group at this stage of its waste management development. Possibly at some time well into the future, when the Group is looking for continuous improvement projects, the Group may consider strategies to improve the management of construction & demolition (C&D) waste and commercial & industrial waste (C&I). It is however important to note that a single demolition project could generate a relatively significant quantity of C&D waste (such as the recent demolition of the old Albany hospital). The landfill operators should have contingency plans on what to do with a large quantity of C&D waste.
- **Key Driver 4 - Consolidation and improvement in municipal waste collection and processing performance.** There is an opportunity to improve on the existing waste and recycling collection systems currently in operation. This is achieved by a combination of community education to increase at source waste sorting while reducing recyclable contamination and expanding the collection service or drop-off opportunities into additional areas.
- **Key Driver 5 - A desire to do better on packaging waste management, litter recovery and other problematic wastes.** For the Group, this Driver is somewhat linked to Key Driver 4 above as well as providing improved E-waste collections and handling, hazardous household waste collections and handling and increasing the range of materials that can be collected at the verge side and diverted from landfill (eg. food waste).
- **Key Driver 6 - Improved landfill practices and incentives to reduce waste to landfill.** This Objective is relevant to the Group as there are numerous landfills in the region. Improving the management thereof is and should continue to be a priority for the Group. Knowledge and experience (positive and negative) sharing will assist in raising the average level of facility management in the region. Incentives primarily relate to “gate fee” incentives. The region’s facility gate fees need to be structured to incentivise waste diversion from landfill. This is, recycling disposal should be cheaper than waste disposal.

- **Strategy Objective 1 – Initiate and maintain long-term planning for waste and recycling processing, and enable access to suitably located land with buffers sufficient to cater for the State’s waste management needs.** This Objective is not overly relevant to the Group as it is more relevant to the Perth metropolitan area and its surrounds; however, when the Group or individual councils are looking for future waste management sites (primarily new landfills), these issues need to be considered. The Group or individual councils may review planning policies and Structure Plans to ensure that there are adequate buffers secured around existing facilities and potentially for future waste management sites.
- **Strategy Objective 2 - Enhance regulatory services to ensure consistent performance is achieved at landfills, transfer stations and processing facilities.** This Objective is relevant to the Group. This Objective identifies that there is likely to be increased Department of Environment Regulation (DER) monitoring and inspections of waste management facilities in the future to ensure that facilities are managed to best practice standards. Sites not being operated appropriately will likely be encouraged to comply with best practice and in extreme circumstances penalised accordingly. The enhanced regulatory services are also likely to result in more stringent design and compliance requirements when developing new landfill sites. This has the potential to significantly increase the cost of developing and operating future waste management facilities.
- **Strategy Objective 3 - Develop best practice guidelines, measures and reporting frameworks and promote their adoption.** This is of limited impact to the Group and is likely to be an output from the DER at some time in the future.
- **Strategy Objective 4 - Use existing economic instruments to support the financial viability of actions that divert waste from landfill and recover it as a resource.** This is seen as a direct reference to increasing the Perth metropolitan landfill levy to narrow the cost gap between recycling operations and landfill disposal costs. With the landfill levy only applying to the Metropolitan area, this is of no consequence to the Group. It is important to note that in time, there is the potential that the landfill levy will be expanded into the major regional centres, of which, Albany is one.

- **Strategy Objective 5 - Communicate messages for behaviour change and promote its adoption, and acknowledge the success of individuals and organisations that act in accordance with the aims and principles in the Strategy and assist in its implementation.** This Objective is structured around community education and the influencing of behavioural change to achieve community buy-in to improved recycling activities. This is seen as an important aspect of any proposed changes within the Group or individual council's waste management activities and there is an opportunity to obtain DER funding to subsidise the implementation of a community education campaigns. It is pointed out that community education is not a one-off activity; it is an ongoing requirement to ensure continued success of the recycling activities.

Overall, the WA Waste Strategy is likely to have the following impact on the Group:

- Put pressure on the Group as a major regional centre to achieve the stated targets by improving waste diversion activities;
- Require the Group to have a common and transparent data collection system (in order to measure the success against the Targets);
- Require improvement in current landfill operations to comply with best practice landfill management;
- Make future site development more costly due to increased regulatory requirements; and,
- Opportunity to obtain funding to achieve the objectives of the Strategy.

3.2. Waste Authority Business Plan 2013/14

Although the Waste Authority Business Plan is developed annually, this plan contains projections through to the 2017/2018 financial year; consequently, this provides guidance to the Group on the Waste Authority's likely direction for the majority of the duration of the Group's Strategic Plan.

3.2.1. Strategic Objectives

This is the second Business Plan since the release of the State Waste Strategy (March 2012) and builds on the foundation of the inaugural plan that was released in August 2012 and includes actions relevant to the five key strategic objectives identified in the Waste Strategy (above):

- **Planning** - Initiate and maintain long-term planning for waste and recycling processing, and enable access to suitably located land sufficient to cater for the State's waste management needs.
- **Regulation** - Enhance regulatory services to ensure consistent performance is achieved at landfills, transfer stations and processing facilities.
- **Best Practice** - Develop best practice guidelines, measures and reporting frameworks and promote their adoption.
- **Economic Instruments** - Use existing economic instruments to support the financial viability of actions that divert waste from landfill and recover it as a resource.
- **Communication and Promotion** - Communicate messages for behaviour change and promote its adoption, and acknowledge the success of individuals and organisations that act in accord with the aims and principles in the Strategy and assist in its implementation.
- **Data and Measurement** - Collection and analysis of data on waste and recycling services and performance across Western Australia to assess progress against Waste Strategy objectives and targets, to assist in planning for waste management, to allow comparison with performance in other jurisdictions, and to meet national reporting requirements.
- **Strategic Policy Development and Review** - Implementing programs that deliver on outcomes in the Waste Strategy will require regular review and updating of actions in response to emerging issues, changing market circumstances, national waste policy development and implementation of initiatives, such as producer responsibility schemes.
- **Administrative and Program Service Provision and Support** – Administrative and program delivery staff salaries, sitting fees, office and management overheads, and board and committee support and on-costs.

4. Review of Group SWMP 2008 to 2013

The SWMP was developed as a result of the Department of Environment Regulation (DER) implementing a program to encourage regionalisation within the Local Government waste industry. The Great Southern Group SWMP included, amongst other detail:

- Priority Areas;
- Priority Wastes;
- Available Waste Management Infrastructure; and,
- Proposed Activities.

These primary aspects of the original SWMP have been review and commentary provided on the current relevance and the degree of success in achieving the stated outcomes.

4.1. Priority Areas

Priority areas in the original SWMP were established by the Waste Authority in its Strategic Direction and confirmed in its Annual Business Plans.

The priority areas (in order of priority) were:

- Organic products
- Building products
- Chemical products
- Packaging products
- Electrical products
- Synthetic products

Based on the achievements of the Group, organic products (green waste), chemical products (hazardous household waste), packaging products (kerbside recycling collection) and electrical products (E-waste) were targeted and real progress made in diverting these products from landfill.

As is the case in the waste recycling industry, absolute success is never achieved and there is always an ongoing need to continuously improve existing systems to increase the capture rate of targeted products.

During the period of the SWMP there was no meaningful progress against the building products priority area.

The State Waste Strategy – *Creating the Right Environment* did not cover Priority Areas but has concentrated on Key Drivers and Strategic Objectives. Consequently the Group is free to determine its own priorities. It is proposed that the following Priority Areas be considered for the 2014 to 2019 Strategic Plan:

- Waste management staffing
- Data collection
- Existing recycling activities
- Landfill management
- Disposal fees
- Organic products.

Although a list of Priority Areas has been established. Each Group member may have a different order of priority for these various Areas.

4.2. Priority Wastes

The Group identified the following priority waste streams in the SWMP (in order of priority):

- Packaging Waste (not currently being collected by existing recycling activities).
- Organic Waste and Green Waste.
- Household Hazardous Waste.
- Electronic Waste.
- Construction and Demolition Waste.

These priority waste streams then drove the proposed activities for the SWMP.

Without the State Waste Strategy (March 2012) specifying Priority Wastes the Group is free to determine its own priorities. It is proposed that the following Priority Wastes be considered for the 2014 to 2019 Strategic Plan:

- Packaging waste
- Household Hazardous Waste
- Electronic Waste
- Bulk Waste
- Organic waste.

Although a list of Priority Wastes has been established. Each Group member may have a different order of priority for these various wastes.

Liquid waste has not been listed as a Priority Waste; however, is a regional issue that, in time should be considered.

4.3. Available Waste Management Infrastructure

The 2008 SWMP provided a list of available waste management infrastructure in the region. This list has been review and the current status of these facilities commented on.

Table 4.3.1 – Waste Management Infrastructure (2008) provides a list of waste management infrastructure identified in the 2008 to 2013 SWMP and includes commentary of the current status.

Table 4.3.1 – Waste Management Infrastructure (2008)

Location	Ownership	Current Status
Class I Landfills		
McIntosh Road, Denmark	Shire of Denmark	Operational, min. 10 yrs life
Class II Landfills		
Hanrahan Road, Albany	City of Albany	Operational, min. 10 yrs life
Baker's Junction, Albany	City of Albany	Operational, min. 10 yrs life
South Stirlings	City of Albany	Closed, transfer station only
Cape Riche	City of Albany	Offal pit only, small
O'Neill Road, Mount Barker	Shire of Plantagenet	Operational, min. 10 yrs life
Kamballup	Shire of Plantagenet	Operational, min. 10 yrs life
Peaceful Bay	Shire of Denmark	Operational, near capacity
Class III Landfills		
Nil		

Location	Ownership	Current Status
Transfer Stations		
Redmond	City of Albany	Operational, small
Kronkup	City of Albany	Operational, small
Wellstead	City of Albany	Operational, small
Cheyne Beach	City of Albany	Operational, small
Manypeaks	City of Albany	Operational, small
Porongurup	Shire of Plantagenet	Operational, small
Kendenup	Shire of Plantagenet	Operational, small
Rocky Gully	Shire of Plantagenet	Operational, small
McIntosh Road, Denmark	Shire of Denmark	Operational, large
Peaceful Bay, Denmark	Shire of Denmark	Operational, small
Recycling Drop-Off Facilities		
Hanrahan Road, Albany	City of Albany	Operational, large
Bakers Junction	City of Albany	Operational, small
Redmond	City of Albany	Operational, small
Kronkup	City of Albany	Operational, small
Wellstead	City of Albany	Operational, small
Cheyne Beach	City of Albany	Operational, small
Manypeaks	City of Albany	Operational, small
Porongurup	Shire of Plantagenet	Operational, small
Kendenup	Shire of Plantagenet	Operational, small
Rocky Gully	Shire of Plantagenet	Operational, small
McIntosh Road, Denmark	Shire of Denmark	Operational, large
Peaceful Bay	Shire of Denmark	Operational, small

Location	Ownership	Current Status
Materials Recycling Facilities		
Hanrahan Road, Albany	City of Albany	Operational, mixed recyclables
John Street, Milpara	City of Albany	Operational, green waste
Alternative Waste Treatment		
Nil		
Reuse Facility/Tip Shop		
Hanrahan Road, Albany	City of Albany	Operational, large
McIntosh Road, Denmark	Shire of Denmark	Operational, large

Table 4.3.2 – Waste Management Infrastructure - New provides a list of new waste management infrastructure since the 2008 SWMP.

Table 4.3.2 – Waste Management Infrastructure - New

Location	Ownership	Current Status
Class I Landfills		
Nil		
Class II Landfills		
Kendenup	Shire of Plantagenet	Operational, min. 10 yrs life. Approval for ongoing landfill granted by DER.
Class III Landfills		
Nil		
Transfer Stations		
South Stirling	City of Albany	Operational, small
Recycling Drop-Off Facilities		
O'Neill Road, Mount Barker	Shire of Plantagenet	Operational, large

Location	Ownership	Current Status
Materials Recycling Facilities		
Nil		
Alternative Waste Treatment		
Nil		
Reuse Facility/Tip Shop		
O'Neill Road, Mount Barker	Shire of Plantagenet	Operational, large

Table 4.3.3 – Waste Management Infrastructure - Proposed provides a list of future proposed waste management infrastructure since the 2008 SWMP.

Table 4.3.3 – Waste Management Infrastructure - Proposed

Location	Ownership	Current Status
Class I Landfills		
Nil		
Class II Landfills		
O'Neill Road, Mount Barker	Shire of Plantagenet	Western expansion. Min. 10 yrs life. Currently going through the DER approval process.
O'Neill Road, Mount Barker	Shire of Plantagenet	Eastern expansion. Min. 10 yrs life. Currently reviewing a potential land swap to facilitate the expansion.
Kernutts Road, Denmark	Shire of Denmark	Min. 10 yrs life. Currently going through the DER approval process.
Class III Landfills		
Nil		
Transfer Stations		
Nil		

Location	Ownership	Current Status
Recycling Drop-Off Facilities		
Nil		
Materials Recycling Facilities		
Nil		
Alternative Waste Treatment		
Nil		
Reuse Facility/Tip Shop		
Nil		

4.4. Proposed Activities

The 2008 SWMP provided a table of Proposed Activities for the Region. This table has been review and comments included on the degree of achievement within each council as well as an overall commentary provided from a Group point of view.

Table 4.4.1 – Proposed Activities – 2008/9 to 2013/14 provides the table of Proposed Activities, including comments on achievements.

Table 4.4.1 – Proposed Activities – 2008/9 to 2013/14

Activity	Comments			
	CoAlbany	SoPlantagenet	SoDenmark	Group
Financial Year 2008/2009				
Where possible, apply local solutions to local problems.	Always considering local solutions	Always considering local solutions	Looking at a local solution for cardboard reuse (packing material). Developing a local landfill.	Common goal to look at local solutions. Increased Group participation in waste management activities should increase the feasibility of developing local solutions.

Activity	Comments			
	CoAlbany	SoPlantagenet	SoDenmark	Group
Develop systems for the collection and recording of waste management data.	Good data from Hanrahan Rd weighbridge, kerbside recycling and green waste collections. Comfortable with level of information. Could change the tip shop and transfer station contract to increase data provision by contractor.	Developed waste volume/classification estimates system at all sites in 2010.	Good data for waste disposal to landfill (from the CoAlbany). Minimal other data. Based on estimates.	Some accurate data available. Need for a common mechanism for estimating material quantities to enable reasonably accurate comparison across councils. Staff training will be required.
Improve the management of landfill facilities.	Ongoing improvement, eg. leachate collection system at Hanrahan Rd.	Continues to develop waste management and recycling facilities.	Nil action. Need to get landfill management plans for both of the Shire's landfills.	Landfill management of individual shire facilities is not a Group activity, but education and training in improved facility management is a Group activity.

Activity	Comments			
	CoAlbany	SoPlantagenet	SoDenmark	Group
Implement a household hazardous waste collection system.	Implemented	Limited HHW transported to Albany from SoPlantagenet. No dedicated HHW storage facility in the Shire.	Implemented at both landfill sites.	Individual council activity, with centralised HHW consolidation in Albany. Education (staff and community) and improved facility operation is a Group activity.
Financial Year 2009/2010				
Implement regular community education/information communication.	Cleanaway provide an education officer as part of the Waste Minimisation Contract. Not overly effective. No continuity (4 officers in 2 yrs). Need to revisit the program.	Limited programs in the Shire. AWARE centre accessible to Mt Barker students.	No education activities. High recycling contamination 40%, need increased community education.	No unified approach to education. This is an area of potential improvement within the Group.

Activity	Comments			
	CoAlbany	SoPlantagenet	SoDenmark	Group
Implement sustainable purchasing policies.	Generic City policy. Not overly sustainable.	No action.	Have a sustainability officer. Minimal sustainability purchasing policy. Green fleet policy.	Shared policies and learning could be a Group activity.
Improve internal communication and knowledge sharing.	Group meets every quarter. Strategic Plan to try and encourage participation within the Group.	Quarterly Strategic Waste Minimisation meetings within the Group.	Needs more effort within the Group. CoAlbany is so much larger and further developed, therefore different needs.	Quarterly Group meeting. Good forum to launch a renewed effort to improve waste diversion from landfill by working together on a range of waste minimisation activities.
Develop links with neighbouring Local Governments.	No meaningful links with other LG's outside the Group.	VROC meetings and involvement with northern Shires since 2010.	No action.	Minimal action. SoPlantagenet, through its VROC link. Group to concentrate on increased internal cooperation between Group participants before looking beyond the Group boundaries.

Activity	Comments			
	CoAlbany	SoPlantagenet	SoDenmark	Group
Investigate and implement additional recycling activities.	Success in cardboard recycling. Looking at food scrap composting.	Comingled recycling drop-off facilities at landfill and transfer stations. Introduced kerbside recycling collections to all town sites in 2013.	Glass – working with Cleanaway. Cardboard – looking at local solutions.	Good individual progress. Heavy reliance on CoAlbany to implement solutions and then the other members get involved thereafter. Preference to have Group development, even if it is likely to have majority reliance on CoAlbany
Investigate the development of organic/composting facilities.	Undertaking green waste separation through contractor. Investigation food scrap composting.	No action.	Potential for food waste and maybe green waste collection.	Green waste recycling in Albany. Food scrap potential to be included in this solution and have other member participation.
Improve staff training in waste management activities.	Formal training Cert. 3 landfill waste operations through TAFE.	No action.	No action.	No Group action. Knowledge sharing amongst the Group. Specific Group training for facility operators and other waste management staff.

Activity	Comments			
	CoAlbany	SoPlantagenet	SoDenmark	Group
Financial Year 2010/2011				
Implement E-Waste collection systems.	Implemented	Since 2013, Shire collects and transports to Albany. Part of the Product Stewardship recycling program.	Received funding (\$10k). Used for a one-off e-waste collection in 2013. Currently send to Active Industries – cost \$0.50/kg.	All councils are involved in this activity, but not as a Group solution.
Lead by example – improve internal recycling activities.	Batteries, mobile phones and white paper.	Shire administration building recycling.	No action.	Minimal action. Group knowledge sharing would improve internal recycling information and implementation.
Encourage elected members support in waste minimisation.	Enthusiastic Councillors. Adequate funding. Agenda driven by officers.	Strong support from Council. Significant funding for development of recycling infrastructure at O'Neill Rd.	Strong support.	Strong support across all councils. Lends itself to good Group support for common activities.

Activity	Comments			
	CoAlbany	SoPlantagenet	SoDenmark	Group
Investigate and implement public place recycling.	Implemented.	Limited facilities. Recycling at public events encouraged by the Shire.	Implemented.	Due to the location of the activities, this will always be an individual council activity, but the Group could share experiences and improve the systems used by individual councils.
Improve transport efficiencies in recycling management.	Not applicable. Contractors handle all recyclables.	Use of waste contractor to undertake waste and recycling collections.	Stockpile glass and send to Perth, but gets rejected. Looking at alternative with Cleanaway. Looking at a local solution to cardboard due to the transport cost of getting it to Albany.	Group activities need to be considered in light of transport distance and the associated costs. There could be efficiencies in some activities, but regionalised solutions may result in significantly more transport cost in comparison to current activities.

Activity	Comments			
	CoAlbany	SoPlantagenet	SoDenmark	Group
Financial Year 2011/2012				
Improve materials handling of all existing recycling activities.	Not applicable. Contractors handle all recyclables.	Use of contractor to collect and sort. Expanded recycling facilities at O'Neill Rd.	No action.	Not a Group activity. But Group knowledge sharing could improve individual facility operational efficiency.
Implement planning solutions to force the developers to manage waste appropriately.	No change. Fee structure at landfill used to encourage recycling.	Bulk bin business to introduce separate recycling bays within bulk bins and or introduce recycle bins.	No action.	Not a Group activity. But Group knowledge sharing could improve individual planning solutions.
Assess the need to employ a dedicated waste management officer.	Part-time activity by council officer.	May be potential for officer through development of regional landfill site or VROC.	No action.	Partially achieved through Group quarterly meetings, but there is a need for a dedicated officer who has the direct responsibility (job description) to carry out this role.

Activity	Comments			
	CoAlbany	SoPlantagenet	SoDenmark	Group
Continuous improvement.	Ongoing improvements.	Ongoing improvements.	Ongoing improvements.	Significant improvement in individual council activities, but minimal Group improvement. This will be determined by future Group activity.
Financial Year 2012/2013				
Investigate implementation of C&I waste processing.	No action.	No action. Not a significant waste stream in the Shire.	No action. Not a significant waste stream in the Shire.	No Group action. This is unlikely to be a significant Group activity as there is minimal C&I waste in the two Shires. Only the CoAlbany has the critical mass to generate sufficient material to consider recycling solutions. There may be some larger scale farming waste streams that may be options for dedicated recycling solutions.

Activity	Comments			
	CoAlbany	SoPlantagenet	SoDenmark	Group
Improve participation rate in existing recycling systems.	100% coverage in town, increasing in rural areas. Looking at improving landfill site recycling activities.	Minimal progress.	No action. There is minimal data available, no community education program in place. Difficulty to judge success.	No Group activity. Part of continuous improvement of existing systems.
Investigate the potential for increasing the range of products included in kerbside recycling.	Looking at food scrap collection diverted to composting. Bulk verge collection includes separation of E-waste and metals.	Introduced domestic kerb side recycling collection system in 2013.	No action.	No Group activity. Potential for future common solutions (eg. green waste and food scrap composting).
Investigate the potential for developing an 'Earth Carers' group in the region.	No action	No action	No action. Could use Green Skills. Would be easy to facilitate.	No Group activities. Difficult to implement on a regional basis with relatively large travel distances between communities. Future education programs may encourage community group involvement.
Financial Year 2013/2014				
Nil	Nil	Nil	Nil	Nil

Following a review of the 2008 Proposed Activities, the degree of success in achieving the Proposed Activities and based on an understanding of the requirements within the Group, the Proposed Activities for the period 2014 to 2019 are presented in the order of priority.

Table 4.4.2 – Proposed Activities – 2014 to 2019 provides the table of Proposed Activities in the order of priority, including related details and responsibilities.

Table 4.4.2 – Proposed Activities – 2014 to 2019

No.	Activity	Details	Responsibility
1	Appointment of a dedicated Regional Waste Management Officer	<p>To have a dedicated Group staff member to “champion” waste management activities and to drive the Strategic Plan objectives.</p> <p>Ideally an existing waste management employee within one of the Group member councils.</p> <p>Provides a dedicated focus on regional and local waste management issues.</p> <p>Responsible for coordinating regional activities.</p> <p>Responsible for coordinating similar waste management activities within individual councils.</p> <p>Knowledge sharing between Group participants to ensure efficiency in waste management activities from landfill operations through to waste minimisation activities.</p> <p>Organising, coordinating and driving regular waste management meetings</p>	Group

		<p>amongst councils.</p> <p>Initially coordinating common waste education information amongst councils and developing basic waste education programs (not a primary activity).</p> <p>In time, arrange for the employment of a full-time Waste Education Officer.</p> <p>Manage Waste Education Officer's activities to achieve desired regional outcomes.</p> <p>Review regional gate fee pricing structure to influence disposal habits.</p> <p>Undertake or coordinate regional tendering of waste management services (kerbside waste and recycling collection, bulk waste collection, recycling processing, composting, bulk recycling removal etc.).</p> <p>Undertaking regular reviews of the Strategic Plan and Proposed Activities.</p>	
2	Review of disposal facility gate fees	<p>Assess disposal facility gate fees to encourage/influence disposal habits.</p> <p>Recycling to be cheaper than landfill.</p> <p>Uniformity across the region to limit the likelihood of waste from an expensive landfill going to a cheaper landfill.</p> <p>Regular review to ensure appropriate influence.</p>	Regional Waste Management Officer
3	Improve systems for the collection and recording of waste management data	<p>Some accurate data is available within the region.</p> <p>Need for a common mechanism for estimating material quantities to enable reasonably accurate comparison across councils.</p> <p>Staff training will be required to ensure consistency across the region.</p>	Regional Waste Management Officer

4	Investigate and implement improvements to existing recycling systems	<p>General improved participation in existing systems.</p> <p>Opportunities to extract additional packaging waste from general waste stream (which is currently being disposed of to landfill).</p> <p>Recycling bins at transfer stations and landfills to enable the drop-off of packaging waste prior to the disposal of general waste. These would be positioned where the vehicles are unloaded, near bulk bins or adjacent tipping areas. CoAlbany currently provides this service.</p> <p>Additional recycling street bins.</p> <p>The above maximises the opportunities to extract packaging material from the general waste stream prior to disposal. The materials separated will fit into existing kerbside recycling collection systems (side lift collection), processing (standard MRF) and downstream product consumption.</p>	Regional Waste Management Officer and Regional Waste Education Officer
5	Extraction of bulk recyclables	<p>Metal/aluminium cans/paper/cardboard/plastics/green waste etc.</p> <p>Increased effort in removing bulk materials from general waste. Provide more dedicated areas or bins (MGB) at off loading points to encourage customers to separate materials prior to the disposal of general waste.</p> <p>Removing the recyclables from general waste (small loads). Existing site staff, when opportunities present, remove easily accessible recyclable materials and place them in bins provided above. Employ additional operational staff (new staff or increased hours for existing staff) to extract additional recyclable materials from disposed waste.</p> <p>Removing recyclables from landfill tipping face (large loads). Use a small</p>	Regional Waste Management Officer and Regional Waste Education Officer

		excavator with grab attachment to extract larger recyclable materials from the tipping face.	
6	Appointment of a dedicated Regional Waste Education Officer	<p>Take direction from Regional Waste Management Officer.</p> <p>Coordinate waste education activities.</p> <p>Generally the same message across the region, but may be some local variants to suit local situations.</p> <p>Work with downstream recyclers to improve the feedstock quality that they receive. Result in cost savings that could be passed back to the region/Local Government or at least an increased willingness to receive the recyclable materials.</p> <p>Work with the Regional Waste Management Officer to influence community perception/habits to fall inline with regional recycling direction.</p> <p>Encourage local community involvement (Lions Club/Green Skills etc.).</p>	Regional Waste Management Officer
7	Improve participation rate in existing recycling systems	<p>No specific targeted activity.</p> <p>Part of continuous improvement of existing systems.</p> <p>Ongoing review of existing systems and improvement as necessary.</p>	Regional Waste Management Officer
8	Increase the range of materials that can go into the recycling bin	<p>In consultation with existing MRF contractors, assess economic impact of increasing the range of materials in the recycling bin (negotiated solution).</p> <p>In future tenders, increase the range of materials in the yellow bin (forced solution) or get a pricing structure for various additional material types (assess the economic viability of increasing the range of materials).</p>	Regional Waste Management Officer and Regional Waste Education Officer

9	Green waste diversion from landfill	<p>Green waste currently recycled in Albany.</p> <p>Food scrap potential to be included in this solution and have other Group member participation.</p> <p>Separate from general waste stream and burn if allowed.</p> <p>Separate and mulch - product provided to local residents or council for garden improvement products.</p> <p>Separate and compost - regional activity.</p>	<p>Regional Waste Management Officer and Regional Waste Education Officer</p>
10	Contaminated paper and cardboard recycling	<p>Extract at tipping location then compost with green waste.</p> <p>Small contribution to overall recycling rates.</p> <p>Requires an existing composting system to feed into.</p> <p>Not a stand-alone feedstock for a dedicated composting operation.</p> <p>Good environmental solution as this removes a potential source of methane generation (under the right conditions in a landfill).</p>	<p>Regional Waste Management Officer</p>
11	Sources separated food waste	<p>Provide an outlet for the disposal of sources separated food waste, typically from restaurants and potentially from a limited number of enthusiastic residents.</p> <p>Need an existing composting system to fit into.</p> <p>Not a stand-alone feedstock for a dedicated composting operation.</p> <p>Good environmental solution as this removes a potential source of methane generation (under the right conditions in a landfill).</p>	<p>Regional Waste Management Officer and Regional Waste Education Officer</p>

		<p>Could become a relatively significant recycling component if good take-up of the scheme by the food industry.</p> <p>Cost of collection/disposal needs to be competitive with landfill disposal costs or else the material will not be separated and simply continue to be disposed of to the landfill.</p>	
12	Biological liquid waste	<p>If composting system is available, biological liquid waste can be “consumed” by the composting solution. Travel distance from current disposal locations and disposal cost will influence the effectiveness of this solution.</p> <p>Divert selected biological liquid waste to composting or increased disposal costs at the liquid waste ponds to influence disposal habits and hence make composting disposal cost effective.</p>	Regional Waste Management Officer
13	Improve staff training in waste management activities	<p>Knowledge sharing amongst the Group.</p> <p>Specific Group training for facility operators.</p> <p>Involvements of specialist trainers for specific activities.</p>	Regional Waste Management Officer and Regional Waste Education Officer

5. Contracted Waste Services

5.1. City of Albany

5.1.1. Current

The City of Albany has a Waste Minimisation Contract, which contracts out the majority of its waste management activities. These include:

- Kerbside waste collection;
- Kerbside recycling collection;
- Bulk waste verge collection;
- Provision of an education officer;
- Operation of the MRF at Hanrahan Road;
- Operation of transfer stations;
- Operation of tip shop at Hanrahan Road;
- Road side litter bins;
- Road kill removal; and,
- Pressure cleaning of footpaths.

This Waste Minimisation Contract is held by Cleanaway and it expires on 31 May 2015.

In addition, the City of Albany has a contract with Vancouver Waste for the kerbside collection and composting of green waste. This contract commenced on 1 March 2013 and has a term of 5 years with an option of a further 3 years; consequently, has a termination date of 28 February 2018 or 28 February 2021.

Householders own all mobile garbage bins (MGB) and pay for the repair and maintenance thereof.

5.1.2. Future

With the Waste Minimisation Contract expiring on 31 May 2015 and the fact that it included a significant portion of the City's waste management activities, the City of Albany has the perfect opportunity to reassess its waste management structure and future operational methodology as well as provide an opportunity for other Group members to participate in the tendering process and hence establish a regional waste management contract.

The City is currently considering the pros and cons of running its waste transfer stations and the tip shop internally as well as employing its own education officer.

5.2. Shire of Plantagenet

5.2.1. Current

The Shire of Plantagenet has a contract with Warren Blackwood Waste for the collection of both the kerbside waste and recyclable materials and the servicing of the street bins. This contract expires on 2 October 2014 and has a two-year extension option, which the Shire has indicated that it will accept.

All other waste management facilities and activities are managed by in-house staff.

The Shire does not offer any bulk waste or green waste verge collections.

5.2.2. Future

The Shire does not have any plans to change the level of contracted waste services verses those managed in-house.

The Shire is also involved with the VROC group of councils to the north of the Shire and as part of this involvement has recently modified three of its waste transfer station (Kendenup, Kamballup & Porongurup) to a similar design to the other VROC participants' waste transfer stations. This similarity of design (hook lift bins) affords the opportunity for a contracted regional transfer station waste and recyclable collection services amongst the VROC participants. However, being hook lift type solutions, this also affords the opportunity for the Great Southern participants to either contract out a hook lift service for its transfer stations or carry out the activity with a shared hook lift vehicle owned by the Group.

5.3. Shire of Denmark

5.3.1. Current

The Shire of Denmark has a contract with Cleanaway for the collection of the kerbside recyclable materials. This contract is due to end in June 2014. There is the possibility that the contract could be extended to align with the end of the City of Albany's Waste Minimisation Contract.

The South Coast Environmental Group has an arrangement with the Shire for the operation of the Peaceful Bay waste management facility. There is no formal contract for this activity and it simply continues on a month-by-month basis so long as both parties agree. This site is a small local facility and is not a significant waste management asset that would be considered for regional synergy; hence, the Shire is likely to continue with the current arrangements for the foreseeable future.

Green Skills (community group) operates the tip shop and recycling area at the McIntosh Road waste management facility. There is no formal contractual arrangement in place; however, the Shire has no plans to change the current arrangements, so long as both parties are in agreement.

There are two green waste burning areas in the Shire that are managed by the Progress Association (type of ratepayers group). Again, there is no formal contractual arrangement in place and this situation is likely to continue into the future so long as both parties agree.

All other waste management facilities and activities are managed by in-house staff. The Shire has recently purchased a new side lift vehicle for the Shire's kerbside waste collection; hence, is unlikely to consider contracting out this activity for the foreseeable future.

The Shire does not offer any bulk waste or green waste verge collections.

5.3.2. Future

The Shire would seriously consider a combined kerbside recycling collection contract with the City of Albany when its Waste Minimisation Contract expires on 31 May 2015.

The Shire is in the process of developing a local landfill facility (currently going through the approval process). Should this development be completed, it is likely that the Shire will manage the landfill facility in-house and not contract out the facility operations.

6. Suitable Waste Management Technology

6.1. Waste Management Technology

The waste industry has progressed significantly in recent time in developing a wide range of technologies available to treat or process waste and recyclable materials. These technologies range from simple windrow aerobic composting of organic materials through to elaborate waste to energy solutions, which are able to receive the vast majority of municipal and commercial & industrial (C&I) waste streams.

Typically, the application of any technological solution as a substitute to simple landfilling (the cheapest solution) results in the cost of waste management increasing, often significantly in comparison to landfilling. When considering the option of utilising suitable waste management technologies, the Group or an individual council needs to be certain that they have control the waste stream that is proposed to be processed. Without direct control of the waste stream, there is a real chance that as the cost of disposal increases to cover the cost of the new technology, the uncontrolled waste (typically commercial waste) will go to a cheaper location for disposal, which is usually the next closest landfill facility or transfer station.

Consequently, the Group or individual council should only consider processing municipal waste that is collected from the kerbside and to a lesser degree other municipal waste delivered to landfill by self-haul residents. All other waste will be highly reactive to market forces and simply be diverted to the cheapest disposal location.

The exception being if the technological solution can be implemented at a lesser or equal cost in comparison to landfill disposal fees. Then a similar quantity of incoming waste can be relied on irrespective of its source. There is always the possibility that waste generation habits will change over time; hence, the waste stream is likely to change accordingly.

Based on the above, the Group is to be careful when determining what waste stream is proposed for processing.

Processing of municipal waste is a real possibility as the community is usually comfortable to pay a little more for waste disposal in order to achieve a more environmentally friendly solution.

C&I waste is difficult to process and usually costs significantly more than landfill disposal (otherwise commercial operators would currently be processing the material); hence, the associated cost increase is likely to drive the waste elsewhere.

C&D waste is relatively easy to process (sorting and screening) and can be carried out at a similar cost to landfill (approximately \$100/t including sorting, processing, marketing and landfill disposal of waste residue). The establishment cost of this type of operation is relatively affordable and if it were economically viable based on waste volumes, commercial operators would already be offering this service.

6.2. Available Waste Management Technology

Considering only municipal waste, there are the following available waste processing technologies (not an exhaustive list, but a spread of available technologies):

- Composting:
 - Requires a relatively clean source separated feed stock;
 - A variety of processes – aerobic or anaerobic;
 - Windrow, in-vessel, enclosed;
 - Manual, fully automated;
 - Product quality highly dependent on feedstock quality;
 - Relatively low processing cost.
- Manual sorting of mixed waste streams:
 - Can process mixed waste;
 - Produces a range of sorted products;
 - Mechanical (excavator/loader) sorting for larger items;
 - Manual (hand) sorting for smaller items;
 - Flexible to handle changing waste stream;
 - Slow process, low throughput;
 - Relatively low processing cost.
- Mechanical sorting (MRF type solution):
 - Designed based on a defined waste stream;
 - Cost proportional to infrastructure requirements and processing complexities;
 - Sorts predetermined material types;
 - Unable to process general waste;
 - Relatively inflexible to accommodate changing waste stream;
 - High throughput (depending on design);
 - Relatively high processing cost;
- Specific Material Processing (eg. E-waste, glass)
 - Requires a single waste stream, either source separated or sorted by one of the above operations;
 - Low process throughput;
 - Dedicated waste stream;
 - Inflexible process (depending on design);
 - Cost highly dependent on process.

- Waste to Energy:
 - Range of commercial solutions available;
 - Usually requires large throughput tonnage to make economically viable, but can be developed for site specific solutions;
 - Receives a large range of waste materials;
 - Relatively new technology in Australia and not readily accepted by the environmental regulators;
 - Community concerns about emissions (more a perception than a real concern with the modern facilities);
 - Expensive processing cost;
 - Produces a product (power or energy) that has a ready and reliable market and of high value;

6.3. Way Forward

The selection of the type of waste management technology is highly dependent on the type of waste that the Group or individual council is proposing to process. The type of technology should not drive the selection process. The type and quantity of waste needs to be determined and thereafter, the range of suitable processing technologies can be investigated. Typical decision factors include:

- Waste type;
- Waste quantity;
- Control of waste stream;
- Affordability level of processing (upper cost that is palatable);
- Process location (transport, impact on neighbours, space availability, environmental restrictions);
- Likely recyclable product(s);
- Availability of downstream use for recycled product(s);
- Reliability of downstream use for recycled product(s);
- Consequence of losing the downstream customer(s) over the short-term (Global Financial Crisis had a significant influence on the recycling industry for a number of years);
- Business structure (in-house operation or contracted out); and,
- Duration of operation.

The above list of decision factors provides a basic list for the initial consideration of possible technologies. This is not an all inclusive list, as there will be a number of additional factors that will emerge as the options narrow down to the detail of what is being considered or is available.

The primary consideration should be caution about the true cost of implementing a technological solution and the consequences if the costs blowout beyond the reasonable expectation of the Group (locked in contract or option to terminate or modify the activity).

Based on the knowledge of the type and quantity of material being managed by the Group, any reasonably sized process will require the involvement of the City of Albany. With the City having the vast majority of the waste material, the facility location will be comparatively closer to Albany than the other Shire town site; hence, the Shires of Plantagenet and Denmark will have the added expense of the additional transport cost to consider.

With the current stage of development of the waste management activities within the Group, it is deemed premature to consider involvement in any substantial waste processing technology. The preference at this stage would be to concentrate on improving waste diversion from landfill through small, affordable steps before the Group ventures out into larger scale and costly solutions.

In time, if there is real progress achieved within the Group in maximising small-scale waste diversion, then there is the opportunity to expand the Group's horizons to include the more advanced waste technologies.

7. Regional Council Consideration

7.1. Objective

7.1.1. Department of Environment Regulation Motivation

The Department of Environment Regulation (DER) promotes regionalisation of waste management activities in order to encourage Local Governments to work together to increase the “critical mass” of the population within regional groupings and hence increase the opportunity of combined resources being able to improve waste management environmental performance and waste diversion from landfill. As an added benefit to the DER, there becomes far fewer smaller waste management sites that the DER is required to regulate; hence, saving effort, staff numbers and cost.

The reasons for the DER encouragement into regionalisation should be solely based on net environmental benefit and at a reasonable cost to the community.

7.1.2. Group Motivation

The objective of the Group to embrace regionalisation should be based on the following:

- Ensuring future waste disposal site availability (statutory requirement to manage domestic waste);
- Achieve optimal environmental performance at all of its waste management sites;
- Improve the regions recycling activities;
- Increased critical mass (population size/waste quantity) in order to undertake activities that individual councils would not be able to achieve;
- Increased knowledge sharing amongst the councils;
- A rationalisation of waste management activities to achieve a more cost-effective solution.

The Group is to be aware of the benefits and shortfalls in getting involved in the various aspects of regionalised waste management. There are a wide range of potential activities in which the Group could get involved. Each of these activities has a suite of pros and cons associated with the decision making process. The Group needs to fully investigate these activities before the decisions are made to enter into a formal regional arrangement.

7.2. Waste Management Activities

Under a regional council structure there are many waste management activities that can be regionalised. These could include:

- Kerbside Waste Collection;
- Commercial Waste Collection;
- Kerbside Recycling Collection;
- Bulk Verge Collection;
- Waste Disposal;
- Recycling Processing;
- Waste Transfer Stations;
- Drop-off Facilities;
- Organics Processing;
- Minor Recycling Activities;
- Major Recycling Activities; and/or,
- Liquid Waste Management.

The justification for the implementation of any of the above projects will ultimately come down to the cost benefit associated with the various projects. The “cost” is primarily the dollar value; however, environmental “cost” should also be part of the consideration as whether to progress with a project.

7.3. Purpose of a Regional Council

In accordance with the *Waste Avoidance and Resource Recovery (WARR) Act 2007* Local Government is responsible for municipal waste (Local Government waste); that is waste from households and waste generated from its own activities.

A Local Government has a responsibility to the community it represents to provide services that meet the community's expectations. These expectations include environmental, social and economic considerations.

In order to comply with the necessary legislation as well as community expectations it is common in Western Australia for individual Local Governments to combine together to form a regional council to manage waste in a more effective and professional manner within the region. In some circumstances the regional council is used to carry out additional, non-waste management related activities on the half of its participant member councils.

A regional council is a mechanism by which a group of Local Governments get together in order to combine resources to carry out either a single activity or a range of activities common to all Local Governments. Due to waste management being the responsibility of all Local Governments, it is common for Local Governments to form regional councils primarily to undertake waste management activities.

7.4. Perth Metropolitan Regional Councils

Within the Perth metropolitan area there are five waste management related regional councils. These five regional councils cover the vast majority of the metropolitan area with only the City of Nedlands not incorporated into a formal waste management regional council structure.

The five metropolitan regional councils include:

- Eastern Metropolitan Regional Council
- Southern Metropolitan Regional Council
- Mindarie Regional Council
- Western Metropolitan Regional Council
- Rivers Regional Council (previously South Eastern Metropolitan Regional Council).

The participation within the metropolitan regional councils ranges between 5 and 7 member councils. This provides the individual regional councils with a significant population base and hence a significant quantity of waste being generated. Consequently the regional councils are able to undertake large-scale, expensive waste management solutions, which would otherwise not necessarily be available to each of the individual member councils.

Each of the five metropolitan regional councils has slightly different Establishment Agreements developed specifically to cater for the needs of the particular regional council. One of the significant defining differences is that within some of the regional councils there is the option for member councils to choose whether to be involved in a particular project or not; whereas in other regional councils there is no choice and all member councils are required to participate in all activities of the particular regional council. The Eastern Metropolitan Regional Council, Southern Metropolitan Regional Council and the Rivers Regional Council are the regional councils which allow member councils to choose whether to be involved in particular projects. The other regional councils operate on the principle of “one in, all in”.

7.5. Bunbury Harvey Regional Council

The Bunbury Harvey Regional Council is a formal regional council established between the City of Bunbury and the Shire of Harvey. This regional council was established to operate the Stanley Road waste management facility near Bunbury, which is primarily a landfill site with a small front-end recycling/reuse facility.

This regional structure is the most simple of the existing regional council structures as it has only two participants and only operates one facility.

The regional council was established in 1990 and has operated successfully since then. Anecdotal evidence is that the disparity in the “shareholding” (approximately CoBunbury 90% and the SoHarvey 10%) and the fact that there are three CoBunbury councillors and only two SoBunbury councillors results in a loss of influence by the minor party.

7.6. Typical Regional Council Model

7.6.1. Overview

A regional council composition should typically comprise of the following entities:

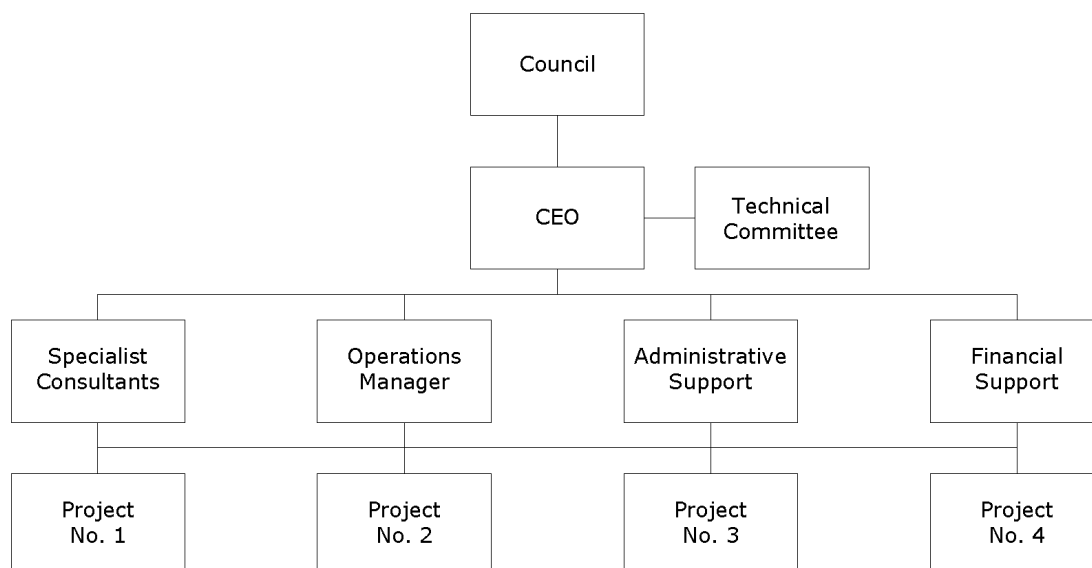
- Administration section;
- Council of elected members;
- Project teams (with Administration support);
- Specialist consultants (as required); and,
- Member Council Technical Officer Support.

The range of services undertaken by the regional council should relate predominantly to waste management activities with an option for expanded services in the future into non-waste related activities of mutual interest and benefit to the regional council member councils.

The regional council would undertake all essential waste management activities (waste collection and disposal) on behalf of its member councils. Ideally the Regional Council would undertake all waste management related activities (not just the essential waste management activities) within the region on behalf of its member councils.

If all municipal waste management activities are not undertaken by the regional council this can lead to confusion as to which party is responsible for which aspect of waste management and the regional council has waste management staff and the member councils have waste management staff (double up of costs).

7.6.2. Organisational Structure



7.6.3. Regional Council Structure

Issues to consider:

- Councillors – Numbers (one or two from each member or proportion to population)
- Representation – proportional to population density
- Voting
- Amalgamation or De-amalgamation
- Communication
- Council Meetings
- Administration Structure
- Member Council Technical Officer Support
- Project Plan Structure
- Decision Making Process
 - Participation in the Regional Council
 - Participation in Particular Projects

- Financial Implications
 - Council Expenses
 - Administration Expense
 - Project Expense
 - Existing
 - Future
- Withdrawal of a Project Participant
- Withdrawal of a Regional Council Participant
- Additional Project Participant
- Additional Participant in Regional Council
- Regional Council Cost Implications
- Implementation.

7.7. Pros and Cons of a Regional Council

The pros and cons of a regional council include:

Pros:

- Dedicated organisation for the management of waste.
- Critical mass allows for increased waste management opportunities and potentially at lower cost than individual council activity.
- Larger skills base than available within a single Local Government.
- Improved management of facilities.
- Reduced requirement for individual member councils to maintain waste management staffing.
- Potentially reduced number of waste management facilities in the region (especially when the local landfills reach capacity).
- Easier compliance with DER requirements.
- Potentially more cost effective than the individual member councils managing waste activities separately (highly dependent on the structure, size and level of activity within the regional council – in some cases it could be more expensive).
- Regionalisation may open up other waste management synergies between the member councils.
- There could be additional funding available from the Waste Authority to fund specific projects.

Cons:

- Additional administration and governance structure; which could cost more than the benefit of critical mass.
- Potential increased transport distance and hence cost for the majority of the member councils if regional facilities are developed; however, these solutions may not be locally available without a regional council.
- Less flexibility that within a single Local Government.
- Potential for discontent amongst members (usually caused by mounting waste management costs).
- Negative impact on the remaining members if a participant departs the regional council.

7.8. Relevance to the Great Southern Group

Although there are some benefits in forming a regional council, due to the structure of the three potential member councils with the City of Albany being vastly larger than the other two councils, the whole regional structure is totally reliant on the City of Albany involvement in all aspects of the activities of the regional council. Effectively, the City of Albany will dominate the regional council.

It is believed that the same regional benefits can be achieved by the three Local Governments simply working closely with each other in a less formal regional grouping structure as is currently the case. With this less formal structure, there will not be the need for a separate council of elected members, management structure and associated administration activities. Consequently, saving the members significant overhead costs, which could be put towards direct waste minimisation activities.

This regional grouping, providing that it is active and achieving significant gains in continuous waste minimisation, would be able to access the same level of funding from the Waste Authority that it would if it was a formal regional council.

7.9. Recommended Way Forward

Based on the above information, it is not recommended to establish a formal regional council as the vision and objectives of the region can reasonably be accomplished by close regional cooperation between the Group's participants without incurring the additional governance and financial burden of operating a regional council.

Operating under an efficient regional group, as opposed to a formal regional council will result in a significantly more effective utilisation of the Group's financial resources in achieving the Group's objectives.

The exception being that if the Group was to establish a relatively large scale waste process operation(s), the viability of the projects(s) would likely rely on the continuous involvement (material deliver and/or financial commitment) of the individual participants in the project(s); hence, there would need to be a formal agreement signed between the participants in the project(s) to ensure that the future stability of the project(s). This would normally be covered by the regional council establishment agreement; however, in the absence of a regional council, a simple legal agreement between the participants, specifically relating to the projects would be required.

8. Regional Waste Strategic Plan 2014 - 2019

8.1. Vision

The Great Southern Group of councils will be a leading regional agency for efficient waste management practises, building on past performances and establishing new benchmarks for waste minimisation and management.

8.2. Regional Council Consideration

Based on the recommended not to establish a formal regional council, the future strategic planning for the Group is based on there being close cooperation between the three Group members, without a formal structure being in place. Should there be a regional council formed in future, there would be a need to review this strategic plan to accommodate the related structural and constitutional changes.

8.3. Priority Areas

Based on the review of the previous SWMP and the progress achieved within the Group, the following are considered the Group's priority areas:

- Waste management staffing
- Data collection
- Existing recycling activities
- Landfill management
- Disposal fees
- Organic products.

8.4. Priority Wastes

Based on the above priority areas, the following are the Group's priority wastes:

- Packaging waste
- Household Hazardous Waste
- Electronic Waste
- Bulk Waste
- Organic waste.

8.5. Regional Synergies

Table 8.5.1 – Regional Synergies lists the potential synergies between the Group participants during the 2014 to 2019 validity period of the Strategic Plan.

Table 8.5.1 – Regional Synergies

No.	Activity	Synergy
1	Kerbside Waste Collection	Joint Contracts
2	Commercial Waste Collection	Joint Contracts
3	Kerbside Recycling Collection	Joint Contracts
4	Bulk Verge Collection	Joint Contracts
5	Waste Disposal	Knowledge Sharing
6	Recycling Processing	Joint Contracts
7	Waste Transfer Stations	Knowledge Sharing
8	Drop-off Facilities	Knowledge Sharing
9	Organics Processing	Joint Contracts/Joint Operation
10	Minor Recycling Activities	Joint Operation/Joint Contracts
11	Major Recycling Activities	Joint Contracts - unlikely
12	Liquid Waste Management	Knowledge Sharing/Joint Operation

The vast majority of the synergies come with the ability to contract out larger operations than would be possible for the individual councils. This would initially revolve around transport (collection) efficiencies, but in time progress to materials processing activities.

There is also the opportunity for the individual councils to operated their own facilities (landfill/drop-off/transfer stations) while sharing knowledge and experiences (through the Regional Waste Management Officer) to improve the standard of facility operation and encourage continuous improvement.

8.6. Proposed Activities

Table 8.6.1 – Proposed Activities 2014 to 2019 provides a summary of the proposed activities for the duration of this Strategic Plan. The activities are listed in the order of priority.

Table 8.6.1 – Proposed Activities 2014 to 2019

No.	Proposed Activity
1	Appointment of a dedicated Regional Waste Management Officer
2	Review of disposal facility gate fees
3	Improve systems for the collection and recording of waste management data
4	Investigate and implement improvements to existing recycling systems
5	Extraction of bulk recyclables
6	Appointment of a dedicated Regional Waste Education Officer
7	Improve participation rate in existing recycling systems
8	Increase the range of materials that can go into the recycling bin
9	Green waste diversion from landfill
10	Contaminated paper and cardboard recycling
11	Sources separated food waste
12	Biological liquid waste
13	Improve staff training in waste management activities

Section 4.4, Table 4.4.2 - Proposed Activities – 2014 to 2019 above provides detail on the breakdown of the individual proposed activities.

There have been no dates attached to the proposed activities as this has previously been of limited assistance in achieving the desired outcomes. The preference is to list the proposed activities in the order of priority. Hence, providing the Group with an order from which to achieve the regions goals.

8.7. Contracted Waste Services

Table 8.7.1 – Regional Contracted Services lists the potential regional contracts that could be established between the Group participants during the 2014 to 2019 validity period of the Strategic Plan.

Table 8.5.1 – Regional Contracted Services

No.	Activity	Participants
1	Kerbside Waste Collection	Joint Contracts – Only after the SoPlantagenet current contract ends or if the SoDenmark opt to contract out the in-house operation.
2	Commercial Waste Collection (MGB only, as part of the Rates services)	Typically rolled into the domestic kerbside and and/or recycling arrangements.
3	Kerbside Recycling Collection	CoAlbany, SoDenmark – SoPlantagenet once existing contract ends.
4	Bulk Verge Collection	All three participants
6	Recycling Processing	All three participants
7	Waste Transfer Stations	All three participants – materials transport only
8	Drop-off Facilities	All three participants – materials transport only
9	Organics Processing	All three participants
10	Minor Recycling Activities	All three participants
11	Major Recycling Activities	All three participants - Unlikely

The fact that the City of Albany will be re-tendering the vast majority of its waste management services in May 2015, there is an opportunity for the Group to participate in a regional tendering process. The Shire of Denmark is able to participate in at least the recycling collection component; however, the Shire of Plantagenet will still be contracted to Warren Blackwood Waste for a further 2.5 years (October 2016) and hence will not be able to participate directly. The tender documentation should be structured to enable the Shire of Plantagenet to join the contract at a later date if the Shire so chooses.

With there being numerous waste transfer station and recycling drop-off facilities throughout the region, there is the opportunity for the group to either purchase a hook lift vehicle or contract out this service for the transport of materials from these facilities.

Depending on the direction taken by the Group during the 2014 to 2019 period, there are numerous other activities that could be jointly contracted out in order to gain the advantage of critical mass and hence potentially lower operating costs.

8.8. Sustainable Waste Management Technologies

With the Group having numerous “grass roots” proposed activities to be undertake during the 2014 to 2019 period, the preference is to actively pursue these basic activities before embarking on the more technologically advanced process.

The Group is to use this period to firmly establish the regional cooperation between the participants and implement effective waste management operations and shared contracts prior to considering the more advanced technology solutions.

8.9. Funding

The individual Group participants have acknowledged significant political and financial support from their individual councils. This support is essential for the future success of the Group's proposed activities.

As a regional grouping of Local Governments and being located within one of the Waste Authority identified major regional centres (Albany), there is the opportunity to access significant funding from the Waste Authority to implement some of the proposed activities, so long as the activities are in line with the Waste Authority strategic direction.

The Group is to actively pursue available funding sources to supplement the financial contributions from individual member councils.

8.10. Review

This Strategic Plan sets out the Group's proposed activities for the period 2014 to 2019. In order to achieve this it is essential that this Strategic Plan be regularly reviewed.

The review is primarily to gauge the Group's actual achievement against the proposed achievement to provide direction as to where the necessary effort is required in order to achieve the desired outcomes by the end of the Strategic Plan validity period.

A secondary component of the review is to assess the validity of the Strategic Plan direction in comparison to the Group's direction and the Waste Authority's direction. It is acknowledged that during the five-year validity period of this Strategic Plan, there is the possibility that some aspects of this plan may lose relevance and may need to be amended to suit the latest Group or Waste Authority direction.

As a minimum, this Strategic Plan should be reviewed on an annual basis, with a summary review presented to a quarterly Group meeting.



Planning & Development Services

City of Albany

LOCAL PLANNING SCHEME 1 Policy Manual

Version Control

Control Version	Status	Comment
3rd Draft (December 2010)	Adopted for Advertising (includes modifications adopted by Council).	Adopted for advertising purposes at Council's OCM of 20/12/2010 – Item 1.6.
Final Draft (April 2011)	Final Draft	To be considered for final adoption at Council's April 2011 meeting.
Adoption	Final Version	Final version includes changes identified in Council resolution
Adoption of Policies: 2K – Holiday Homes; & 7P – Frenchman Bay Tourist Development Site	Final Version	Includes modifications identified in Council resolution
Updated to include adopted policies, ODP's and Structure Plans	Final Version	As per Council resolutions
Updated to include adopted policies – variations to Ancillary Accommodation; Temporary Accommodation; Holiday Homes; and Relocated Dwellings	OCM 17/12/2013 PD018	Final version as adopted by Council resolution
Updated to align with new Local Planning Scheme 1	OCM - August 2014	<ul style="list-style-type: none"> • Text modifications to align with new Local Planning Scheme 1 (eg. delete reference to previous schemes). • The following Policies deleted; <ul style="list-style-type: none"> ○ Alfresco Dining Policy; ○ Chalets Policy; ○ Grouped Dwellings on Rural Land Policy; ○ Airport Buffer policy; ○ Albany Speedway – Atwell Park Policy; ○ Marbellup Brooke Water resource Protection Area Policy; ○ Timewell Road Waste Water Treatment Plant Policy; ○ Albany Port Buffer Policy.

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INTRODUCTION

Background

In order to achieve the objectives of the City of Albany Local Planning Scheme 1, the Council has adopted the policies within this policy manual. The policies relate to parts or all of the municipality and relate to one or more of the aspects of the control of development.

Whilst a local planning policy does not bind the Council in decision-making, Council shall take account of the policy and the objective which the policy was designed to achieve before making a decision and shall have due regard to the policy.

These policies should also be read in conjunction with the City of Albany Local Planning Scheme 1 and the City of Albany Local Planning Strategy. The Scheme controls and regulates development, whilst the strategy provides a comprehensive review of the issues affecting development within the City of Albany and sets out appropriate strategic direction for future growth and management of the City.

State Planning Framework

Western Australian Planning Commission (WAPC) Statement of Planning Policy No. 1 is an amalgamation of all planning policies, strategies and guidelines of the State that provide direction on the form and method of growth and development. The WAPC and the City of Albany must have “due regard” to the provisions that form part of the State Planning Framework in preparing town planning schemes and making decisions on planning matters.

The WAPC encourages planning to be undertaken in accordance with the State Planning Strategy, the Lower Great Southern Strategy and various policies including the following (not a comprehensive list):

- SPP 2.5 (Agriculture and Rural land Use Planning);
- SPP 2 (Environment and Natural Resource Policy);
- SPP 2.9 (Water Resources);
- DC 3.4 (subdivision of rural land);
- SPP 4.1 (Industrial Buffer policy); and
- Liveable Neighbourhoods.

Policy Manual Objective

The following policy provisions apply in addition to the Scheme provisions contained within the City of Albany Local Planning Scheme 1 and are not intended to replace those provisions. The policy has been prepared to guide landowners, architects, developers and staff in preparing and assessing development proposals.

Exclusions

This policy document does not include the following additional policies, adopted by Council.

- Stirling Terrace Design Guidelines (a full copy of this detailed policy document is available at the North Road Administration Building or on the City's website).
- Albany Waterfront Structure and Precinct Plans. (a full copy of this detailed policy document is available at the Library or North Road Administration Building or on the website).
- Catalina Central Planning Framework (a full copy of this detailed policy document is available at the North Road Administration Building or on the City's website).
- The Station, Western and Mount Lockyer Precinct Guidelines (a full copy of this detailed policy document is available at the North Road Administration Building or on the City's website).

GENERAL DEVELOPMENT

NON-HABITABLE STRUCTURES

(i.e. Outbuildings, Sheds, Gazeboes, Carports, Sea-containers, Shade houses)

1. Objective

1. To achieve a balance between providing for various legitimate storage needs of residents whilst minimising any adverse impacts non-habitable structures may have on the locality.

2. Scope

1. Non-habitable structures include structures that are not attached to a dwelling and commonly known as outbuildings, sheds, gazeboes, carports, sea containers and shade houses.
2. Garden structures (i.e. structures without a solid roof - pergolas with shade cloth and arbours) are considered exempt from the provisions of the policy.
3. This policy applies to non-habitable structures on lots designated for 'Residential', 'Tourist Residential', 'Future Urban', 'Special Residential', 'Special Rural', 'Rural Village', Yakamia Creek, 'General Agriculture and Priority Agriculture' (<4ha) and 'Conservation' purposes. This Policy does not apply to non-habitable structures on lots designated 'General Agriculture and Priority Agriculture' (>4ha), 'Industrial' or 'Commercial'.
4. Setbacks for non-habitable structures in the 'Residential', 'Tourist Residential', and 'Future Urban' zones are to conform to the Table 1, 2a or 2b of the Residential Design Codes WA. Setbacks for non-habitable structures in the 'General Agriculture and Priority Agriculture', 'Conservation', 'Special Rural', 'Special Residential' and 'Rural Village' zones are to comply with the provisions listed in the scheme applicable to each area. Where requirements are not clearly defined, compliance shall be in accordance with the objective of this policy.
5. One non-habitable structure with a floor area of 10m² or less and under 2.4m in height (i.e. small garden shed) is considered exempt from the provisions of the policy (i.e. does not accrue towards maximum floor area permitted). A second non-habitable structure with a floor area of 10m² or less and under 2.4m in height is to be assessed in accordance with the Non-habitable Structure Policy.

3. Definitions

“Reflective Materials” includes factory applied finishes such as zincalume, galvabond and light colorbond colours such as white, off-white and surfmist.

“Height” is the height of the non-habitable structure as measured vertically from the natural ground level to the highest point of the building above that point, as stipulated in the Residential Design Codes of Western Australia, and not the measurement taken above the proposed finished floor level of the non-habitable structure.

“Maximum Floor Area” the combined total floor area of all existing and proposed non-habitable structures on a lot.

4. Policy Provisions

1. Subject to provision 2 (below), non-habitable structures do not require planning approval.
2. Except as otherwise provided, the following development requires planning approval:
 - a) Development of a sea container;
 - i. A sea container shall not be considered unless:
 - Plans indicate re-development measures to make more visually appealing. This can be done by painting and/or re-cladding to a colour and design similar to surrounding development; and
 - neighbours comments have been considered.

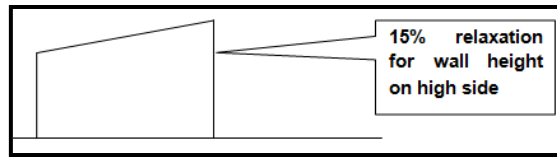
Screening by planting trees or shrubs or by any other methods shall be considered to reduce the visual impact of the sea container.

- b) Development of a non habitable structure on a vacant lot that is zoned Residential, Tourist Residential, Future Urban, Residential Development or Special Residential shall not be considered unless:
 - A Building Permit for a dwelling has been issued by the City; and
 - neighbours comments have been considered.

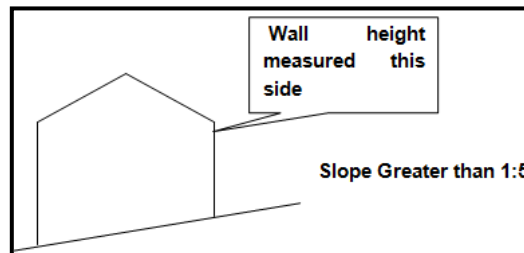
Screening by planting trees or shrubs or by any other methods may be required to reduce the visual impact of the non-habitable structure on the vacant lot.

- c) Where development varies from the following policy requirements.
 - i. Except as provided below, the size of a non-habitable structure shall comply with the provisions in Table 1.

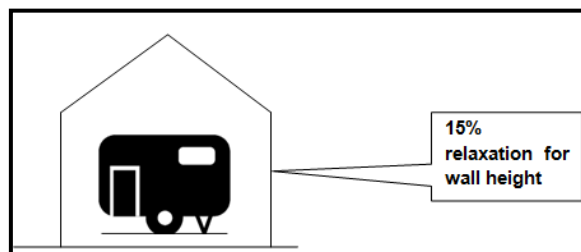
- For mono-pitched (skillion) roofed non-habitable structures (not ridged roofs), a relaxation of the height of the wall (on high side - up to 15%) may be supported; or



- where the land upon which the non-habitable structure is to be erected has a slope greater than 1 in 5, the height of the wall shall be measured on the wall that is located at the higher point of the site where the land has not been subject to cut and/or fill; or



- where in order to accommodate larger boats, caravans or motor-homes, the applicant is to demonstrate proof of ownership of such vehicle/vessel and a relaxation of the height of the wall (up to 15%) may be supported on Residential / Tourist Residential / Future Urban / Zone lots that are less than 4000m²; or



- A discretionary allowance of an extra 5m² over the maximum permitted floor area may be considered in cases where the stated maximum floor area allowed is unworkable due to the dimensions of a standard design.
- ii. Non-habitable structures shall be located away from the primary or secondary street areas (i.e. to the rear of the lot).
 - iii. Non-habitable structures that exceed 60m² in floor area shall be constructed out of non-reflective materials.

TABLE 1: NON-HABITABLE STRUCTURE SPECIFICATIONS

Zoning	Max. Wall Height	Max. Ridge Height	Max. Floor Area (combined floor area of all non-habitable structures on lot)
Residential / Tourist Residential / Future Urban / Zone (Lots < 450m ²)	2.4 metres	3 metres	<60m ² in area or 10% in aggregate of the site area, whichever is the lesser
Residential / Tourist Residential / Future Urban / Zone (Lots 450m ² - 600m ²)	3 metres	4.2 metres	<60m ² in area or 10% in aggregate of the site area, whichever is the lesser
Residential / Tourist Residential / Future Urban / Zone (Lots >600m ² and <1000m ²)	3 metres	4.2 metres	100m ²
Residential / Tourist Residential / Future Urban / Zone (Lots 1000m ² – 2000m ²)	3 metres	4.2 metres	120m ²
Residential / Tourist Residential / Future Urban / Zone (Lots >2000m ² and <4000m ²)	3 metres	4.5 metres	150m ²
Residential / Tourist Residential / Future Urban / Zone (Lots 4000m ² and greater)	3.5 metres	4.5 metres	170m ²
Yakamia Creek Zone (Lots < and = 3000m ²).	3.5 metres	4.5 metres	120m ²
Yakamia Creek Zone (Lots > 3000m ²).	3.5 metres	4.5 metres	150m ²
Special Residential Zone (Lots < and = 4000m ²)	4.2 metres	4.8 metres	150m ²
Special Residential (Lots > 4000m ²)	4.2 metres	4.8 metres	170m ²
Rural Residential Zone (Lots < 2ha)	4.2 metres	4.8 metres	200m ²
Rural Residential Zone (Lots 2ha to 4ha)	4.2 metres	4.8 metres	220m ²
Rural Residential Zone (Lots > 4ha and < 6ha)	4.2 metres	4.8 metres	240m ²
Rural Residential Zone (Lots 6ha and greater)	4.2 metres	4.8 metres	300m ²
Rural Village Zone (Lots < 4000m ²)	3 metres	4.5 metres	150m ²
Rural Village Zone (Lots 4000m ² - 1ha)	4.2 metres	4.8 metres	170m ²
Rural Village Zone (Lots > 1ha)	4.2 metres	4.8 metres	220m ²
Rural Small Holding Zone (Lots < 1ha)	4.2 metres	4.8 metres	220m ²
Rural Small Holding Zone (Lots 1 - 4ha)	4.2 metres	4.8 metres	240m ²
Rural Small Holding Zone (Lots > 4ha)	4.2 metres	4.8 metres	300m ²
General Agriculture and Priority Agriculture Zone (Lots < 2ha)	4.2 metres	4.8 metres	200m ²
General Agriculture and Priority Agriculture Zone (Lots 2ha to 3.99ha)	4.2 metres	4.8 metres	220m ²
Conservation Zone (Lots < 2ha)	3.5 metres	4.8 metres	170m ²
Conservation Zone (Lots 2ha and greater)	4.2 metres	4.8 metres	220m ²

Note: Prior to considering an application for a non-habitable structure that proposes a variation to this policy, it is recommended that the Council first consider varying the policy. In order to do so, the Council will need to seek comment from the public and the Western Australian Planning Commission. Alternatively, it is recommended that such an application be refused.

SIGNS

Objective:

- 1) **To ensure that signs are appropriate for their location;**
- 2) **To minimise the proliferation of signs;**
- 3) **To ensure that signs do not adversely impact on traffic circulation and management, or pedestrian safety;**
- 4) **To protect the amenity of residential areas, townscape areas and areas of environmental significance;**
- 5) **To protect the significance of heritage places or buildings;**
- 6) **To ensure that signs are constructed with quality materials;**
- 7) **To ensure signs are generally erected on land where the advertised business, sale of goods or service is being carried out;**
- 8) **To ensure that signs are maintained to a high standard.**

Definitions

An advertisement is to be classified according to the following categories:

“Development sign” – an advertisement displayed on a lot advertising units or lots for sale that complies with one of the following criteria:

- 1) The lot has been approved by the Department of Planning for subdivision into 10 lots or more.
- 2) The lot has been approved via planning scheme consent for residential development and involves 25 units or more.

“Display Home sign” – means an advertisement sign which is displayed on a lot advertising a building company and inviting members of the public to inspect their dwelling on display.

“Election notice” – means a notice declaring a forthcoming election of public interest and/or calling for nominations of such election or a notice declaring the results of any such election.

“Fly posting” – means advertising by means of posters placed on fences, walls, trees, rocks and any like places, or things without authority, and “fly-post” has a like meaning.

“Horizontal sign” – an advertisement attached to a building with its largest dimension horizontal.

“Illuminated sign” – an advertisement that is so arranged as to be capable of being lighted either from within or without the advertisement by artificial light provided, or mainly provided, for that purpose.

“Information panel” – a panel used for displaying a posted or painted advertisement.

“Institutional sign” – an advertisement displayed on any land or building used as a surgery, clinic, hospital, rest home, home for the aged, or other place of a similar nature.

“Monolith Sign” - means an advertisement sign which is not attached to a building or any other structure and with it's largest dimension being vertical. Such a sign may consist of a number of modules and is generally uniform in shape from ground level to the top of the sign.

“Other advertisement” – an advertisement, which is not described by any other category of advertisement referred to in this Policy.

“Projection sign” – an advertisement that is made by projection of artificial light on a structure.

“Property transaction sign” – an advertisement indicating that the premises on which it is displayed are for sale or for lease or are to be auctioned.

“Pylon sign” – an advertisement supported by one or more piers and which is not attached to a building and includes a detached sign framework supported on one or more piers to which sign infills may be added.

“Roof sign” – an advertisement displayed on the roof of a building.

“General Agriculture and Priority Agriculture producer’s sign” – an advertisement displayed on land used for horticultural purposes and which advertises products produced or manufactured upon the land and includes the property owner’s or occupier’s name.

“Semaphore sign” – A sign, which is at right angles to the adjacent street and which projects more than 300mm from the face of a building.

“Sign infill” – a panel, which can be fitted into a pylon sign framework.

“Third Party Sign” – a sign on any building or site or premises where the services or goods so advertised are not available to the public within that building or site.

“Tower sign” – an advertisement displayed on a mast, tower, chimneystack or similar structure.

“Verandah sign” – an advertisement above, on or under a verandah, cantilever awning, cantilever verandah and balcony whether over a public thoroughfare or private land.

“Vertical sign” – an advertisement attached to a building with its largest dimension vertical.

“Wall sign” – a sign affixed to an exposed sidewall of a building at right angles to the street.

Policy Statement

In addition to the specifications contained in Table 1, the specifications and requirements for each category of advertisement are stipulated below.

Development signs

A development sign is to be removed from the site within 2 years of the grant of planning approval for the sign or when all of the lots or units, by number, in the subdivision/development have been sold, whichever is the sooner.

A development sign located within an existing residential area and directly opposite established houses is to be reduced in size to a maximum area of 12m. Where the sign is located internally of a new subdivisional area, or is located on land used for commercial purposes a maximum area of 18m² applies.

Illuminated Signs

An illuminated sign shall -

- 1) have any boxing or casing in which it is enclosed constructed of combustible material;
- 2) not have a light of such intensity or colour as to cause annoyance to the general public or to owners and patrons of adjacent land;
- 3) not comprise flashing, intermittent or running lights.
- 4) have a minimum clearance of 2.75 metres from finished ground level.
- 5) not be located in a heritage precinct, if stipulated by a more specific planning policy, where illuminated signage is prohibited.

Information panel

A wall panel should comprise a framework surround with a lockable transparent cover behind which separate notices may be pinned affixed or painted.

Monolith sign

All monolith signs shall have infills, either translucent or opaque, filling the complete width and height of the sign. The monolith sign on a lot with multiple tenancies should be designed to allow all tenants to advertise in compliance with this Policy, and should not incorporate 'brand' advertising.

Projection sign

An application for approval for a projection sign should not be approved if, upon the sign being projected onto a structure, exceeds the specifications stated in Columns 2 & 3 of Table 1.

Property transaction sign

- 1) A property transaction sign advertising an auction shall, if approved –
 - a) not be erected more than 28 days before the proposed date of the auction;
 - b) be removed no later than 14 days after the auction, subject property has been sold, or at the direction of the local government whichever is the sooner; and
 - c) where such a sign is erected on land having a frontage to a road that is a main road within the meaning of the *Main Roads Act 1982*, consists of letters not less than 150 mm in height.
- 2) A property transaction sign advertising grouped dwellings/commercial or industrial units in a building erected, or to be erected, are, or will be available for letting or for purchase shall, if approved –
 - a) not be erected before the issue of a planning scheme consent for any such building; and
 - b) not be erected or maintained for a period exceeding three months following completion of any such building, without the prior approval of the local government.
- 3) Any property transaction sign of any description shall be erected on the land to which it relates and not elsewhere.

Pylon sign

The pylon sign on a lot with multiple tenancies should be designed to allow all tenants to advertise in compliance with this Policy, and should not incorporate 'brand' advertising.

Roof sign

A roof sign shall –

- 1) not extend laterally beyond the external wall of the structure or building on which it is erected or displayed.
- 2) only be permitted where it can be demonstrated that, having regard to the character of the area in which they are to be situated, they do not adversely affect it's amenities or those of other areas.

- 3) not protrude above the highest ridge of the roof line.

General Agriculture and Priority Agriculture Producer's sign

A General Agriculture and Priority Agriculture producer's sign should not advertise anything other than the sale of produce grown on the land on which the sign is erected.

Semaphore sign

- 1) A semaphore sign should be fixed –
 - a) at right angles to the wall or structure to which it is to be attached; and
 - b) over or adjacent to the entrance to a building.
- 2) No more than one semaphore sign should be fixed over or adjacent to any one entrance to a building.

Tower Sign

A tower sign shall not extend laterally beyond the structure on which it is placed.

Verandah sign – verandah fascia

A verandah sign fixed to the outer or fascia of a verandah shall not project beyond the outer frame or surround of the fascia.

Verandah sign – under verandah

An under verandah sign should be fixed at right-angles to the front wall of the building to which it is to be affixed, except at the corner of a building at a thoroughfare intersection, where the sign may be placed at an angle with the wall so as to be visible from both thoroughfares.

Vertical sign

A vertical sign where placed on a corner of a building at a thoroughfare intersection, may be placed at an angle with the wall so as to be visible from both thoroughfares.

Wall signs

Wall signs should not –

- 1) be displayed on the front façade of a building;
- 2) be closer than 1 metre from the front façade of the building to which it is attached.
- 3) In aggregate cover more than 25% of the wall's area up to a maximum of 15m².

General Policy Provisions

Overall Signage

No more than four (4) signs shall be located on each building, or in the case of a multi-tenanted building no more than three (3) signs per tenancy up to an overall maximum of twelve (12) signs, inclusive of signage attached to a building's roof, verandah or other architectural feature (does not include pylon signs or any other sign not attached to building).

Within the Residential zone no signage up to 0.2m² shall be permitted for approved home based businesses, and signs no greater than 1m² shall apply to approved consulting rooms, day care centres, medical centres or holiday accommodation units located in this zone.

Acceptable deviation

Council may exercise its discretion to approve a deviation from the specific standards subject to the applicant demonstrating that the likely affect of the location, height, bulk, scale, orientation and appearance of the advertisement will not:

- 1) conflict with or detrimentally affect the amenity of the locality;
- 2) interfere with traffic safety.

Signs Not Permitted

The following signs shall not be permitted, where:

- 1) it would detract from the aesthetic environment of a park or other land used by the public for recreation;
- 2) in the case of an internally illuminated advertisement, its display would cause glare or dazzle or would otherwise distract the driver of a vehicle;
- 3) in the case of an externally illuminated advertisement, the light would not be directed solely onto the device and its structural surround and the light source be so shielded that glare would not occur or extend beyond the advertisement and cause the driver of any vehicle to be distracted;
- 4) it would be likely to interfere with, or cause risk or danger to traffic on a thoroughfare by virtue of the fact that it:
 - a) may be mistaken or confused with, or obstruct or reduce the effectiveness of any traffic control device;
 - b) would invite traffic to turn and would be sited so close to the turning point that there would not be reasonable time for a driver of a vehicle to signal and turn safely;
 - c) would invite traffic to move contrary to any traffic control device;
 - d) would invite traffic to turn where there is fast moving traffic and no turning lane;
 - e) may obscure the vision of a person driving a vehicle;
- 5) in the case of an illuminated advertisement, it may confuse with or mistaken for the stop or tail light of a vehicle or vehicles;
- 6) it significantly obstructs or obscures the view of a river, the sea or any other natural feature of beauty; or
- 7) any sign which, in the opinion of Council is objectionable, dangerous or offensive
- 8) any sign painted the roof of any building;
- 9) any sign is sited within a road reserve during normal business hours (except signage approved in accordance with Council's Activities in Thoroughfares and Public Places and Trading Local Law).
- 10) any sign is located in the centre of any roundabout;
- 11) it is Fly Posting;
- 12) it is Third Party Signage, notwithstanding the placement of a such a sign in a public place where the advertisement in the absolute discretion of Council, is for the benefit or credit of the municipality.
- 13) it would detrimentally affect the amenity of the area.
- 14) it would detrimentally affect the significance and aesthetics of a Heritage Area or a place on the Heritage List.

Contents of Signage

A sign shall generally not contain any information other than:-

- 1) The name of any occupiers;
- 2) Details of the business name or business carried-out on the land;
- 3) Telephone or contact details;
- 4) Details of the goods sold or services provided;
- 5) The trademark or logo of the business or products for sale;

Exempted Signage

The following signage is exempt from gaining Planning Scheme Consent:

- 1) a sign erected or maintained in accordance with an Act;
- 2) a property disposal sign not exceeding the specifications in Table 1 erected on private property or immediately adjacent to the front boundary, where it is not possible to erect it on private property;
- 3) a plate not exceeding 0.6m² in area erected or affixed on the street alignment or between that alignment and the building line to indicate the name and occupation or profession of the occupier of the premises;
- 4) a sign used solely for the direction and control of people, animals or vehicles or to indicate the name or street number of a premises, if the area of the sign does not exceed 0.2m²;
- 5) an advertisement affixed to or painted on a shop window by the occupier thereof and relating to the business carried on therein;
- 6) a sign displaying solely the name and occupation of any occupier of business premises painted on a wall of those premises;;
- 7) a sign within a building:
- 8) a sign not larger than 0.7m x 0.9m on an advertising pillar or panel approved by or with the consent of the local government for the purpose of displaying public notices for information (also includes parking signs on private property where Council has consented to patrolling the car park);
- 9) a building name sign on any building, where it is of a single line of letters not exceeding 600mm in height, fixed to the facade of the building;
- 10) newspaper or magazine posters, provided they are displayed against the outside wall of the business premises from which the newspapers or magazines are sold so as to cause no obstruction to pedestrian traffic;
- 11) a General Agriculture and Priority Agriculture producer's sign less than 2m² in area, which is the only sign on the lot on which it is erected;
- 12) a sign erected by the local government, or with the approval of the local government, on land under the care, control and management of the local government;
- 13) a sign erected and maintained on street furniture, bus shelters or seats in accordance with the terms and conditions of a contract between the local government and the company responsible for those signs;
- 14) a maximum of 4 garage sale signs, each not greater than 0.25m², advertising the sale of second hand domestic goods in domestic quantities, not being part of a business, trade or profession and only being displayed on the day of the sale and on no more than 2 occasions for the same lot in each 6 month period;
- 15) a sign erected by the local government for the purpose of:
- 16) encouraging participation in voting (but not in favour of any candidate, political party, group or thing) at a local government election, provided that the signs are erected no more than 28 days prior to the
 - a) election; or
 - b) advertising a planning proposal; or
 - c) indicating the name and location of a polling place for an election.
 - d) an election sign which is:
 - e) erected on private property with the approval of the owner of that property, where such approval has been obtained prior to the erection of a election sign;
 - f) not in excess of 0.75m² in area per property, except a corner property which may display one sign facing each thoroughfare of the corner;
 - g) erected not more than 28 days prior to the date of the election to which it relates;
 - h) erected in accordance with the restriction provisions of clause14;
 - i) removed within 7 days of the date of the election.
- 17) a sign permanently affixed or painted on a vehicle to identify a company, business, service or product supplied or sold by that company.

- 18) Except for a roof sign, tower sign, projection sign, development sign (opposite an established residential area only) or hoarding, all other signs which comply with Table 1 of this Policy and are not excluded under the Signs Not Permitted section of this Policy.

TABLE 1: SIGNS SPECIFICATIONS									
Advertisement	Max height of device (m) – sign face only	Max width of device (m) – sign face only	Max area of sign face (sqm)	Min distance to bottom of sign (m)	Max height above NGL (m)	Max projection from building (m)	Min Setbacks to front boundary (m)	Setbacks to side boundary (m)	Other Requirements
Development sign									
Established Areas	4.0	4.0	12.0		4.0		1.0	5.0	<ul style="list-style-type: none"> Only (1) development sign per lot.
New Estates	4.0	6.0	18.0		5.0		1.0	5.0	<ul style="list-style-type: none"> Only (1) development sign per lot.
Display Home sign	4.0	2.0	8.0		4.0		1.0	2.0	<ul style="list-style-type: none"> Only 1 sign per display home. A display home sign is to be approved for a period not exceeding 12 months.
Horizontal sign	<ul style="list-style-type: none"> 1.2m where sign up to 7.5m from ground level. 1.6m where over 7.5m from ground level. 	Shall not extend beyond either end of wall, except in the case of land in Central Area Zone the sign shall not be within 600mm of either end of the wall.	12.0			0.6			<ul style="list-style-type: none"> Only one (1) horizontal sign per building façade (does not include second horizontal sign on veranda fascia). In the case of a stand-alone shopping centre development a maximum of six (6) horizontal signs are permitted. A company's logo/symbol (non-word) as part of a horizontal sign can extend to 2.0 metres where the sign is up to 7.5 metres from ground level and 2.5 metres where over 7.5 metres from ground level.
Information panel	1.8	3.0	4.0	1.2	5.0				
Institutional sign	1.2	2.0	2.4		4.0		1.0	1.5	
Monolith Sign	6.0	3.0	15.0		6.0		0.5	1.0	<ul style="list-style-type: none"> Only 1 monolith/pylon sign per lot.
Projection sign	10.0	10.0	50.0		12.0				<ul style="list-style-type: none"> Only 1 projection sign per lot.
Property transaction signs									
Dwellings	1.8	1.5	2.0		2.0				<ul style="list-style-type: none"> No more than two (2) property transaction signs in total are to be permitted on each lot.
Multiple Dwellings / Commercial / Industrial	2.2	1.5	3.0		3.0				

TABLE 1: SIGNS SPECIFICATIONS									
Advertisement	Max height of device (m) – sign face only	Max width of device (m) – sign face only	Max area of sign face (sqm)	Min distance to bottom of sign (m)	Max height above NGL (m)	Max projection from building (m)	Min Setbacks to front boundary (m)	Setbacks to side boundary (m)	Other Requirements
<i>Pylon sign</i>	4.0	3.0	10.0	2.75 (*)	6.0	0.9 into public place	0.5 to post/s	1.0	<ul style="list-style-type: none"> • Only 1 pylon /monolith sign per lot. • (*) Min. distance to bottom of sign can be reduced if sign located wholly within landscaped area.
<i>Roof sign</i>	2.5		4.5	4.0				1.0	
<i>General Agriculture and Priority Agriculture producer’s sign</i>	2.0	1.5	2.5		3.0		1.0	1.0	
<i>Semaphore sign</i>	1.8	1.0	1.5	2.75	5.0	1.0		1.0	
<i>Tower sign</i>	20% of structure’s height	Width of structure.		3.0		0.8			
<i>Verandah signs</i>									
<i>On or Above Facia</i>	0.8	2.5	3.0		5.0				
<i>Under Verandah</i>	0.6	2.4	0.75	2.4					
<i>Vertical sign</i>	2.0	Shall not be within 1800mm of either end of wall to which it is attached.	4.0	2.5		0.6		0.9	<ul style="list-style-type: none"> • The sign should not project by more than 1200mm above top of wall to which it is attached and a second vertical sign may be only approved where a 6m separation between vertical signs can be achieved.
<i>Wall sign</i>	3.0	7.0	15.0	1.5					

ANCILLARY ACCOMMODATION

Objective:

To accommodate housing demand, whilst minimising any adverse impacts on neighbours.

Definition

“Ancillary Accommodation” means self contained dwelling on the same lot as a single house, which may be attached to, integrated with or detached from the Single House (as per Residential Design Codes).

Policy Provisions

1. Ancillary accommodation is not permitted unless planning consent to it is granted by the City.
2. Ancillary accommodation may be considered in the following zones:
 - a. Residential;
 - b. Tourist Residential;
 - c. Central Area;
 - d. Yakamia Creek;
 - e. General Agriculture and Priority Agriculture;
 - f. Future Urban;
 - g. Special Rural;
 - h. Special Residential;
 - i. Conservation; and
 - j. Rural village.
3. A maximum of one (1) ancillary accommodation unit may be considered per Single House.
4. Ancillary accommodation is to be located either alongside or to the rear of the existing residence.
5. A maximum internal floor area of 70m² (not inclusive of a garage or carport) for an ancillary accommodation unit applies.
6. The unit shall be connected to the same effluent disposal system as the main dwelling. Where the applicant proves this to be physically impossible, Council may support a second effluent disposal system.
7. One additional car space is to be provided in addition to the two spaces required for the main dwelling.
8. The lot is to be greater than 450m².
9. The finish, materials and colours used in construction of the ancillary accommodation shall be visually sympathetic to that of the main dwelling.

BED AND BREAKFAST ACCOMMODATION

Objectives:

- 1) **To promote the orderly and proper development of land by making suitable provisions to guide applicants who wish to establish Bed and Breakfast accommodation from their homes;**
- 2) **To secure the amenity, health and convenience of both visitors and surrounding residents through appropriate development requirements; and**
- 3) **To ensure that the Bed and Breakfast accommodation is incidental to the predominant use of the property in order to maintain the amenity of the immediate area.**

Definitions

“Bed and Breakfast Accommodation” means a dwelling, used by a resident of the dwelling, to provide accommodation for persons away from their normal place of residence on a short-term commercial basis and includes the provision of breakfast.

Policy Statement

Bed and Breakfast Accommodation should occupy a maximum of two bedrooms of a dwelling house and be made available for short-stay accommodation for a maximum of six guests at any one time and will only be approved on a lot where it can be demonstrated that:

- 1) The proposal is consistent with surrounding land use activities and can demonstrate general support from adjoining landowners;
- 2) The owner/manager of the Bed and Breakfast accommodation will reside on-site;
- 3) The proposal provides additional on-site car parking bays at the ratio of 1 bay per bedroom and shall not interfere with vehicular access; and
- 4) Access/egress to the site and car parking shall not adversely impact on with local vehicular or pedestrian traffic.

SIGNIFICANT TOURIST ACCOMMODATION SITES

Objectives:

The overall objectives of this Policy are:

- 1) To retain existing and facilitate new tourism developments that are sympathetic to community and environmental considerations.**
- 2) To provide for the sustainable growth of tourism by identifying and retaining sites for the future development of a range of tourist accommodation and attractions to meet the projected demand;**
- 3) Promote the development of sustainable tourist accommodation.**
- 4) To protect identified tourism locations or sites from the encroachment of uncomplimentary or conflicting land uses.**

Background

The City of Albany adopted its Tourist Accommodation Planning Strategy in July 2010. The City of Albany 'Tourist Accommodation Planning Strategy (the Strategy)' will act as the strategic planning document to provide direction to Council and the development/tourism industry on tourism development issues.

The Strategy was prepared in accordance with the Western Australian Planning Commission's Planning Bulletin 83, and sought to classify a series of existing and proposed tourist development sites within the City as either 'Local Strategic', 'Prime' or 'Suitable'. Based on the classification and the individual characteristics of each site a zoning recommendation was made to inform Council's Local Planning Scheme No. 1.

Whilst it is not possible to carry through all the recommendations of the Strategy into an interim policy position, as the new zones and land use categories will only take effect once the LPS No. 1 is gazetted, the findings specifically relating to residential activity on tourist development sites have been included in this Policy to maintain and protect significant tourist sites during the interim period from indiscriminate subdivision and non-tourism uses.

This policy aims to guide and coordinate sustainable tourist development from a land use planning perspective within the City of Albany in recognition of the important role that tourism plays in economic, social and environmental terms.

Scope

A total of 32 tourist accommodation sites were identified within the Strategy. Table 1 below identifies the sites and their particular site classification.

Table 1 – Tourist Development Sites

No	Site	Land Details	Site Classification
1	Esplanade Hotel	Lots 16 & 17 Flinders Parade, Middleton Beach	LOCAL STRATEGIC
2	Albany Waterfront	Lot 3 Toll Place, Albany	LOCAL STRATEGIC
3	Camp Quaranup	Reserve 30360 Quaranup Road,	PRIME

No	Site	Land Details	Site Classification
		Frenchman Bay	
4	Middleton Beach Cara. Park	Lot 1340 Flinders Parade, Middleton Beach	LOCAL STRATEGIC
5	Frederickstown Motel	Lot 40 Frederick Street, Albany	PRIME
6	Barry Court	Lots 29 - 32 & 150 Barry Court, Collingwood Park	PRIME
7	Dog Rock Motel	Lot 66 Middleton Road, Albany	PRIME
8	Fmr Woolstores Precinct	Lots 895, 1104 & 1209 Woolstores Road, Mount Elphinstone	PRIME
9	Frenchman Bay Cara. Park	Lots 1 & 2 Frenchman Bay Road, Frenchman Bay	LOCAL STRATEGIC
10	Albany Golf Course Reserve	Lot 1386 & Reserve 41267 Golf Links Road, Seppings	LOCAL STRATEGIC
11	Cape Riche	Lot 380 Sandalwood Road, Cape Riche	SUITABLE
12	Nanarup-Wellstead coast	Private lots to the east of Nanarup	SUITABLE
13	Cheynes Beach	Lot 7774 Bald Island Road, Cheynes Beach	PRIME
14	Big Grove / Panorama Caravan Park	Lot 18 & Others, Panorama Road, Big Grove	SUITABLE
15	Cosy Corner / Torbay	Various Lots and Reserves, Cosy Corner Road, Torbay	SUITABLE
16	Emu Beach Chalets	Reserves 35165 Medcalf Parade, Emu Beach	PRIME
17	Emu Beach Motel	Reserve 35378 Medcalf Parade, Emu Beach	PRIME
18	Havana Villas	Reserve 35164 Firth Street, Emu Beach	PRIME
19	Rose Gardens Beachside Holiday Park	Reserve 22698 Mermaid Avenue, Emu Point	PRIME
20	Albany Emu Beach Holiday Park	Reserve 22698 Medcalf Parade, Emu Point	PRIME
21	Albany Highway Motel Precinct	Various Lots, Albany Highway, Orana, Centennial Park and Mt Melville	PRIME
22	Albany Holiday Village	Lot 4 Albany Highway, Warrenup	SUITABLE
23	Albany Gardens Holiday Resort	Lot 18 Wellington Road, Centennial Park	SUITABLE
24	Kalgan River Caravan Park	Lot 31 Nanarup Road, Kalgan	SUITABLE
25	King River Caravan Park	Lot 4 Chester Pass Road, Willyung	SUITABLE
26	Albany Happy Days Caravan Park	Lot 21 Millbrook Road, King River	SUITABLE
27	Former Spinning Mill Site	Lots 74, 207 & 208 Mills Street, Lots 76 – 78 Festing Street and Lots 79, 221 & 220 Melville Street, Albany	PRIME
28	Albany City Holden Site	Lots 7 & 200 Earl Street, Albany	SUITABLE
29	Centennial Park Precinct	Various Lots, Centennial Park	SUITABLE
30	Central Business District Precinct	Various Lots, Albany	SUITABLE
31	Middleton Beach Precinct	Various Lots, Middleton Beach	SUITABLE
32	Goode Beach	Lot 660 La Perouse Road, Goode Beach	SUITABLE

Appendix 1 identifies the spatial extent of each site, and specific policy statements relevant to the site and where, if applicable, the location of permanent residential development and/or the location of permanent occupants (primarily relevant to caravan parks).

Appendix 2 shows the location of the sites within or adjacent to the main population centre of Albany.

Definitions

“Caravan Park” shall have the same meaning as given the term in the Caravan and Camping Grounds Act 1995.

“Chalet” means an individual self-contained unit usually comprising cooking facilities, ensuite, living area and one or more bedrooms designed to accommodate short-stay guests, forming part of a tourism facility and where occupation by any person is limited to a maximum of three months in any 12-month period.

“Eco-tourist facility” means a form of tourist accommodation that is designed, constructed, operated and of a scale so as not to destroy the natural resources and qualities that attract tourists to the location. The development should utilise sustainable power, have a low energy demand through incorporation of passive solar design, provide for low water consumption, ecologically sensitive waste processing and disposal with no pollutant product.

“Farm stay” means a residential building, bed and breakfast, chalet or similar accommodation unit used to accommodate short-stay guests on a farm or rural property and where occupation by any person is limited to a maximum of three months in any 12-month period.

“Guesthouse” means integrated premises for short-stay guests comprising serviced accommodation units and on-site tourism facilities such as reception, centralised dining, and management, and where occupation by any person is limited to a maximum of three months in any 12-month period.

“Local Strategic Tourism Locations or Sites” are locations or sites that are high value, accessible, unique sites that are primary contributors to the tourism market positioning of Albany.

“Lodge” - see “guesthouse”.

“Permanent Residential Development” – means a building, or a group of buildings other than a caretakers dwelling, designed and occupied for the accommodation of any person for a period greater than 3 months within any 12-month period, and typically is described as a ‘Single House’, ‘Grouped Dwellings’ or ‘Multiple Dwellings’ as per the Residential Design Codes.

“Permanents” are sites where a tenant resides in a caravan, park home or other form of structure for a period greater than three months in a calendar year and the occupation is subject to the Residential Parks (Long Stay Tenants) Act 2006.

“Prime Tourism Locations or Sites” are locations or sites that support and contribute substantially to the overall tourism capacity of Albany and need a high order of protection from alternate land uses.

“Tourist resort” means integrated, purpose-built luxury or experiential premises for short-stay guests comprising accommodation units and on-site tourism facilities such as reception, restaurant and leisure facilities like swimming pool, gymnasium, tennis courts, and where occupation by any person is limited to a maximum of three months in any 12-month period.

“Serviced apartment” means a complex where all units or apartments provide for self-contained accommodation for short-stay guests, where integrated reception and recreation facilities may be provided, and where occupation by any person is limited to a maximum of three months in any 12-month period;

“Short-Stay Accommodation” and “Tourism Development” mean a building, or group of buildings forming a complex, designed for the accommodation of short-stay guests and which provides on-site facilities for the convenience of guests and for management of the development, where occupation by any person is limited to a maximum of three months in any 12-month period and excludes those uses more specifically defined elsewhere.

“Suitable Tourism Locations or Sites” are sites that provide lower order tourism products to meet current demands or they are capable of providing future tourism product, provided site constraints can be addressed or overcome. Suitable Tourism Sites have the potential to be altered over time as urban development pressures increase or the current site infrastructure reaches the end of its service life and financial re-investment is required.

Policy Statement

Permanent Residential Development

The following tables (Tables 2 to 4) in addition to the policy statements within Appendix 1 identify the extent of permanent residential development that can be accommodated on each tourist development site.

Unless otherwise stated in Appendix 1 or Tables of this Policy, no permanent residential development, or permanents in the case of Caravan Parks, are permitted on sites designated as ‘Local Strategic’.

Other than for Caravan Parks, or Local Strategic Sites, where a specific percentage or area for permanent residential development has not been indicated and is not precluded under Tables 2, 3 or 4 the maximum percentage of permanent residential shall be restricted to 25%.

Where stated in this Policy, Council supports the utilisation (through subdivision including strata title subdivision) of a percentage of the site for residential purposes (no occupancy restriction) subject to:

- 1) There being no anticipated land use/ planning conflict between the residential use and the adjacent and nearby land uses and zones including the tourism activity on the balance of the lot.
- 2) All units in the development should be designed primarily for tourist occupation, form part of an integrated complex and should be compliant with the Residential Design Codes, apart from the estimation of density, or the Caravan and Camping Act but not the detailed development standards.
- 3) The Residential component should comply with the nominated Residential Design Codes.
- 4) The development within the site shall be designed to physically separate the tourism from the residential uses.
- 5) The management of the tourism development shall ensure that any impacts on the residential use are minimised.
- 6) The purchaser of a residential unit shall agree to the adjacent tourism use and acknowledge and accept that on-going use.
- 7) The tourism component shall be completed to Council’s satisfaction prior to the residential lots and/or development being completed and released for sale (with the exception of Site 6, in particular the western portion of Lot 150).
- 8) The tourism development shall be located on the highest valued tourist land (e.g. where views are available or where direct frontage onto a beach or foreshore reserve area is available).

- 9) The tourism values of the site are not to be compromised by non-tourism development (i.e. residential) on the site.
- 10) The development of the site, where residential occupation is proposed, is to yield the optimal social and economic benefit to the Albany community.

Table 2 – Permanent Residential Development – Local Strategic Sites

Site No.	Site	Recommended Tourist Development	Permanent Residential Component Recommended
1	Former Esplanade Hotel	Hotel	Refer Appendix 1.
2	Albany Waterfront Project	Hotel / Serviced Apartments	Nil
4	Middleton Beach Holiday Park	Caravan Park	Nil
9	Former Frenchman Bay Caravan Park	Hotel / Tourist Resort	Nil
10	Former Albany Golf Club House Site	Serviced Apartments	Nil

Table 3 – Permanent Residential Development – Prime Sites

Site No.	Site	Recommended Development	Permanent Residential Component / Permanents Recommended
3	Camp Quaranup	Cultural Tourism	Nil
5	Frederickstown Motel	Hotel / Serviced Apartments	N/A
6	Barry Court	Hotel / Serviced Apartments	Nil, except the western portion of Lot 150 as per SAT decision (refer Appendix 1)
7	Dog Rock Motel	Hotel	Nil
8	Former Woolstores Precinct	Hotel / Tourist Resort / Residential	Part of a mixed use development - subject to future planning (As per Plan Appendix 1)
13	Cheyne's Beach Caravan Park	Caravan Park	Limited (As Per Plan – Appendix 1)
16	Emu Beach Chalets	Serviced Apartments	Nil
17	Emu Beach Motel	Motel	Nil
18	Havana Villas	Caravan Park	Nil
19	Rose Gardens Beachside Holiday Park	Caravan Park	Limited (As Per Plan – Appendix 1)
20	Emu Beach Holiday Park	Caravan Park	Limited (As Per Plan – Appendix 1)
21	Albany Highway Motel Precinct	Motel	Nil
27	Former Spinning Mill Site	Hotel / Serviced Apartments	Not Specified

Table 4 – Permanent Residential Development – Suitable Sites

Site No.	Site	Recommended Development	Permanent Residential Component / Permanents Recommended
11	Cape Riche	Caravan Park	Nil
12	Nanarup Coastline	Hotel / Tourist Resort	N/A
14	Panorama Caravan Park	Hotel / Tourist Resort	Limited (As per Plan – Appendix 1)
15	Cosy Corner Precinct	Caravan Park / Tourist Resort	N/A
22	Albany Holiday Village	Caravan Park	Limited (As per Plan – Appendix 1)

Site No.	Site	Recommended Development	Permanent Residential Component / Permanents Recommended
			1)
23	Albany Gardens Holiday Resort	Caravan Park	Limited (As per Plan – Appendix 1)
24	Kalgan River Chalets & Caravan Park	Caravan Park	No restrictions on permanents except that a tourism component needs to be maintained (See Plan – Appendix 1)
25	King River Palms Caravan Park	Caravan Park	Limited (As per Plan – Appendix 1)
26	Albany Happy Days Caravan Park	Caravan Park	Limited (As per Plan – Appendix 1)
28	Albany City Holden Site	Hotel / Serviced Apartments	N/A
29	Centennial Park Precinct	Hotel / Serviced Apartments	N/A
30	Central Business District	Hotel	N/A
31	Middleton Beach Precinct	Short Stay Accommodation	N/A
32	Lot 660 La Perouse, Goode Beach	Boutique Chalet / Eco-Tourist Facility	Nil, other than a Single House which is a permitted use.

Permanent Occupants within Caravan Parks

In considering an application for an increase in permanent occupants in those areas identified in Appendix 1, the following conditions of approval will be imposed by Council:

- 1) The proprietor will be required to prepare a master plan showing the reasonable long term development of the site, the anticipated improvements required to existing facilities and the relationship of the current development to that master plan;
- 2) The permanents will be separated from the short stay sites and have separate facilities (including, where possible, a separate entrance);
- 3) A tourism benefit will be required to be provided on-site as part of the development of the permanent accommodation. Commitments will be required to upgrade ablution facilities for short stay sites, to provide additional services (camper’s kitchen, recreational facilities, swimming pool, etc) for short stays, at a level that is proportional to the level of development being undertaken; and
- 4) A mechanism will be submitted and agreed to allow for the incorporation of the permanents and for the development of a cash flow to undertake site improvements and an understanding created that additional stages of development would be approved until those site improvements are in place.

Development Control – Tourist Sites

In addition to the relevant development requirements stipulated in the Scheme, the following policies provide specific guidance on built form requirements for:

- Site 1 (Esplanade Hotel) – Policy Middleton Beach;
- Site 8 (Frenchman Bay) – Policy titled Frenchman Bay Tourist Development Site;
- Site 29 (Centennial Park Precinct) –Centennial Park Redevelopment Area;
- Site 31 (Middleton Beach Precinct) – Policy Middleton Beach.

In relation to Site 2 (the Albany Waterfront), Council’s Policy entitled *Albany Waterfront Precinct Plan* provides specific guidance on built form requirements.

Structure Planning

At Appendix 1 is an evaluation of a number of sites that currently exist or are known to be under consideration for future subdivision or development. The development of those sites will be subject to a range of financial, environmental and zoning considerations and the projected shortage of bed nights can potentially be met if those developments are achieved and the appropriate tourism opportunities are realized. As new suburbs emerge on the urban fringe, it is unlikely the developers will provide for the “next generation” of motel and other tourism sites, given the uncertainty associated with the sale of those sites and the lower return that tourism sites produce, relative to residential and commercial land uses. Therefore within precincts that contain a site acknowledged within this Policy and will be subject to detailed structure planning, recognition that a tourism component is to be provided as part of the final structure plan.

APPENDIX 1

Legend to Mapping within Appendix 1

The following legend has been applied to all maps contained within the flowing Appendix:



Site boundary



Potential area available for “Permanents” (applies primarily to Caravan Park Sites)

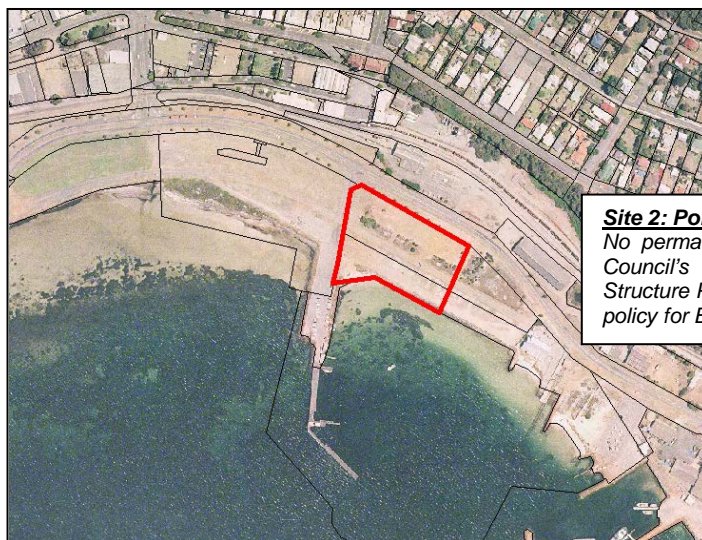
1 Esplanade Hotel Site (Flinders Parade)



Site 1: Policy Statement:

Area where permanent residential development is permitted as of right is identified in blue above (ie. 65% tourist accommodation and 35% permanent residential).

2 Albany Waterfront Project (Princess Royal Drive)



Site 2: Policy Statement:

No permanent residential permitted under Council's Policy Albany Waterfront Structure Plan and Precinct Plans – refer to policy for Built Form requirements.

3 Camp Quaranup (Reserve 30360, Quaranup Road)



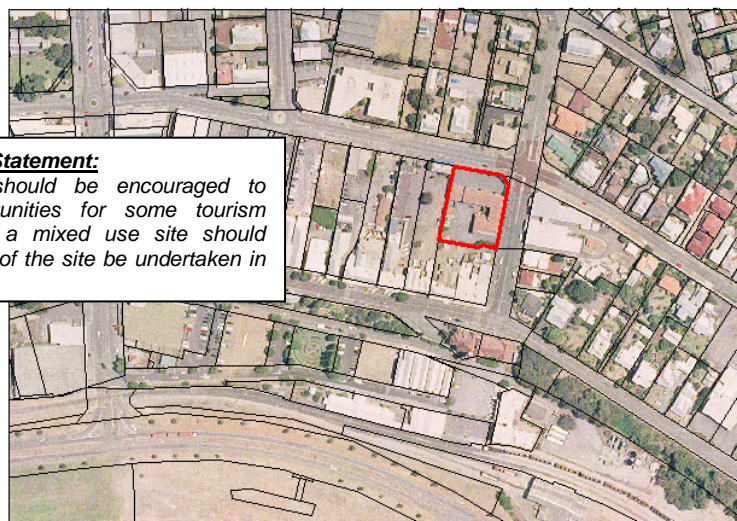
Site 3: Policy Statement:
No change in zoning recommended and attempts to freehold the Reserve be opposed, as the retention of the site by the Crown will remove opportunities for the land to be converted to a non-tourism land use and allow ongoing management that restores, protects and promotes it's cultural values.

4 Middleton Beach Caravan Park



Site 4: Policy Statement:
No permanent residential development or permanents supported. Existing designated caravan bays should be retained wherever possible and not be replaced with park homes or onsite vans.

5 Frederickstown Motel



Site 5: Policy Statement:
The owners should be encouraged to explore opportunities for some tourism product within a mixed use site should redevelopment of the site be undertaken in the future.

6 Barry Court



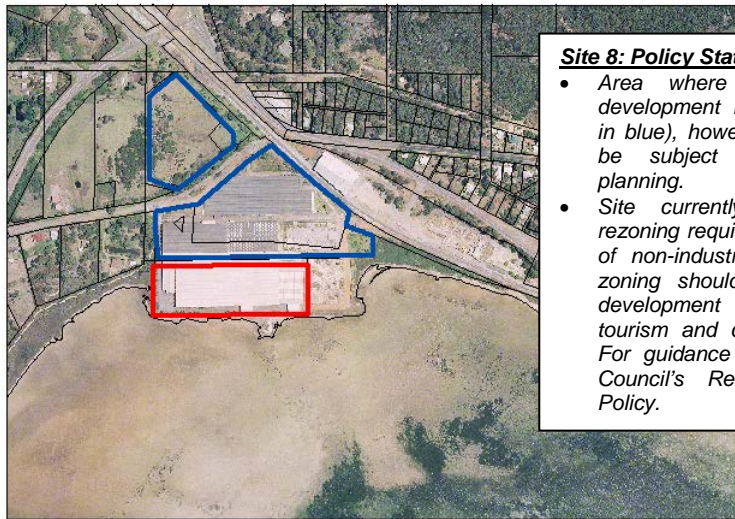
Site 6: Policy Statement:
 No permanent residential development supported, except in that portion identified in blue (corresponding to creation of 6 small strata lots as per the decision of the State Administrative Tribunal).

7 Dog Rock Motel



Site 7: Policy Statement:
 No permanent residential development supported.

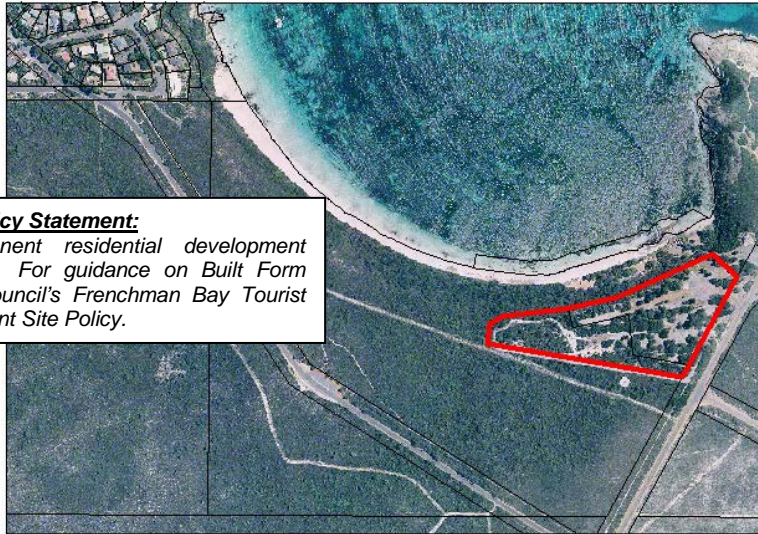
8 Former Woolstores Precinct



Site 8: Policy Statement:

- Area where permanent residential development is appropriate (identified in blue), however the exact extent will be subject to detailed structure planning.
- Site currently zoned 'Industry' – rezoning required prior to consideration of non-industrial development. New zoning should deliver a mixed use development comprising residential, tourism and commercial components. For guidance on Built Form refer to Council's Residential Design Code Policy.

9 Former Frenchman Bay Caravan Park site



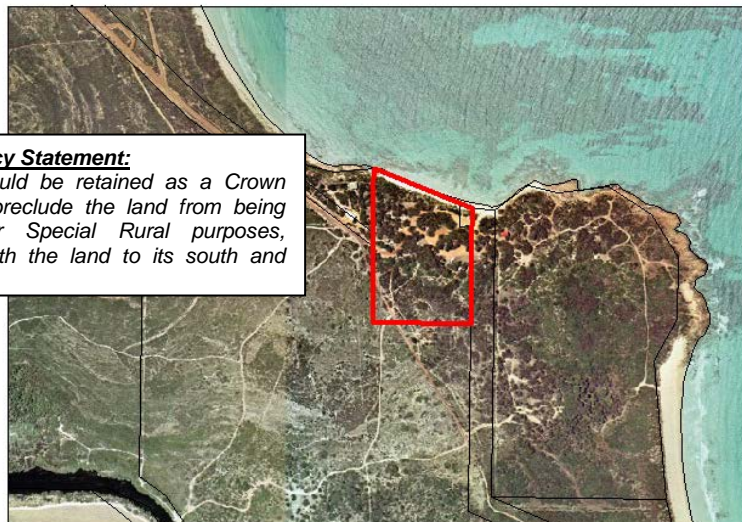
Site 9: Policy Statement:
No permanent residential development supported. For guidance on Built Form refer to Council's Frenchman Bay Tourist Development Site Policy.

10 Southern Site – Albany Golf Course Reserve



Site 10: Policy Statement:
No permanent residential development supported.

11 Cape Riche

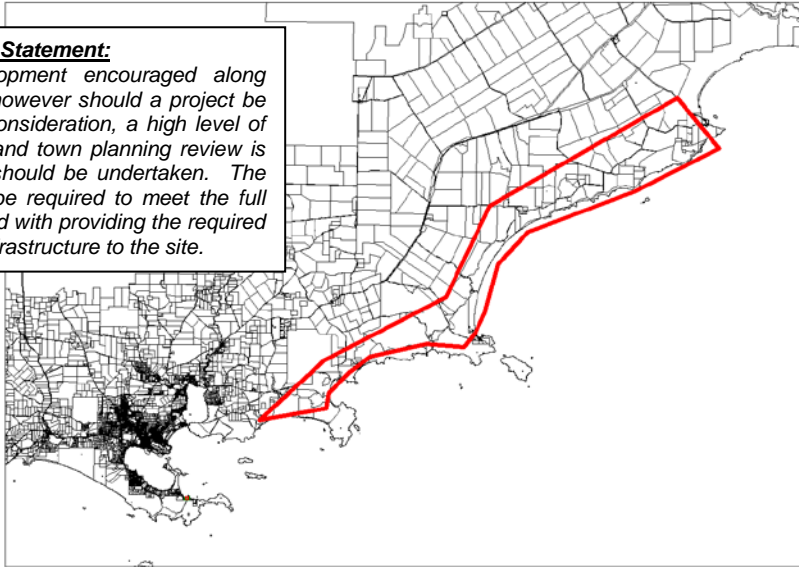


Site 11: Policy Statement:
The site should be retained as a Crown Reserve to preclude the land from being exploited for Special Rural purposes, consistent with the land to its south and west

12 Nanarup Coastline

Site 12: Policy Statement:

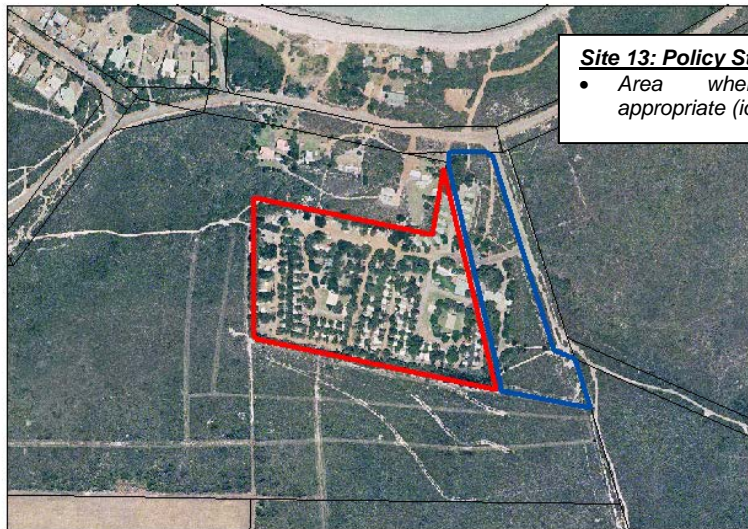
Tourism development encouraged along this coastline, however should a project be submitted for consideration, a high level of environmental and town planning review is expected and should be undertaken. The developer will be required to meet the full costs associated with providing the required services and infrastructure to the site.



13 Cheynes Beach Caravan Park

Site 13: Policy Statement:

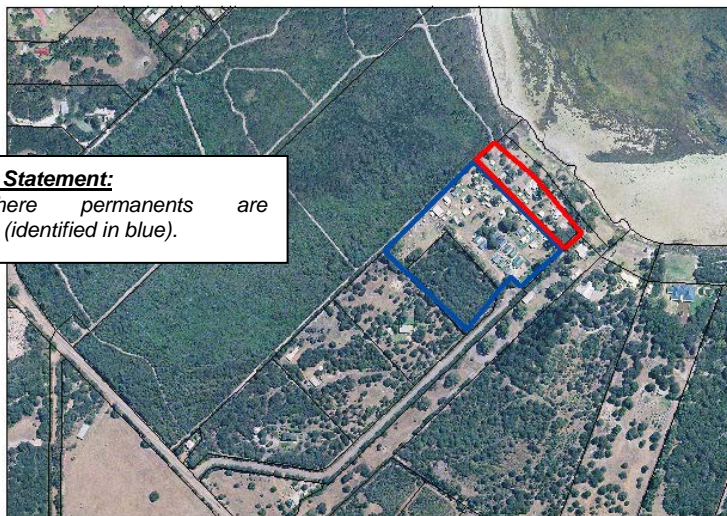
- Area where permanents are appropriate (identified in blue).



14 Panorama Caravan Park

Site 14: Policy Statement:

- Area where permanents are appropriate (identified in blue).



15 Cosy Corner Precinct

Site 15: Policy Statement:

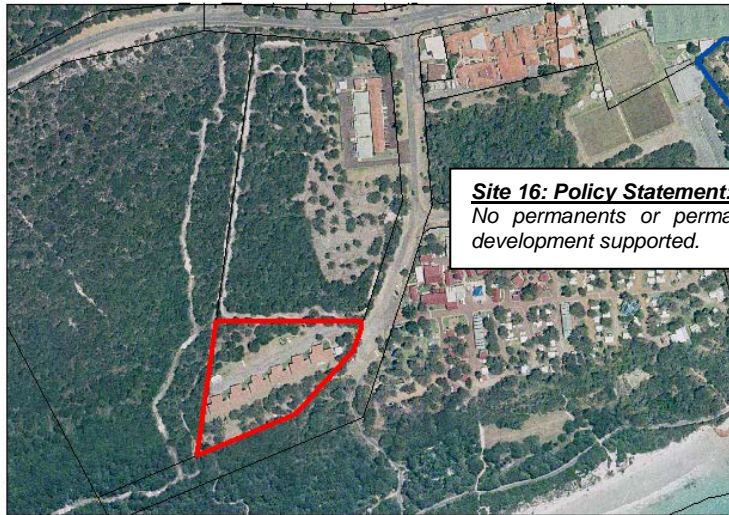
Cosy Corner East should be retained as a Crown Reserve to preclude the land from being removed from longer term community ownership. Development of larger tourism based projects in the locality should be encouraged but the form and scale of the development needs to be carefully planned and community support obtained through the rezoning process.



16 Emu Point Chalets

Site 16: Policy Statement:

No permanents or permanent residential development supported.



17 Emu Point Motel

Site 17: Policy Statement:

No permanents or permanent residential development supported.

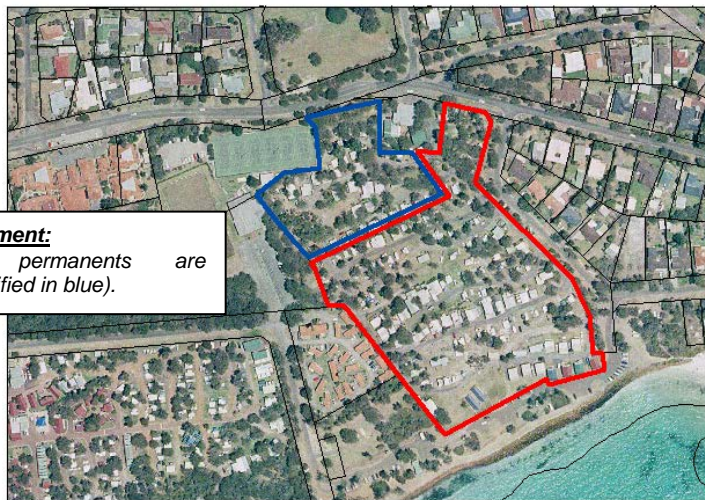


18 Havana Villas



Site 18: Policy Statement:
No permanents or permanent residential development supported.

19 Rose Gardens Beachside Caravan Park



Site 19: Policy Statement:

- Area where permanents are appropriate (identified in blue).

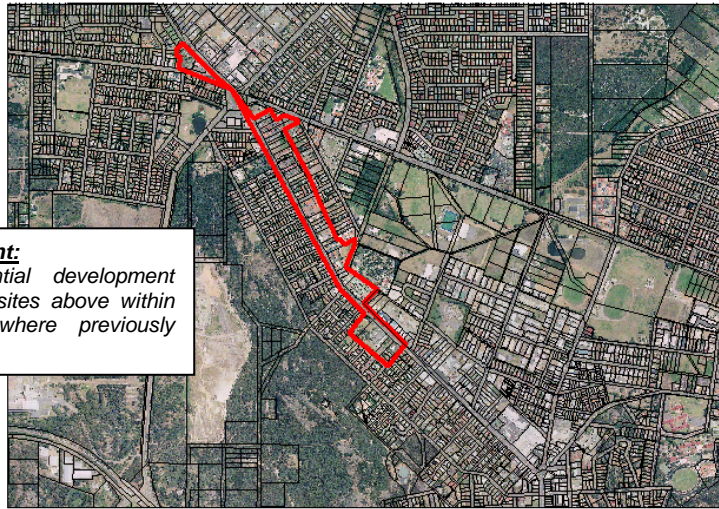
20 Albany's Emu Beach Caravan Park



Site 20: Policy Statement:

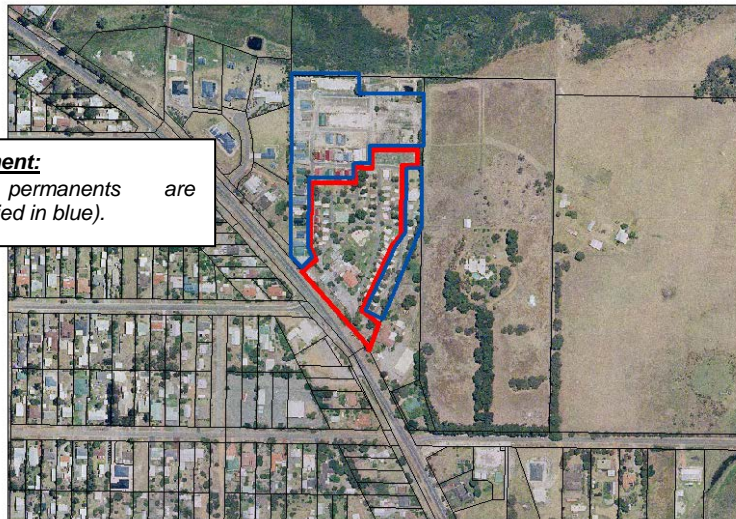
- Area where permanents are appropriate (identified in blue).

21 Albany Highway Motel Precinct
(Applies specifically to Comfort Inn, Banksia Gardens Resort, Amity Motor Inn, Metro Inn, Ace Motor Inn, Country Manor and Motel Le Grande)



Site 21: Policy Statement:
No permanent residential development supported on identified sites above within the precinct, except where previously approved.

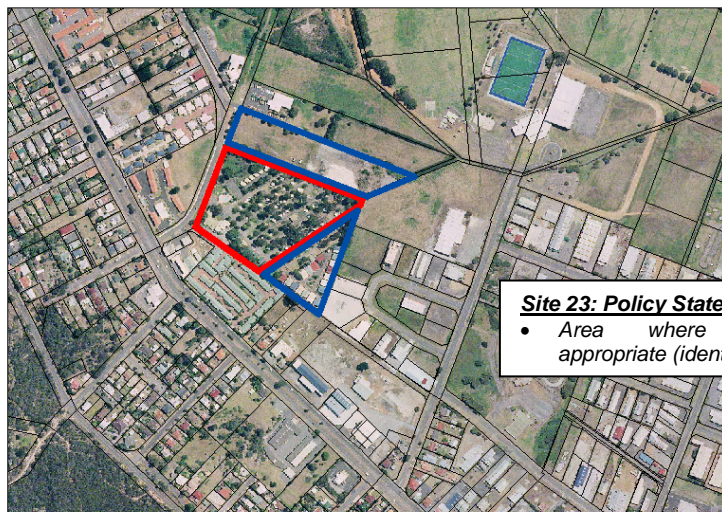
22 Albany Holiday Village



Site 22: Policy Statement:

- Area where permanents are appropriate (identified in blue).

23 Albany Gardens Holiday Resort



Site 23: Policy Statement:

- Area where permanents are appropriate (identified in blue).

24 Kalgan River Chalets and Caravan Park



Site 24: Policy Statement:
No restrictions of permanents.

25 King River Palms Caravan Park



Site 25: Policy Statement:

- Area where permanents are appropriate (identified in blue).

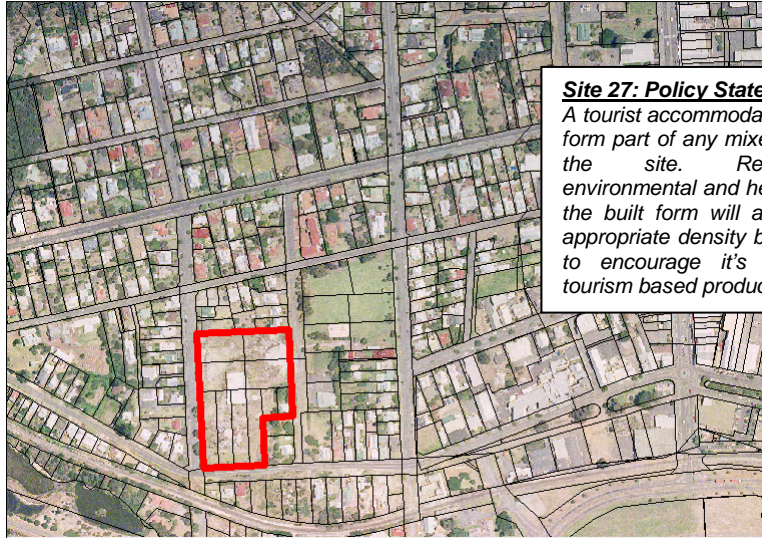
26 Albany Happy Days Caravan Park



Site 26: Policy Statement:

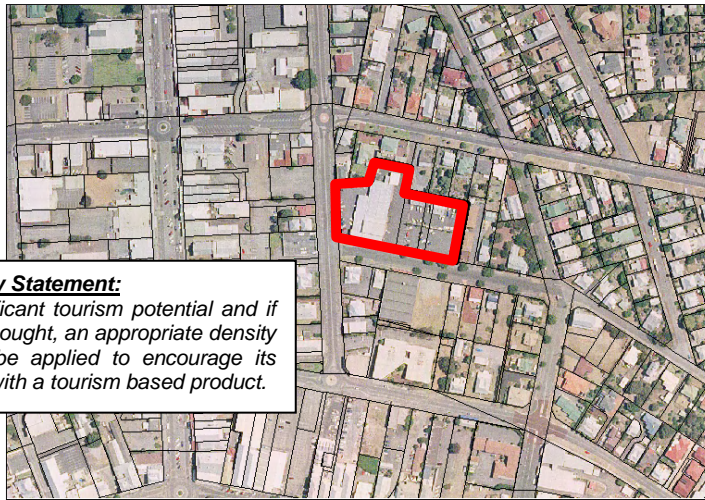
- Area where permanents are appropriate (identified in blue).

27 Former Spinning Mills Site



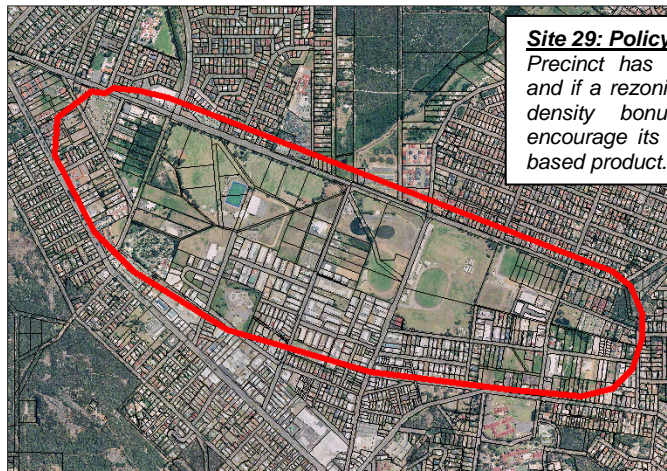
Site 27: Policy Statement:
A tourist accommodation component should form part of any mixed use development of the site. Reconciling potential environmental and heritage constraints with the built form will also be essential. An appropriate density bonus could be applied to encourage its development with a tourism based product.

28 Albany City Holden Site



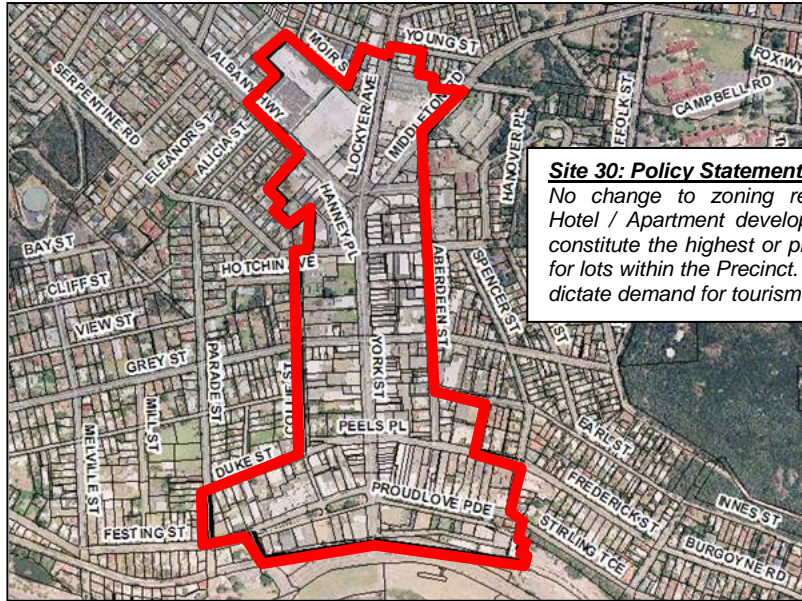
Site 28: Policy Statement:
Site has significant tourism potential and if a rezoning is sought, an appropriate density bonus could be applied to encourage its development with a tourism based product.

29 Centennial Park Precinct



Site 29: Policy Statement:
Precinct has significant tourism potential and if a rezoning is sought, an appropriate density bonus could be applied to encourage its development with a tourism based product.

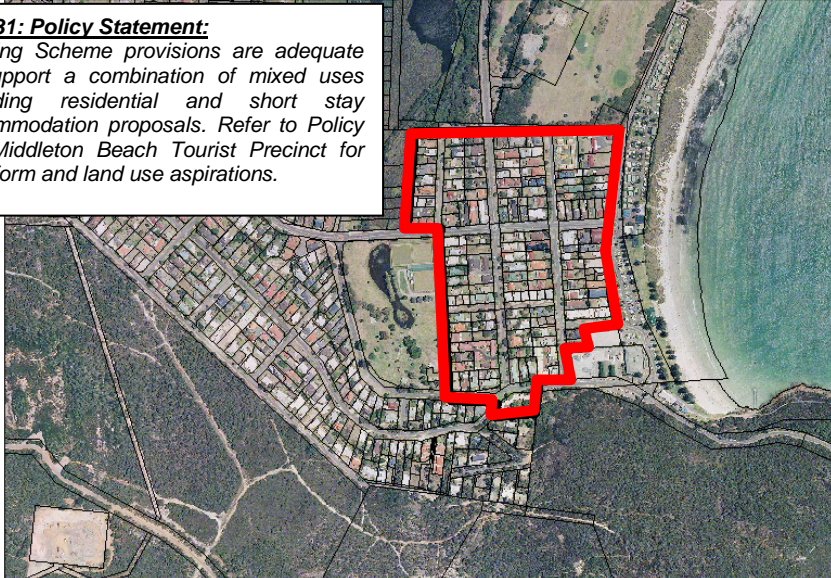
30 Central Business District



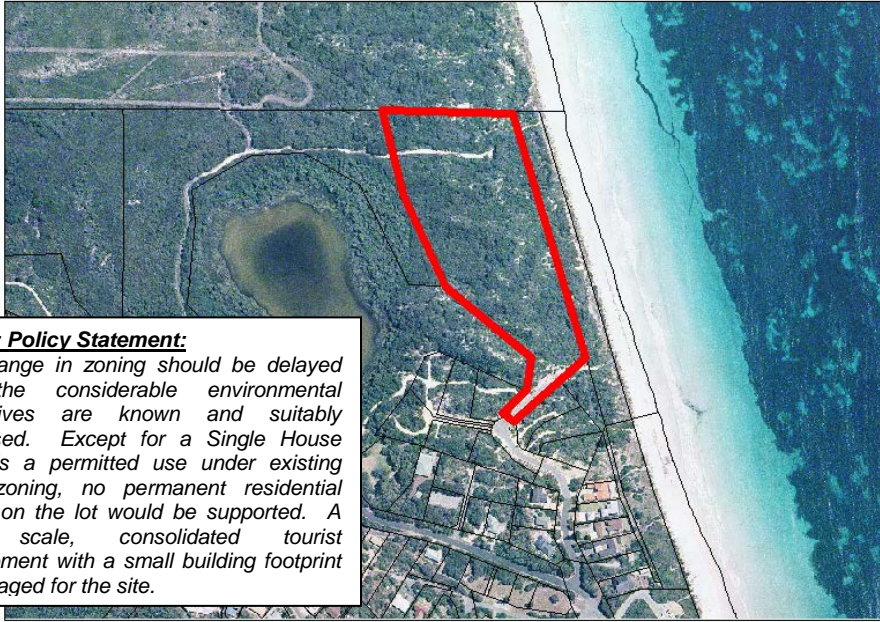
Site 30: Policy Statement:
 No change to zoning recommended as Hotel / Apartment development would not constitute the highest or preferred land use for lots within the Precinct. Market forces to dictate demand for tourism product.

31 Middleton Beach Precinct

Site 31: Policy Statement:
 Existing Scheme provisions are adequate to support a combination of mixed uses including residential and short stay accommodation proposals. Refer to Policy 7M Middleton Beach Tourist Precinct for built form and land use aspirations.



32 Lot 660 La Perouse Road, Goode Beach

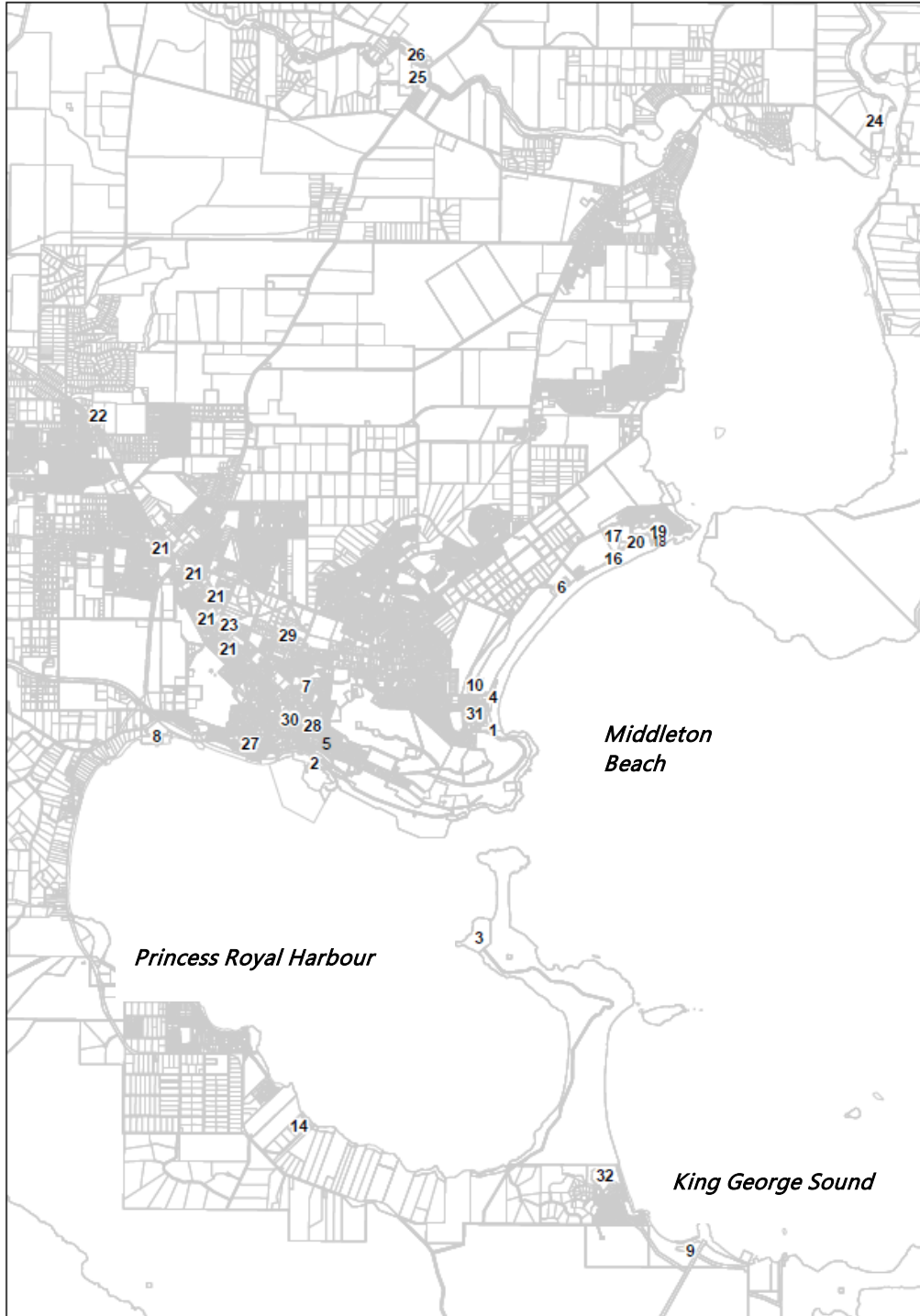


Site 32: Policy Statement:

Any change in zoning should be delayed until the considerable environmental imperatives are known and suitably addressed. Except for a Single House which is a permitted use under existing Rural zoning, no permanent residential activity on the lot would be supported. A small scale, consolidated tourist development with a small building footprint is envisaged for the site.

APPENDIX 2

Location of Tourist Development Sites



Definitions

“Caravan Park” shall have the same meaning as given the term in the Caravan and Camping Grounds Act 1995.

“Chalet” means an individual self-contained unit usually comprising cooking facilities, ensuite, living area and one or more bedrooms designed to accommodate short-stay guests, forming part of a tourism facility and where occupation by any person is limited to a maximum of three months in any 12-month period.

“Eco-tourist facility” means a form of tourist accommodation that is designed, constructed, operated and of a scale so as not to destroy the natural resources and qualities that attract tourists to the location. The development should utilise sustainable power, have a low energy demand through incorporation of passive solar design, provide for low water consumption, ecologically sensitive waste processing and disposal with no pollutant product.

“Farm stay” means a residential building, bed and breakfast, chalet or similar accommodation unit used to accommodate short-stay guests on a farm or rural property and where occupation by any person is limited to a maximum of three months in any 12-month period.

“Guesthouse” means integrated premises for short-stay guests comprising serviced accommodation units and on-site tourism facilities such as reception, centralised dining, and management, and where occupation by any person is limited to a maximum of three months in any 12-month period.

“Lodge” - see “guesthouse”.

“Permanent Residential Development” – means a building, or a group of buildings other than a caretakers dwelling, designed and occupied for the accommodation of any person for a period greater than 3 months within any 12-month period, and typically is described as a ‘Single House’, ‘Grouped Dwellings’ or ‘Multiple Dwellings’ as per the Residential Design Codes.

“Tourist resort” means integrated, purpose-built luxury or experiential premises for short-stay guests comprising accommodation units and on-site tourism facilities such as reception, restaurant and leisure facilities like swimming pool, gymnasium, tennis courts, and where occupation by any person is limited to a maximum of three months in any 12-month period.

“Serviced apartment” means a complex where all units or apartments provide for self-contained accommodation for short-stay guests, where integrated reception and recreation facilities may be provided, and where occupation by any person is limited to a maximum of three months in any 12-month period;

TEMPORARY ACCOMMODATION

Objective:

To provide guidelines for landowners seeking to live on their property whilst constructing their permanent dwelling.

Definition

'Temporary Caravan Accommodation' refers to owners of land living for a limited time period, within a caravan at their property where their dwelling is being constructed.

Policy Provisions

1. Temporary Caravan Accommodation is not permitted unless Planning Consent to it is granted by the City.
2. Temporary Caravan Accommodation may be considered for properties greater than 4000m² in area and zoned:
 - a. General Agriculture and Priority Agriculture;
 - b. Rural Residential; or
 - c. Special Residential.
3. The applicant must hold a current building permit for the construction of a dwelling on the property prior to the approval being considered.
4. Temporary Caravan Accommodation is limited to a period of one (1) year.
5. Temporary Caravan Accommodation will only be permitted in a caravan and not an outbuilding and the following additional conditions apply:
 - a. The caravan must remain in a condition that readily permits its removal from the site at all times;
 - b. Sleeping and cooking activities must be confined to the caravan;
 - c. Toilet, bathroom and laundry facilities must be provided to the minimum health standards required by the Building Code of Australia and the Health Act. These facilities may be in a shed constructed on-site and alongside which the caravan is parked; and
 - d. All facilities must be inspected before occupation of the temporary accommodation.
6. All ablution facilities must be connected to an on-site sewage treatment and effluent disposal system approved by the City.
7. Council reserves the right to revoke an approval notice for Temporary Caravan Accommodation if it is at any time dissatisfied with the rate of progress of the dwelling, with the amenity of the site or the general terms of the approval not being complied with.
8. Neighbouring properties are to be invited to make comment on a proposal for temporary accommodation. Any opposing comments are to be referred to the Council for deliberation.
9. During the construction of a dwelling, temporary fencing is to be erected around the building site.

HERITAGE PROTECTION

Objectives:

- 1) ***To ensure that development does not adversely affect the significance of heritage places.***
- 2) ***To conserve and protect places of heritage and cultural significance.***
- 3) ***To preserve and where possible rehabilitate development that portrays the early settlement periods.***
- 4) ***To provide incentives to encourage the conservation of heritage buildings and the maintenance and adaptive reuse of existing buildings which contribute to the urban character of a locality.***

Definitions

“Heritage” - Buildings, structures or places having aesthetic, historic, scientific or social value for past, present or future generations.

“Heritage Listed Building” - Buildings that are listed within Council’s Municipal Heritage Inventory, Local Planning Scheme 1 or on the State Heritage Inventory.

Policy Provisions

A general presumption should apply in favour of retaining buildings that make a positive contribution to the significance of the area.

Development adjoining properties of Heritage and cultural Significance

The design of new buildings on sites adjacent to heritage listed buildings and culturally significant sites shall respect the built character of the heritage building in terms of scale, form, materials and external finishes.

Alterations and additions to buildings should not detract from the significance of the place and should be compatible with the siting, scale, architectural style and form, materials and external finishes of the place.

Where conservation would be facilitated by a change of use, sympathetic adaptation of the place will be supported.

Demolition of Heritage Buildings

Approval for demolition will require the prior approval of an acceptable redevelopment proposal.

Demolition of places having heritage significance should be avoided whenever possible and any proposed demolition will require clear justification to be provided by the applicant, via the submission of a heritage impact statement.

Consideration of any proposed demolition will be based on the significance of the place, and the feasibility of restoring or adapting it, the possible incorporation of all or parts of the structure into a new development, and any potential incentives that can be provided to facilitate its retention, or relevant policy.

Relaxation of Scheme or Policy provisions

Where existing buildings are deemed by the Council to either have cultural heritage significance or make a contribution to the urban character of the locality the Council may, where practicable, seek the conservation or adaptation of such buildings in whole, or in part, by granting relaxations to development requirements under the provisions of its Local Planning Scheme 1.

Considerations in assessing Proposals Affecting Heritage Places

In assessing proposals affecting places of heritage significance Council shall require the submission of a Heritage Impact Statement (HIS) in accordance with the Heritage Council's publication "Heritage Impact Statements – A Guide" and shall broadly address:

- 1) How the proposed works affect the significance of the place or area.
- 2) What measures (if any) are proposed to ameliorate any adverse impacts.
- 3) Will the proposal result in any heritage conservation benefits that might offset any adverse impacts.
- 4) The level of heritage significance of the place.
- 5) The structural condition of the place.
- 6) Whether the place is capable of adaptation to a new use which will facilitate its retention and conservation.
- 7) The impacts of any relaxations of scheme or policy provisions on the amenity of adjoining properties and the locality.

PUBLIC OPEN SPACE

1. SCOPE

- 1.1** This Policy is to be used to provide guidance to the City of Albany and developers when looking at new structure plans and subdivisions.
- 1.2** The following factors are to be considered:
- a) WAPC POS Policy requirements;
 - b) Community values (demand characteristics); and
 - c) Supply characteristics of POS in Albany.
- 1.3** This policy is not intended to include areas that have little or no recreational value such as conservation areas (remnant vegetation) and unusable foreshores (flood prone areas).
- 1.4** The provisions of this policy apply when considering subdivisions and structure plans:
- a) On land zoned 'Residential', 'Tourist Residential' or 'Future Urban' in Local Planning Scheme 1 (not applicable to land zoned 'Special Residential' or land in 'Rural Villages'); and
 - b) That have the potential to create more than 2 lots.

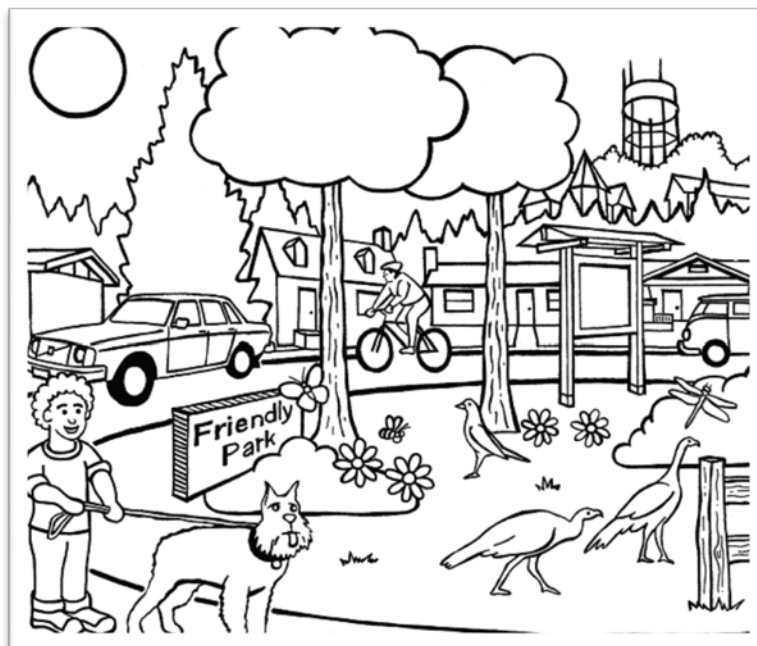
2. DEFINITIONS

- 2.1** Public Parkland: areas that can be used by a wide range of people living or working in urban areas and that contribute significantly to quality of life. Does not include school recreational facilities or recreation facilities that are not freely accessible (eg bowling club and golf course). May include land (not cash) for community purposes (e.g. meeting hall, library, kindergarten). Public parkland is broken down to include the following: 'Public Open Space', 'Regional Space' and 'Foreshore Space'.
- 2.2** Public Open Space (POS): public parkland contributed free of cost by the owner through the subdivision process (local park, neighbourhood park, district park, community purpose site-community centre, meeting hall). POS may also include 'Restricted Use' areas' (remnant vegetation) where these areas can be demonstrated to provide a high level of public amenity, are appropriately located and are usable for informal recreation.
- 2.3** Regional Space: area (min 20ha) identified for acquisition for major playing fields, which cannot be dealt with as either foreshore space or as part of the subdividers 10% POS contribution.
- 2.4** Foreshore Space: land adjacent to a stream, river, lake or coast. Foreshore reserves are not included in the 10% POS contribution requirement.
- 2.5** Informal Recreation: spaces that provide a setting for play and physical activity, relaxing and social interaction.

- 2.6 Formal Recreation: spaces that provide a setting for formal structured sporting activities.
- 2.7 Local Park: small (up to 3000m²) spaces to allow pedestrian connectivity and a sense of place.
- 2.8 Neighbourhood Park: space of at least 5000m² serving the neighbourhood (700 dwellings). As a minimum, these areas provide informal recreation.
- 2.9 District Park: space of at least 2ha in area serving the district (2,800 dwellings). As a minimum, these spaces provide informal and formal recreation.
- 2.10 Swales: A low tract of land developed for the storage and transfer of stormwater.

3. POLICY OBJECTIVES

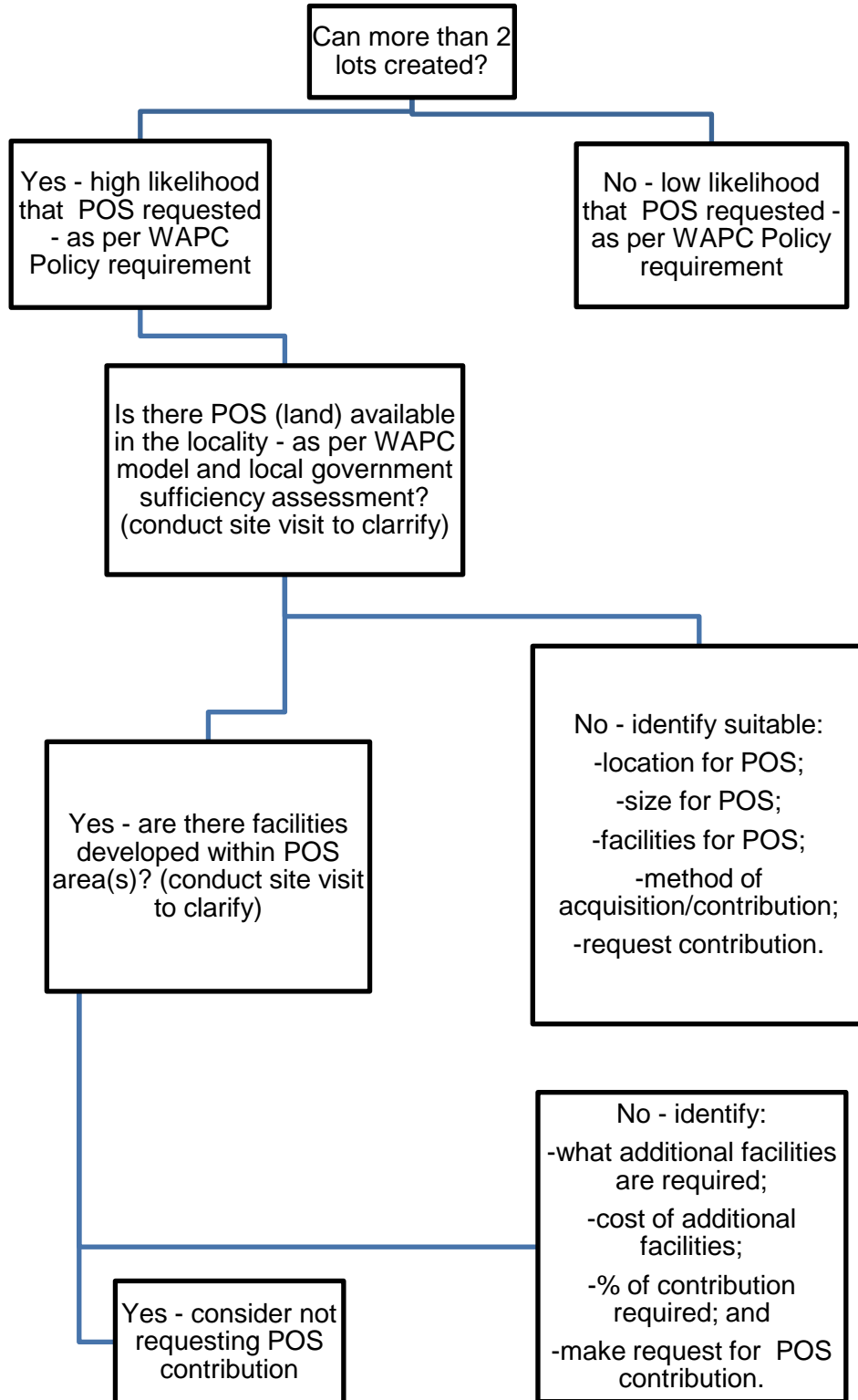
- 3.1 This Policy has been developed to inform the community and to guide developers and planners on the appropriate type, location and amount of Public Parkland. Key objectives are to:
 - a) Ensure POS is large enough, located within walking distance (400m) and has a variety of facilities (e.g. informal and formal) to attract people of all ages and aspirations;
 - b) Identify demand characteristics for recreation in Albany; and
 - c) Identify where public parkland is and should (in principle) be located within Albany.



4. METHODOLOGY

4.1 When planning or assessing a subdivision or structure plan, consider the following steps for determining POS contribution requirements:

Table 1 Planning and Assessment Methodology



5. WESTERN AUSTRALIAN PLANNING COMMISSION POLICY

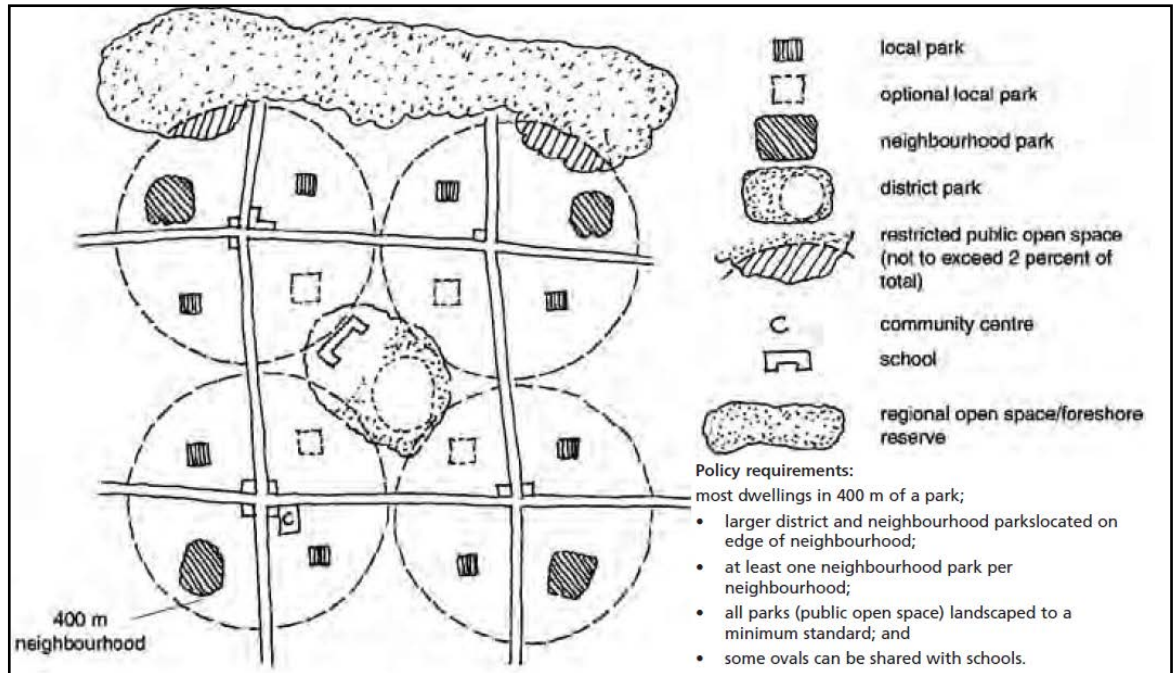
5.1 The Western Australian Planning Commission (WAPC) governs the subdivision process and therefore determines with the support of the local government where and what should be developed for Public Parkland. The WAPC has a number of guiding principles and policies including Policy No DC 2.3 Public Open Space in Residential Areas, Planning Bulletin No.21 Cash-in-Lieu of POS and Liveable Neighbourhoods. Key considerations of the WAPC include:

- a) A minimum contribution of 10% of the gross subdivisible area must be given up free of cost by the subdivider for POS.
- b) The commission will not normally require an open space contribution for 5 lots or less where the proposal is within a locality where the commission, on the advice of the local government, following an assessment of the locality, has concluded that there is sufficient open space in that locality.
- c) *The Planning and Development Act 2005* states at s.153 (2):

"The Commission is not to impose a requirement...in respect of a plan of subdivision that creates less than 3 lots."
- d) A foreshore is to be provided free of cost where subdivision abuts a watercourse, such as a river or creek, or a body of water such as a lake, or the coast in accordance with State Planning Policy 2.6 State Coastal Planning Policy and State Planning Policy 2.9 Water Resources. A foreshore is to be generally given up in addition to the 10% POS contribution.
- e) The WAPC will be guided by the local government that active and passive recreation needs of future residents will be adequately catered for before it will agree to the inclusion of natural or cultural areas in the 10% POS contribution.
- f) All cash in lieu received by the local government should be recorded in a register and applied:
 - a. For the purchase of land for parks in the locality in which the land included in the plan of subdivision is situated;
 - b. In repaying any loans raised by the local government for the purchase of any such land; or
 - c. With the approval of the Minister for Planning, for the development of parks.
- g) An open space schedule must be provided detailing the amount, distribution (refer to WAPC Model) and staging of the delivery of open space.

h) POS should be provided in keeping with the following WAPC Model:

Figure 1 WAPC Model



6. LOCAL GOVERNMENT SUFFICIENCY ASSESSMENT OF POS FOR ALBANY

Demand

6.1 A community workshop and survey undertaken for Albany (2014) indicated the following demand characteristics in-terms of POS. The characteristics are to be considered when analysing if appropriate spaces and facilities are available within walking distance (400m) or within a locality:

Type

- a) POS should be provided as a priority over cash in lieu.
- b) Where cash in lieu is provided, the following use of the cash should apply (listed in priority of order):
 - a. To purchase land for POS;
 - b. To develop informal and formal recreation facilities within POS;
 - c. To compensate developers contributing in excess of the 10%;
 - d. To develop recreation facilities within foreshore areas;
 - e. To purchase areas for community recreation (e.g. library).

Size

- c) Encourage the development of larger rather than smaller spaces to provide a combination of functions - drainage, active, passive and conservation, and to make more attractive/user friendly to community.
- d) Consider developing Yakamia Creek (through to Oyster Harbour) as a future Regional facility.

Location

- e) POS should be located adjacent to other high use facilities such as cafe, shops or a school.
- f) POS should be located adjacent to foreshores.

Maintenance

- g) Careful thought needs to be given towards cost of maintaining parks. The developer should maintain a park for the first few years. Drainage, vegetation and infrastructure should be developed with a view to minimise maintenance cost.

Foreshore Areas

- h) Informal and formal recreation developed adjacent to foreshores is highly valued. Where a foreshore is located within walking distance, consider taking cash in lieu contribution and developing POS facilities within the foreshore.
- i) Paths adjacent to foreshores (Yakamia Creek and Princess Royal Harbour) are highly valued and currently lacking. Paths should be designed as a circuit.

Vegetation

- j) Native vegetation is a valuable component for informal recreation.
- k) Areas of bushland that have little or no recreational value (conservation status) should not be ceded to the City of Albany as POS.

Drainage

- l) Drainage management measures (e.g. Compensating basins) should be designed, developed and landscaped such that the public is able to use the open space for safe, passive and/or active recreation and amenity is not impaired. Where drainage is being accommodated within parkland, it should be developed as follows:
 - a. Swales are not subject to any permanent inundation (i.e. only inundated in a storm event of greater than 1 in 10) and does not present a safety hazard;
 - b. The area of the swale is contoured, unfenced grassed/landscaped and is created as a fully functional play/recreation area;
 - c. Any permanent water body is integrated with an overflow dry basin system which is capable of being used as public open space; and
 - d. In accordance with Liveable Neighbourhoods and Water Sensitive Urban Design – best practice principles.

Design/Facilities

- a) Parks should be developed with a variety of play equipment suitable for all age groups that provide interactive and imaginative components.
- b) Important to consider safety associated with persons (kids) and roads adjacent to parks. Need to feel safe (surveillance) walking within a POS area.
- c) Parks need to have flat areas for recreating.
- d) Consider supporting the use of a park with community gardens. As long as the park can be used by a wide range of people living or working in urban areas and that contribute significantly to quality of life.
- e) Linear parks are useful in connecting persons to high activity nodes such as schools and commercial areas.
- f) The provision of POS and facilities should align with the City of Albany:
 - a. Asset Management Policy and Strategy; and
 - b. Bike strategy.
- g) Consider creating a theme for each park.
- h) The following facilities are highly valued:
 - a. Barbeque;
 - b. Shelter;
 - c. Reticulated grass;
 - d. Quiet places;
 - e. Seating;
 - f. Toilets;
 - g. Drinking water;
 - h. Paths, bush walk trails and multi use trails (e.g. mountain bikes);
 - i. Open space;
 - j. Parking;
 - k. Child play equipment;
 - l. Shade;
 - m. Waste disposal facilities and dog poo bags.
- i) The following parks were nominated as being important for the following reasons:
 - a. Foreshore areas including the Kalgan and King Rivers (walking, pick-nick and fishing), Yakamia Creek (walking), Rushy Point (Little Grove-walking and bird watching), and Oyster Harbour;
 - b. Regional Parks including Centennial Park, Mount Clarence, Mount Melville and Mount Adelaide (walking around board walk-Ellen Cove, mountain-biking, walking dogs and viewing);
 - c. Mills Park (Little Grove-new facilities), Foundation Park (Albany – dog training), Coorinda Park (Albany-cliff walking), Eyre Park (Mira Mar-large space with range of facilities), Callistemon Park (Yakamia-for

walking dog and nature), Willera Park (Lockyer-offers a range of facilities); Middleton Beach and Emu Point Parks (adjacent to beach).

- j) The demographics of a locality should be considered when determining the design of POS (e.g. old age persons prefer informal recreation).
- k) POS should to cater for the need to walk a dog.
- l) Consider designing parks to accommodate events (e.g. develop with amphitheatre).

Supply

- 6.2 A review of existing Public Parkland within Albany was undertaken and is illustrated in the following Maps 1 - 6.
- 6.3 When designing or assessing structure plan and subdivision applications for Albany, officers and developers are to use the WAPC Model (refer to figure 1), the demand characteristics and the Maps 1-6, which illustrate the location and category of POS, to determine:
 - 1. If there are enough parks of different categories within one (1) neighbourhood and within four (4) neighbourhoods;
 - 2. If the parks are appropriately located (e.g. adjacent to foreshore, school or high density area and within 400m of dwellings); and
 - 3. If the parks have necessary facilities to serve the category/purpose of park (for purpose of category – refer to 6.4).
- 6.4 Facilities should be developed as per demand characteristics identified in section 6.1 and the following principles listed under the different categories:
 - 1. Local Parks act as:
 - a) Resting places;
 - b) Child play areas;
 - c) Links to other areas;
 - d) A sense of place.
 - 2. Neighbourhood Parks act as:
 - a) Informal play areas; and
 - b) Passive use.
 - 3. District Parks act as
 - a) Informal play areas; and
 - b) Formal playing fields.
- 6.5 Regional Parks and Foreshores areas are to be contributed in addition to the 10% POS contribution.

Figure 2 Public Parkland - Overview

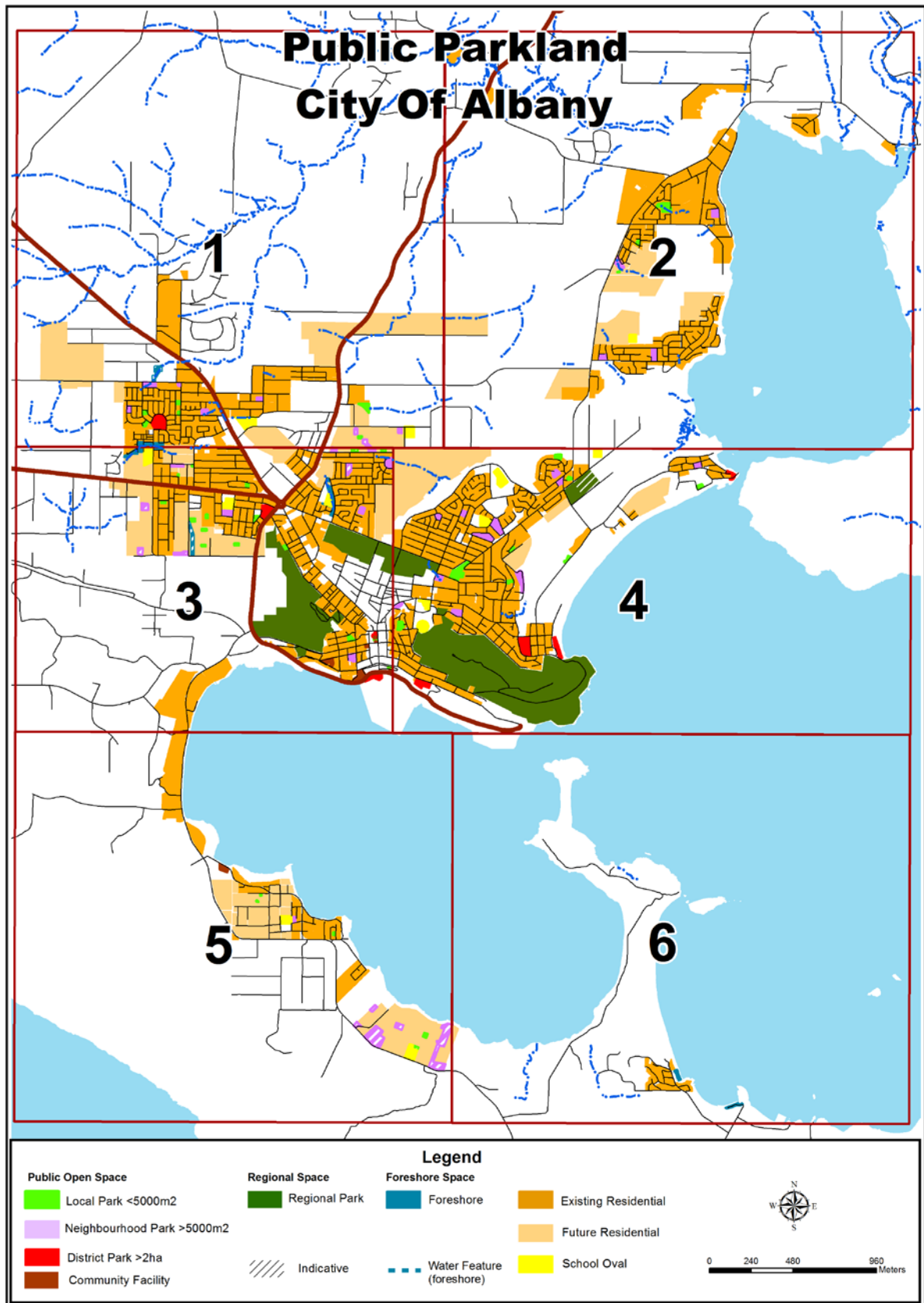


Figure 3 Public Parkland – Map 1

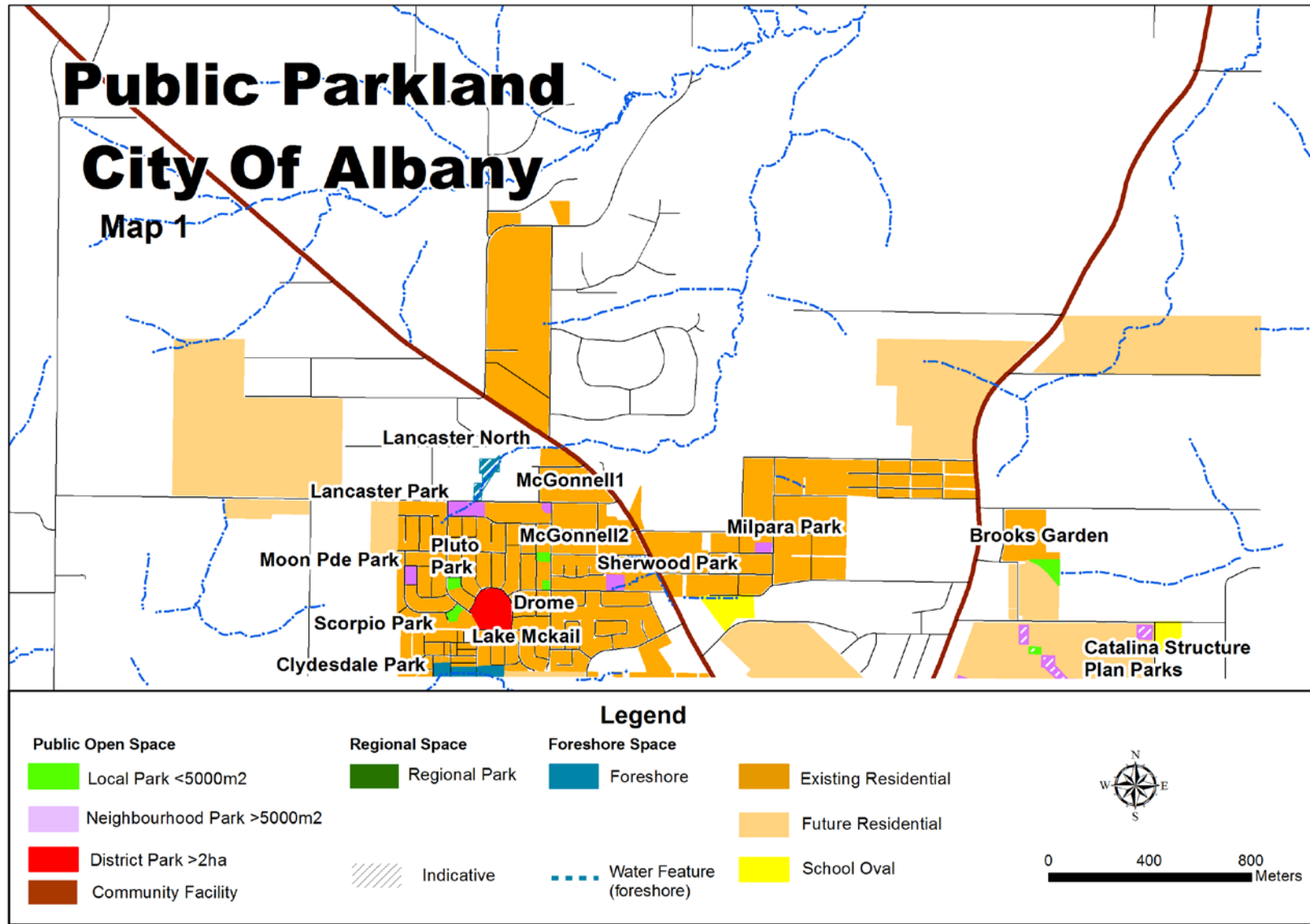


Figure 4 Public Parkland – Map 2

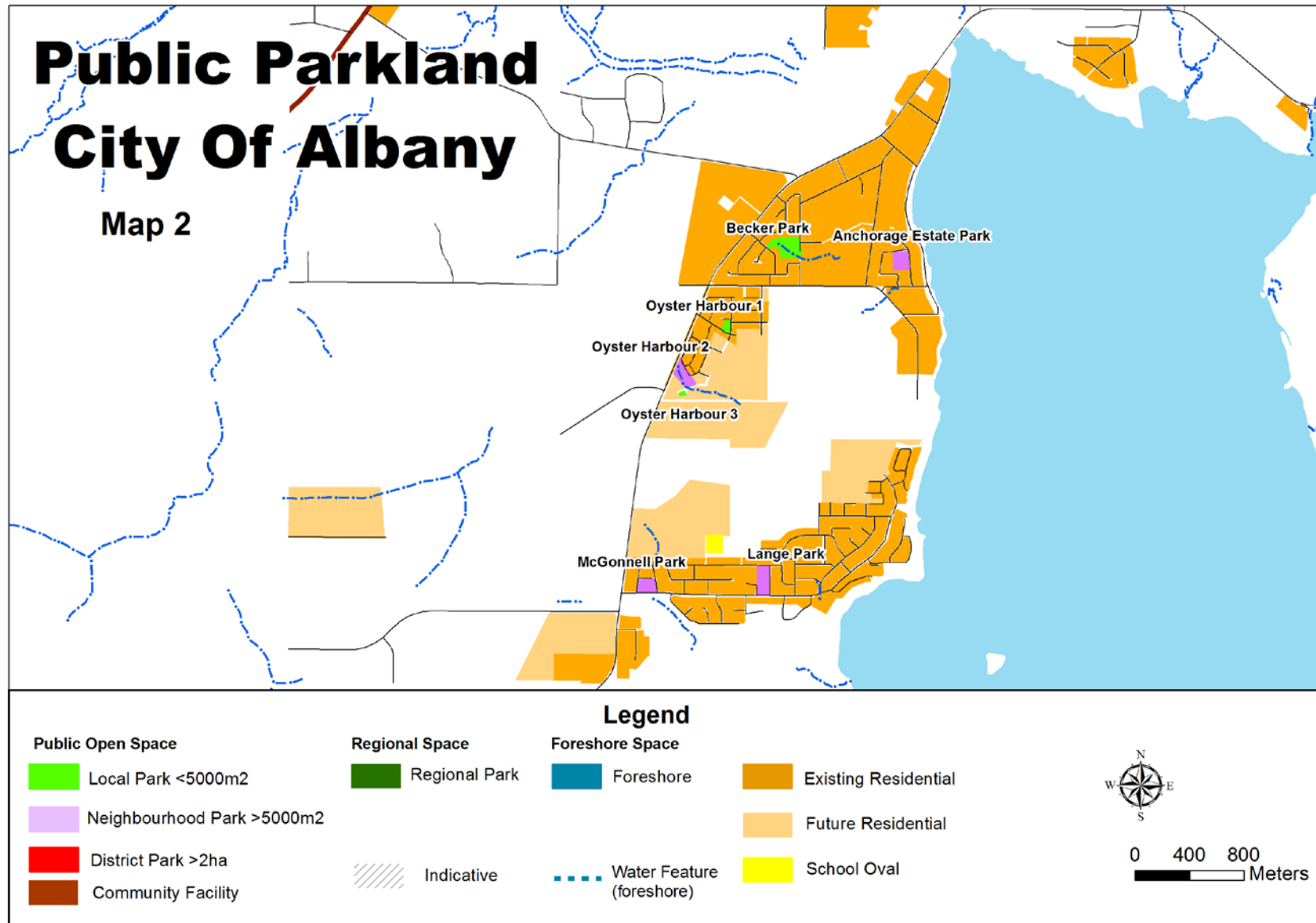


Figure 5 Public Parkland – Map 3

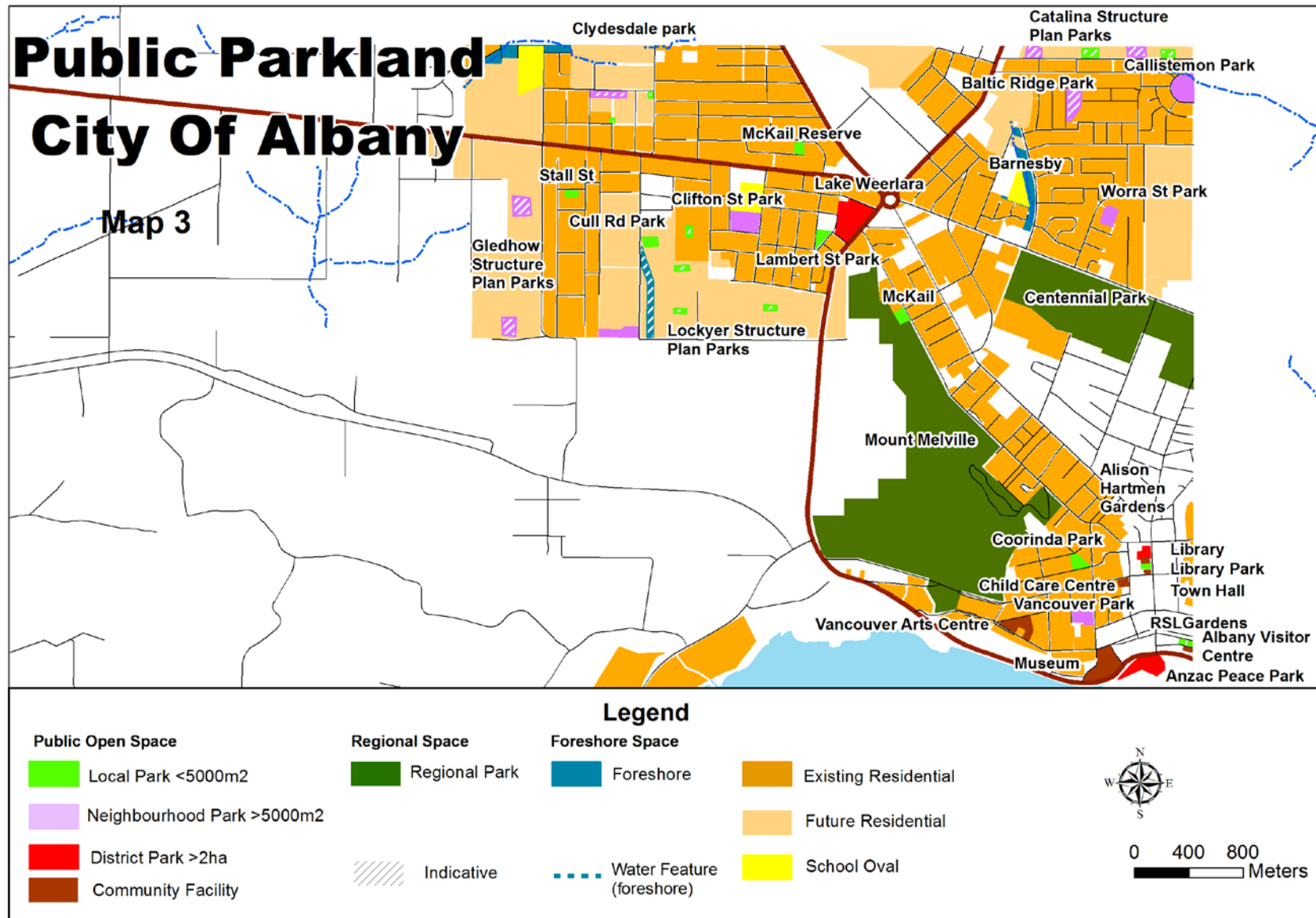


Figure 6 Public Parkland – Map 4

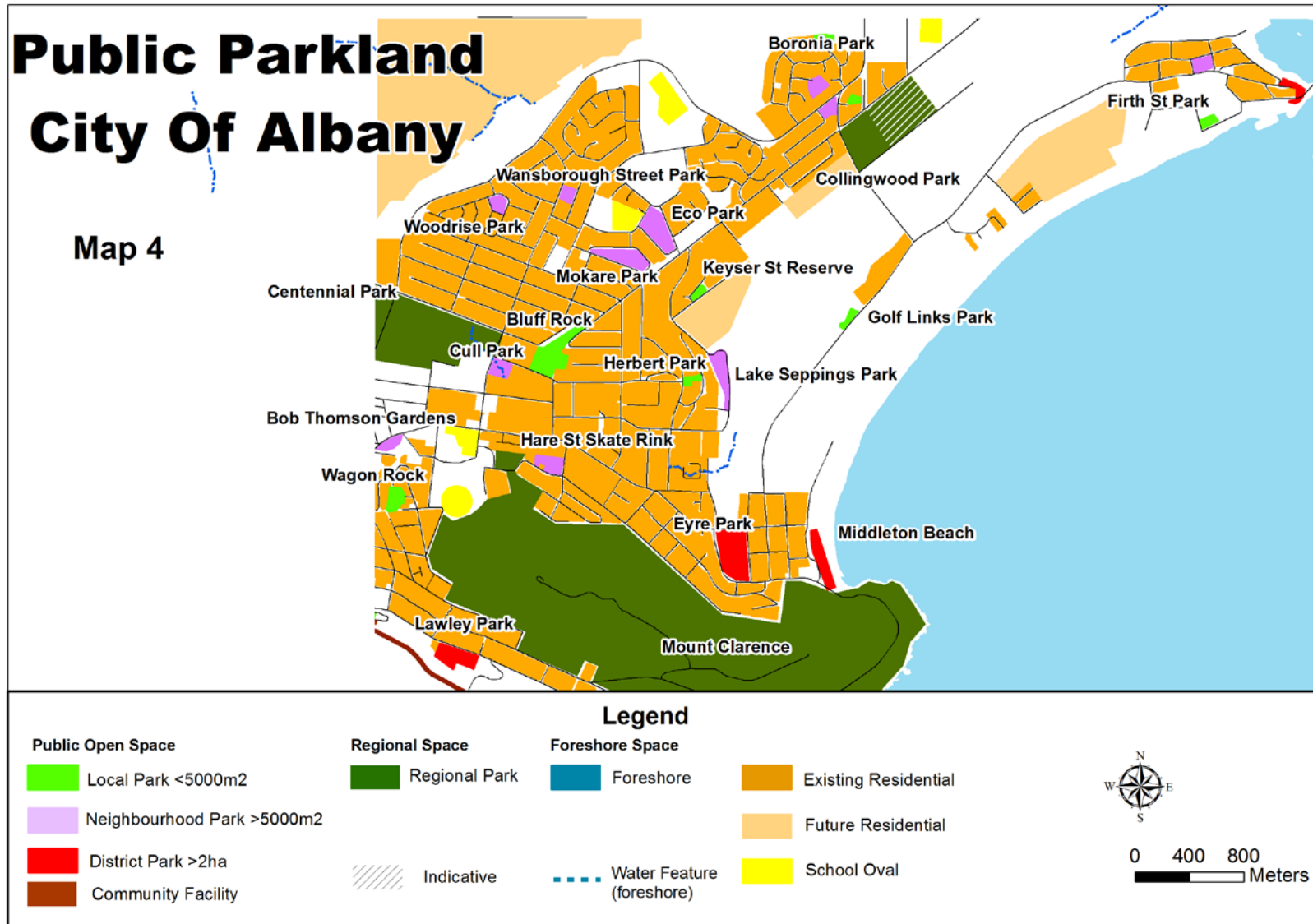


Figure 7 Public Parkland – Map 5

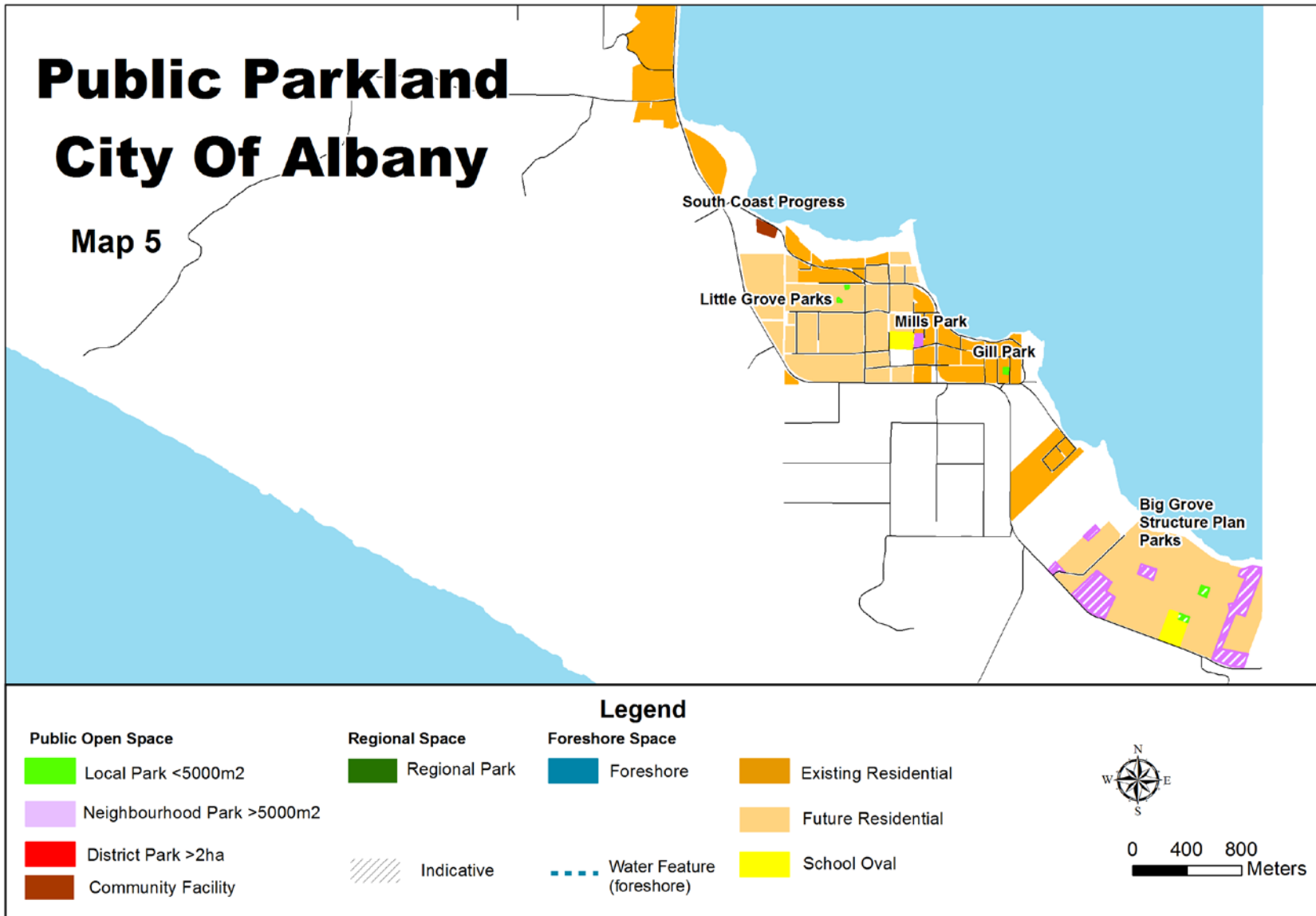
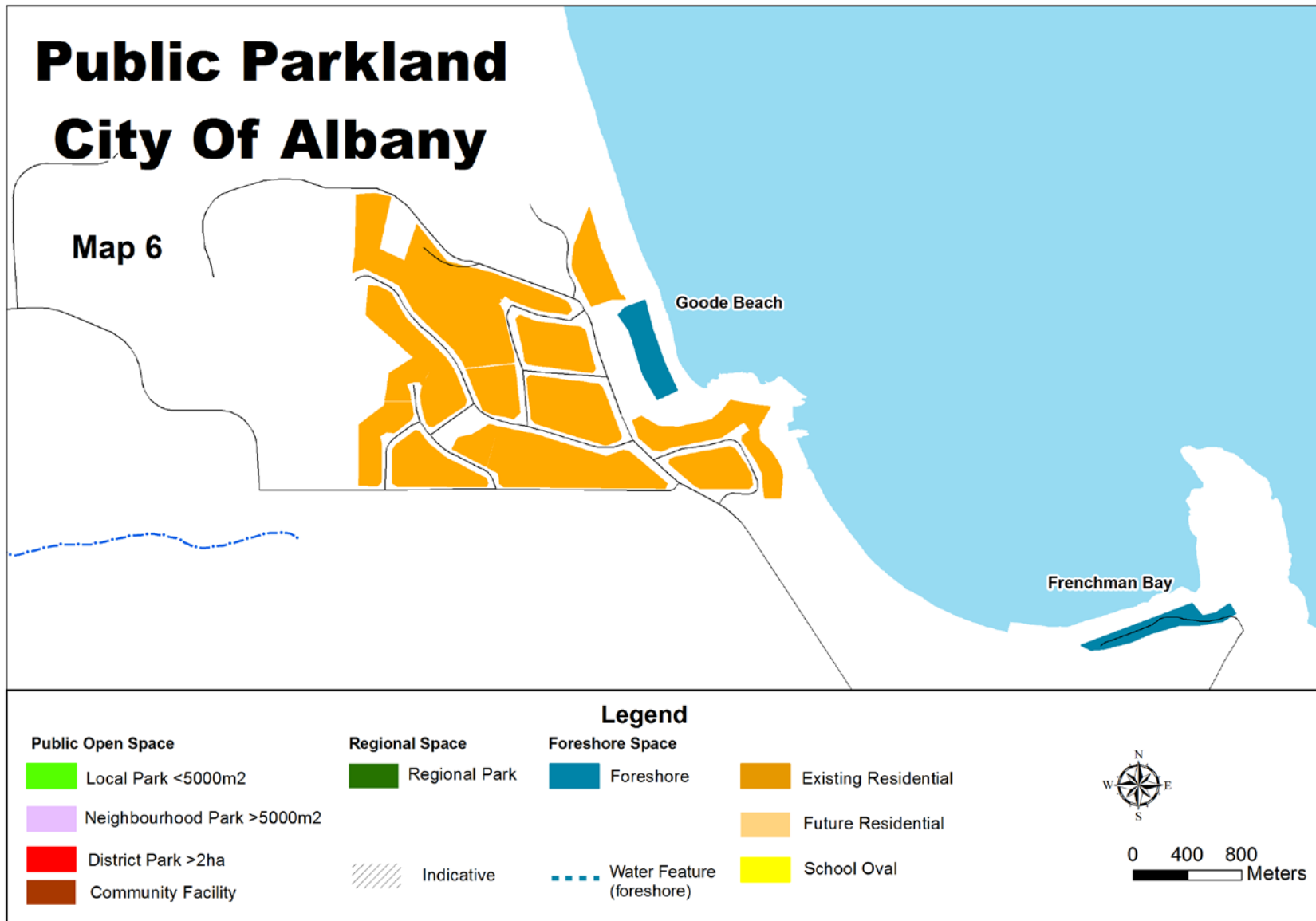


Figure 8 Public Parkland – Map 6



DOMESTIC WIND TURBINES

Objectives:

- 1) **To encourage installation of domestic wind turbines for residential developments.**
- 2) **To ensure that streetscape and local amenity values of the local area are not adversely affected through unacceptable visual or acoustic impacts from the operation of wind turbines.**
- 3) **To introduce standards for the siting and development of renewable energy systems.**

Definitions

“Domestic Wind Turbine” - shall mean any wind energy system that is used to generate electricity for domestic energy consumption.

Scope

This policy applies to all land within the Residential, Tourist Residential, Special Residential, Special Rural, General Agriculture and Priority Agriculture, Industrial, Conservation and Yakamia Creek zones in the area subject to Local Planning Scheme 1.

Policy Statement

Acceptable Development

Proposals that meet the acceptable criteria within Table 1 will not require planning scheme consent to be issued, as they are deemed acceptable, however a building licence will be required to be submitted.

Requirement for Planning Scheme Consent

Proposals that do not meet all the acceptable development provisions as set out in Table 1 will require planning scheme consent before the system is installed, and will be referred to adjoining properties as per the consultation requirements of the Planning Processes Guidelines.

Information and Justification to be provided

Where an application for Planning Scheme Consent is required the following information/justification will be required to be submitted:

- 1) Site plan showing all boundaries, proposed position and setbacks of the turbine, lot number, dimensions, contours, north point and street names.
- 2) Details of all buildings on any adjoining properties.
- 3) Details of the turbine including purpose for the system, capacities/volumes, information on noise and visual impacts on adjoining properties and public roads, streetscape etc.
- 4) Except in General Agriculture and Priority Agriculture and conservation zones a photomontage image being provided providing a visual perspective of the turbine from the streetscape.

Compliance with Environmental Protection (Noise) Regulations 1997

Proponents must ensure that the installation, maintenance and operation of the turbine effectively minimises any impacts, particularly visual and/or noise generation and does not exceed the prescribed limits in the *Environmental Protection (Noise) Regulations* or other relevant legislation. If in the opinion of Council, the system or its use is causing nuisance or annoyance to neighbours or owner/occupiers of the land in the vicinity of the approved use, Council may under its planning scheme controls require the turbine to be modified to remove the nuisance or annoyance.

TABLE 1 – ACCEPTABLE DEVELOPMENT CRITERIA

Size, Siting and Amenity	Total Height	Noise	Setbacks
<ul style="list-style-type: none"> • Is a domestic wind energy system. • Is not located between front of building and street or is within the approved building envelope. • The turbine is fitted with an automatic and/or manual braking system or over speed protection device. • The generator, blades and tower structure shall be made of non-reflective materials or coloured, toned or painted to reduce reflection into adjoining properties. • Electrical components and wiring shall not be visible from adjoining properties or public road etc. • Any system that connects to the electricity or water supply shall comply with the requirements of the relevant government agency. • In the General Agriculture and Priority Agriculture Zone, has a capacity of 5kW or less. 	<p><u>Pole or Tower Mounted:</u></p> <ul style="list-style-type: none"> • 6m (maximum) in Residential and Tourist Residential zones; • 9m (maximum) in Special Residential Zones; • 12m (maximum) in Special General Agriculture and Priority Agriculture and Conservation Zones and General Agriculture and Priority Agriculture lots under 2 hectares. • 15m (maximum) on General Agriculture and Priority Agriculture lots over 2 hectares. <p><u>Roof Mounted:</u> 2m above roof (maximum).</p>	<p>Comply with <i>Environmental Protection (Noise) Regulations 1997</i>. (Note: In the event of Council receiving neighbourhood noise complaints, the applicant will be responsible for providing evidence from a suitably qualified acoustic consultant to prove the system's compliance with the EP Noise Regulations).</p>	<p><u>Pole or Tower Mounted:</u> To be setback from side and rear boundaries equal to the total height of the system as a minimum, and must be within allocated building envelope where applicable.</p> <p><u>Roof Mounted:</u> To be setback a minimum of 7.5m from any major opening of any building.</p>

HOLIDAY HOMES

Objective:

To encourage good quality, well managed holiday accommodation for use by short-term visitors generally in locations that will enhance the tourism experience while minimising potential impacts on adjoining residents.

Definition

“Holiday Home” means a single house (includes ancillary accommodation unit), used for short stay accommodation for no more than six people (does not include a bed and breakfast or lodging house).

Policy Provisions

1. A Holiday Home is not permitted unless planning consent to it is granted by the City.
2. Holiday Home may be considered in the following zones:
 - a. Residential;
 - b. Tourist Residential;
 - c. Central Area;
 - d. Yakamia Creek;
 - e. General Agriculture and Priority Agriculture;
 - f. Future Urban;
 - g. Special Rural;
 - h. Special Residential;
 - i. Conservation; and
 - j. Rural village.
3. A management statement shall be submitted to address matters including:
 - a. Effective on-going management.
 - i. The responsibility for appropriate on-going management rests with the proponent to ensure that visitors are responsible and do not create inappropriate impacts (including noise) to adjoining/nearby properties. Suitable on-going management can be more difficult if owners live a considerable distance from the application site. Accordingly, as part of the planning application, the local government will require the proponent to outline how the site will be managed, especially if the owners do not live nearby.
 - b. The amenity of adjoining/nearby land uses;
 - i. managing noise impacts of visitors;
 - ii. the submission of a code of conduct for guests which shall, amongst others, list what is considered acceptable and unacceptable behavior;
 - iii. outlining how the premises will be managed on a day-to-day basis (including how keys are easily available for late entry, providing onsite assistance and confirming arrangements for cleaning/waste management);
 - iv. relevant site specific matters including fire management/emergency response plans for visitors and managing risks for visitors; and
 - v. the handling of complaints (it is expected that the tenant be contacted by phone immediately and the proponent or their representative visit the property, preferably within 12 hours).
4. Where a neighbour objects to a proposal, the application is to be referred to the Council for deliberation and considered in view of the following:
 - a. The proximity of the holiday home to key tourism attractions such as the beach or town

centre/activity centre (typically a 5 minute walk – 400m);

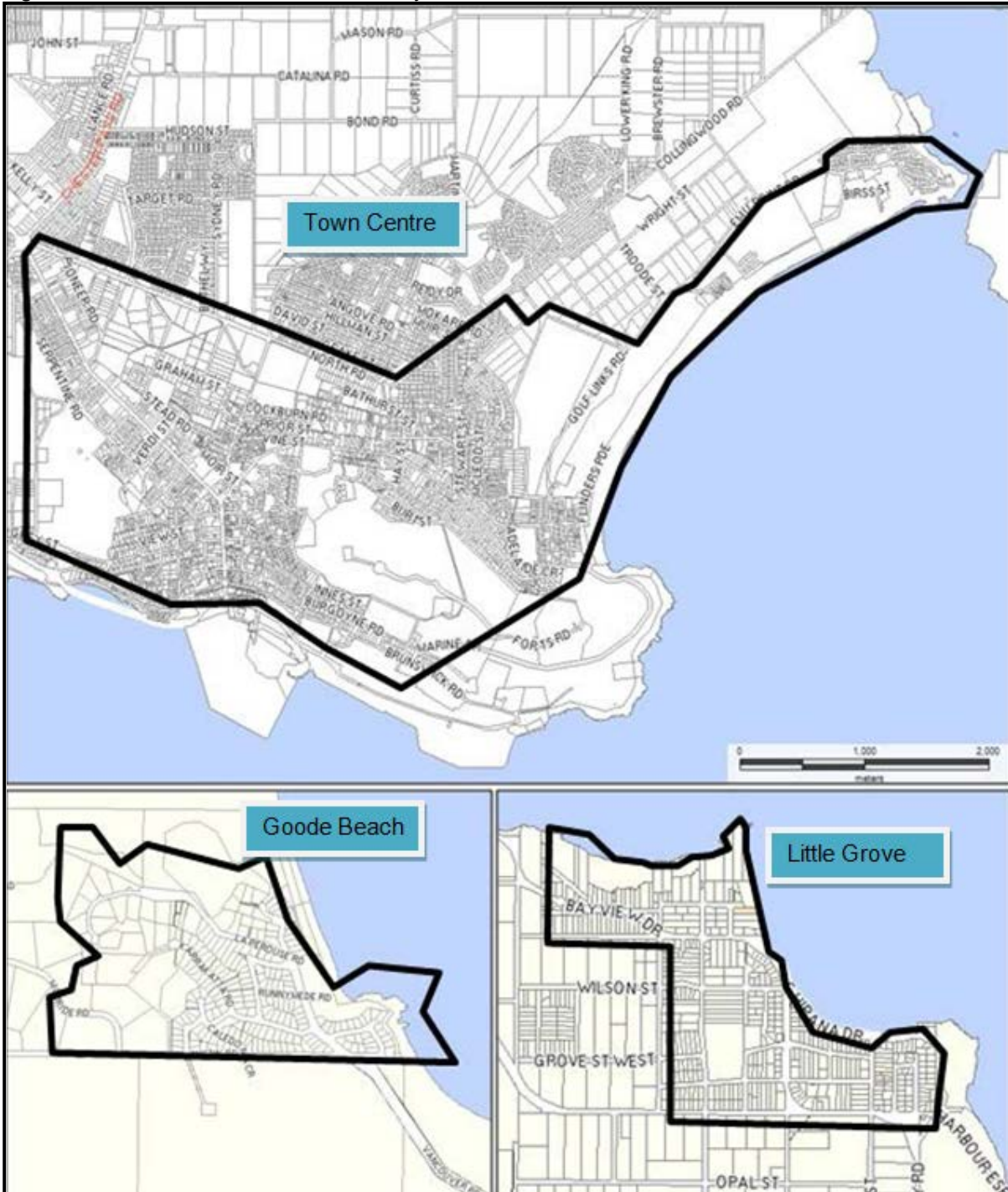
- b. location within a street(s) which facilitates safe, efficient and pleasant walking, cycling and driving;
 - c. location compatible with Figure A below (the areas illustrated are within close proximity to the town centre and popular swimming beaches).
5. All car parking is to be contained on-site and no verge area should be used for car parking. At a minimum, it will be necessary to provide 2 on-site car parking bays for up to 6 guests. Tandem parking will only be permitted for a maximum of one vehicle behind another vehicle. It is common for holiday makers to have a boat, trailer, caravan etc. and there should be additional space allocated for such. All vehicle access (including crossovers) and car parking areas are to be sealed and drained to the approval of the local government.
 6. Holiday homes are restricted to a maximum number of 6 guests in order to protect the amenity of the residents in the vicinity. Where more than 6 guests are proposed, the premises is classified under the Health Act 1911 as a “*lodging house*”. A Lodging House shall be treated as a “Use Not Listed” under the provisions of the Scheme.
 7. The maximum stay within a holiday home for any one person is restricted to 3 months within any 12 month period.
 8. Operators must provide and maintain a register of all people who utilise the holiday accommodation during the year to Council’s satisfaction.

Advice

A new proprietor wishing to continue the use of the site for holiday accommodation will need to provide an updated management plan.

In-order for holiday home to revert back to permanent occupancy, a new Planning Scheme Consent will need to be lodged requesting approval for ‘Single Dwelling’.

Figure A – Preferred Areas for Holiday Homes



RESIDENTIAL DEVELOPMENT

VARIATIONS TO THE RESIDENTIAL DESIGN CODES

Objective:

To ensure the local topography and built character of a street or suburb is protected by varying an inappropriate element of the Residential Design Codes.

Policy Statement

The specific variations that apply to the Residential Design Codes are set out in the following Table 1 (Variations to Residential Design Codes).

Table 1 – Variations to Residential Design Codes

Design Code	Variation
Part 6 – Design Principles Setback of garages and carports	Additional Deemed-to-comply requirements Carports setback 3.0m from primary street and 1.5m from a secondary street.
Part 6 – Design Principles Excavation or fill	Additional Deemed-to-comply requirements Retaining walls on the side or rear lot boundaries that adjoin reserved land, not exceeding 1.0m in height from natural ground level. Where land is included within Schedule 1 of the Sloping Land Policy (Element D) the extent of cut and fill is to be in accordance with that Policy. Additional Design Principles Retaining walls that will not detrimentally affect the character and/or amenity of the streetscape or when viewed from reserve areas. Where adjacent to reserved lands walls that do not facilitate a decrease in the direct visual surveillance of a public area.
Part 6 – Design Principles Outbuildings	See Policy – Non Habitable structures (Element A).

RELOCATED DWELLINGS

Objective:

To ensure that relocated (second hand) dwellings are constructed in keeping with the character of existing dwellings in the street.

Definition

“Relocated Dwelling” means a dwelling which has been previously constructed on a building site whether within the district or elsewhere whether occupied or not.

Policy Provisions

1. Relocated dwelling is not permitted unless planning consent to it is granted by the City.
2. Relocated dwelling(s) may be considered in the following zones:
 - a. Residential;
 - b. Tourist Residential;
 - c. Central Area;
 - d. Yakamia Creek;
 - e. General Agriculture and Priority Agriculture;
 - f. Future Urban;
 - g. Special Rural;
 - h. Special Residential;
 - i. Conservation;
 - j. Rural village;
 - k. General Industry; and
 - l. Light Industry.
3. Planning consent shall be obtained before the dwelling can be relocated onto any property. Any application shall be accompanied by:
 - a. relevant application fee;
 - b. photographs of the front, rear and side of the dwelling;
 - c. a proposed site/location plan;
 - d. floor plan; and
 - e. redevelopment details (eg. building materials to be used – wall cladding).
4. The application/owner is to provide a bond/bank guarantee as surety for the completion of the relocated dwelling to a standard of presentation acceptable to Council. This shall be a minimum of \$10,000. Council will release the bond/bank guarantee in full upon being satisfied that the building is completed to a suitable standard.
5. All works required to be undertaken to the relocated dwelling by the terms and conditions of the City’s planning and building approvals must being completed within twenty four (24) months of the dwelling being placed on the new site.
6. Removal of asbestos materials from dwellings is to be carried out prior to relocating the dwelling (refer to Health (Asbestos) Regulations 1992).
7. The external surfaces of the dwelling shall be re-clad in materials similar to existing dwellings in the neighbourhood. Where existing dwellings are brick developed, the City may support a combination of materials inclusive of brick (eg. brick and/or timber/gyprock horizontal cladding and/or custom orb or trimdeck cladding).

CONSULTING ROOMS, PUBLIC WORSHIP & CHILD CARE CENTRES

Objective:

To ensure consulting rooms, places of public worship and child care centres are compatible with the existing scale and character of the surrounding residential area and do not affect the amenity of the area through increased traffic movements generated by the use.

Policy Statement

Where Consulting Rooms / Places of Public Worship (churches) and Child Care Centres are proposed in the Residential Zone the following shall apply:

- 1) the bulk, scale and appearance of the development shall be in keeping with the existing residential character of the area;
- 2) the building shall be setback in accordance with the prevailing setback of buildings in the locality.
- 3) car parking areas are to be positioned behind the building.
- 4) the road servicing the development shall be a local distributor road that is capable of supporting the additional traffic generated by the development.
- 5) preference shall be given to development which is located on a corner lot to allow for improved traffic distribution, provide a buffer to surrounding residences and to reduce the impact on the streetscape.

COMMERCIAL AND INDUSTRIAL DEVELOPMENT

PUBLIC ART

Objective:

To develop and promote community identity within the City of Albany by requiring commissioned public art works as part of private development projects within the City of Albany.

Policy Statement

Private developments involving commercial, non-residential and or mixed residential/commercial developments over the value of \$1,500,000 are required to allocate 1% of the estimated total project cost for the development of public artwork which reflect or enhance local cultural identity.

RESTRICTED PREMISES

Objective:

To regulate the location where premises intending to sell or display restricted materials or promote sexual activity may be located.

Definition

“Restricted Premises” means premises used for the sale by retail or wholesale, or the offer for hire, loan or exchange, or the exhibition, display or delivery of:

- 1) publications that are classified as restricted under the Censorship Act 1996;
- 2) materials, compounds, preparations or articles which are used or intended to be used primarily in or in connection with any form of sexual behaviour or activity;

Policy Statement

Restricted Premises shall be restricted to “Industrial” zoned land, except those lots which front Lockyer Avenue or Barker Street.

BUILDING FACADES IN INDUSTRIAL ZONES

Objective:

To ensure the industrial building facade facing a public street is constructed to a high standard to improve the overall amenity of industrial areas within the district.

Policy Statement

The front facades of any new building or a refurbished building in all industrial zones throughout the City shall be designed to enhance the visual appearance of the building from the street. A combination of building materials is encouraged, however the use of metal sheeting on the front façade should not be the substantial material used.

GENERAL
AGRICULTURE,
PRIORITY
AGRICULTURE
AND
ENVIRONMENT

WORKERS ACCOMMODATION (SEASONAL)

Objective:

To provide opportunities for transient employees to live and work on General Agriculture and Priority Agriculture zoned properties during seasonal harvest / production when labour demands are at their highest.

Policy Statement

- 1) Workers accommodation will only be approved on a property zoned 'General Agriculture or Priority Agriculture', and be located no less than 5 kilometres from the City Centre (Town Hall).
- 2) Workers accommodation should only be approved where it can be demonstrated that the land uses on the land warrant additional labour and shall only be occupied for the harvest period of the crop on the land.
- 3) Workers accommodation should be clustered near the primary residence or other farm buildings on the land to minimise the impacts on adjoining properties and to enable the sharing of infrastructure.

EXTRACTIVE INDUSTRIES AND MINING

Objective:

To protect mineral resources from encroaching developments and support extractive industries and mining operations that do not detract from the environment or adjacent uses.

Background

In March 2009 the City of Albany Extractive Industries Local Law was published in the Government Gazette.

The purpose of the Local Law is to provide guidance for those developers who wish to extract various materials, predominantly gravel, sand and limestone, from below the surface of the land. It sets out what information should be submitted, and how Council should process such applications.

Throughout the advertising of the Local Law, comments were received from small-time developers who questioned the validity of Council's requirements (which included drainage plans, acoustic testing and surveyors certification) given the amount of material extracted. They wanted Council to recognise the difference between a minor extraction and a quarry, which may be in operation for several years.

Council's Works and Services Department were also anticipating administrative delays with the Local Law, particularly when it came time to extract gravel to create or maintain local roads.

Policy Statement

This Policy seeks to classify extractive industry applications into three (3) distinct classes, whereby Council's application requirements would differ according to class.

Extractive Industry Classification

In order to determine what level of information is required for an extractive industry application, a three class rating system has been developed ranging from Class 1 (small scale) to Class 3 (commercial). As stipulated in Table 1 below, a Class 3 extractive industry would require more information than a Class 1, as the potential impacts of the development are likely to be more profound. The criteria for each of the three classes are detailed below, along with common examples pertinent to each Class.

Class 1 – An application can be given a Class 1 rating where the following applies:

- The size of the extraction site is less than or equal to 7500m² or 0.75 hectares
- Maximum depth of excavation does not exceed 1.5 metres

Examples of a Class 1 Extractive Industry would include the short term extraction of gravel or sand for localised construction purpose such as the maintenance of gravel roads, and the construction of dwellings and driveways.

Class 2 – An application can be given a Class 2 rating where the following applies:

- The size of the extraction site is between 0.75 hectares and three (3) hectares
- Maximum depth of excavation does not exceed 3 metres

Example of a Class 2 Extractive Industry would include the regular extraction of sand, gravel or limestone to supply the local market, predominantly for the local building industry. Many of the medium to large building companies have exclusive use of such extraction pits (either owned or leased), in order to construct driveways, and provide clean fill to housing sites across the Albany Region.

Class 3 – An application is given a Class 3 rating where the following applies:

- All others which are greater than three (3) hectares in size or 3 metres in depth

Example of a Class 3 Extractive Industry would include the full time extraction of sand, gravel or limestone for the purposes of supplying the local, state and international markets. A classic example would be a large lime quarry, which is likely to excavate to a depth in excess of 10-15 metres, and be open for several years depending on the level of resource.

General Development Requirements

Notwithstanding the specific requirements as detailed within Table One, the following general requirements shall apply to all extractive industry proposals:

- 1) No excavation is to occur within 200 metres of a residence not located on the subject property;
- 2) Buffers in accordance with EPA requirements to be accommodated within the boundaries of the subject property;
- 3) The proposed pit is to be setback a minimum of 30 metres from any public road;
- 4) No excavation is to occur within 50 metres of a water course or body;
- 5) The clearing of remnant vegetation to access basic raw materials is discouraged, however where vegetation is affected as part of the proposal Council will consider the advice from the Department of Environment and Conservation;
- 6) Any extractive industry should not be located within visually obvious locations (locations obvious from major roads, townsites and tourist nodes);
- 7) Class 1 and 2 industries are to provide a written statement verifying that they have complied with all conditions of their planning scheme consent at the time of annual renewal. Class 2 industries may be asked to comply with the Local Law requirements applying to Class 3 operations in regards to annual renewal requirements; at the time of licence approval where the type or size of operation dictates a higher level of monitoring is required.
- 8) New development shall be sited and designed to ensure that known reserves of basic raw materials and minerals shown on the following plans are not unreasonably precluded from future extraction.

Information applicable to each Class

The following Table (Table 1) dictates what information is required for each extractive industry class. Before applying this table, the application should be classed as a Class 1, 2 or 3 application as outlined above.

Table 1: Extractive Industries – Requirements

Information Required with Application	Class 1	Class 2	Class 3
(A) Three (3) copies of site plan to a scale between 1:500 and 1:2000 showing:			
i) The existing and proposed land contours based on the Australian Height Datum and plotted at 1m contour intervals.	D	√	√
ii) Description of Land which the extractive	√	√	√

Information Required with Application	Class 1	Class 2	Class 3
industry site is to be located.			
iii) The external surface dimensions of the land.	√	√	√
iv) The location and depth of the existing and proposed excavation of the land.	√	√	√
v) The location of existing and proposed thoroughfares or other means of vehicle access to and egress from the land and to public thoroughfares in the vicinity of the land.	√	√	√
vi) The location of buildings, treatment plant, tanks and other improvements and developments existing on, approved for or proposed in respect of the land.	√	√	√
vii) The location of existing power lines, telephone cables and any associated poles or pylons, sewers, pipelines, reserves, bridges, railway lines and registered grants of easement or other encumbrances over, on, under or adjacent to or in the vicinity of the land.	√	√	√
viii) The location of all existing dams, watercourses, drains or sumps on or adjacent to the land.	D (only in vicinity of extraction site)	√	√
ix) The location and description of existing and proposed fences, gates and warning signs around the land.	D	D (only in vicinity of major road)	√
x) The location of the areas proposed to be used for stockpiling excavated material, treated material, overburden and soil storage on the land and elsewhere.	D	√	√
(B) Three (3) copies of a works and excavation program containing:			
i) The nature and estimated duration of the proposed extraction for which the licence is applied.	√	√	√
ii) The stages and the timing of the stages in which it is proposed to carry out the extraction.	X	(Only if extraction site is greater than 2 hectares)	√
iii) Details of the methods to be employed in the proposed excavation and a description of any on-site processing works.	√	√	√
iv) Details of the depth and extent of the existing and proposed excavation of the site.	√	√	√
v) An estimate of the depth of and the description of the nature and quantity of the overburden to be removed.	√	√	√
vi) A description of the methods by which existing vegetation is to be cleared and topsoil and overburden removed or stockpiled.	√	√	√
vii) A description of the means of access to the excavation site and the types of thoroughfares to be constructed.	D	√	√
viii) Details of the proposed number and size of trucks entering and leaving the site each day and	D	√	√

Information Required with Application	Class 1	Class 2	Class 3
the route or routes to be taken by those vehicles.			
ix) A description of any proposed buildings, treatment plant, tanks and other improvements.	(only in vicinity of extraction site)	√	√
x) Details of drainage conditions applicable to the land and methods by which the excavation site is to be kept drained.	D	√	√
xi) A description of the measures to be taken to minimise dust nuisance, erosion, watercourse siltation and dangers to the general public.	√	√	√
xii) A description of the measures to be taken to comply with the Environmental Protection Noise Regulations 1997.	X	(Applicable where a residence is within 300m of extraction site)	√
xiii) A description of the existing site environment and a report on the anticipated effect that the proposed excavation will have on the environment in the vicinity of the land.	D	(applicable where remnant vegetation and water-courses are found on the property)	√
xiv) Details of the nature of existing vegetation, shrubs and trees and a description of measures to be taken to minimise the destruction of existing vegetation.	(Applicable if remnant vegetation will be affected by the proposed excavation site)	√	√
xv) A description of the measures to be taken in screening the excavation site, or otherwise minimising adverse visual impacts, from nearby thoroughfares or other areas.	√	√	√
(C) Three (3) copies of a rehabilitation and decommissioning program indicating:			
The objectives of the program, having due regard to the nature of the surrounding area and proposed end-use of the excavation site.	√	√	√
Whether restoration and reinstatement of the excavation site is to be undertaken progressively or upon completion of excavation operations.	√	√	√
How each face is to be made safe and batters sloped.	D	√	√
xvi) The method by which topsoil is to be replaced and revegetated.	√	√	√
xvii) The number and type of trees and shrubs to be planted and other landscaping features to be developed.	(only applicable where remnant vegetation has been cleared)	√	√
xviii) How rehabilitated areas are to be maintained.	√	√	√
xix) The program for the removal of buildings,	X	√	√

Information Required with Application	Class 1	Class 2	Class 3
plant, waste and final site cleanup			
(D) Evidence of Datum Peg / Surveyors Certificate			
i) Evidence that a datum peg has been established on the land related to a point approved by the local government on the surface of a constructed public thoroughfare or such other land in the vicinity.	(only if access onto public thoroughfare is from a major road, or where sight distances may be compromised)	√	√
ii) A certificate from a licenced surveyor certifying the correctness of: (a) the approved excavation site plan; (b) the datum peg and related point referred to in D(i); and (c) pegs to mark external boundary of extraction area.	X	D (when pit area is in excess of 2 hectares)	√
iii) Copies of all land use planning approvals required under any planning legislation.	√	√	√
iv) The consent in writing to the application from the owner of the excavation site.	√	√	√
v) Evidence that a notice of clearing has been given to the Commissioner of Soil and Land Conservation if that is required under regulation 4 of the Soil and Land Conservation Regulations 1992.	X	(only if clearing of vegetation required)	(only if clearing of vegetation required)
vi) The licence application fee specified by the local government from time to time.	√	√	√

Table 1

Information required when applying for an Extractive Industry Licence – (Class 1 – 3)

Key – ‘X’ = not required, ‘√’ = required, & ‘D’ = subject to detail.

DEVELOPMENT IN FLOOD PRONE AREAS

Objective:

To ensure development adjacent to water bodies and land prone to flooding is appropriately located and positioned at an established finished floor level to reduce the potential for property damage.

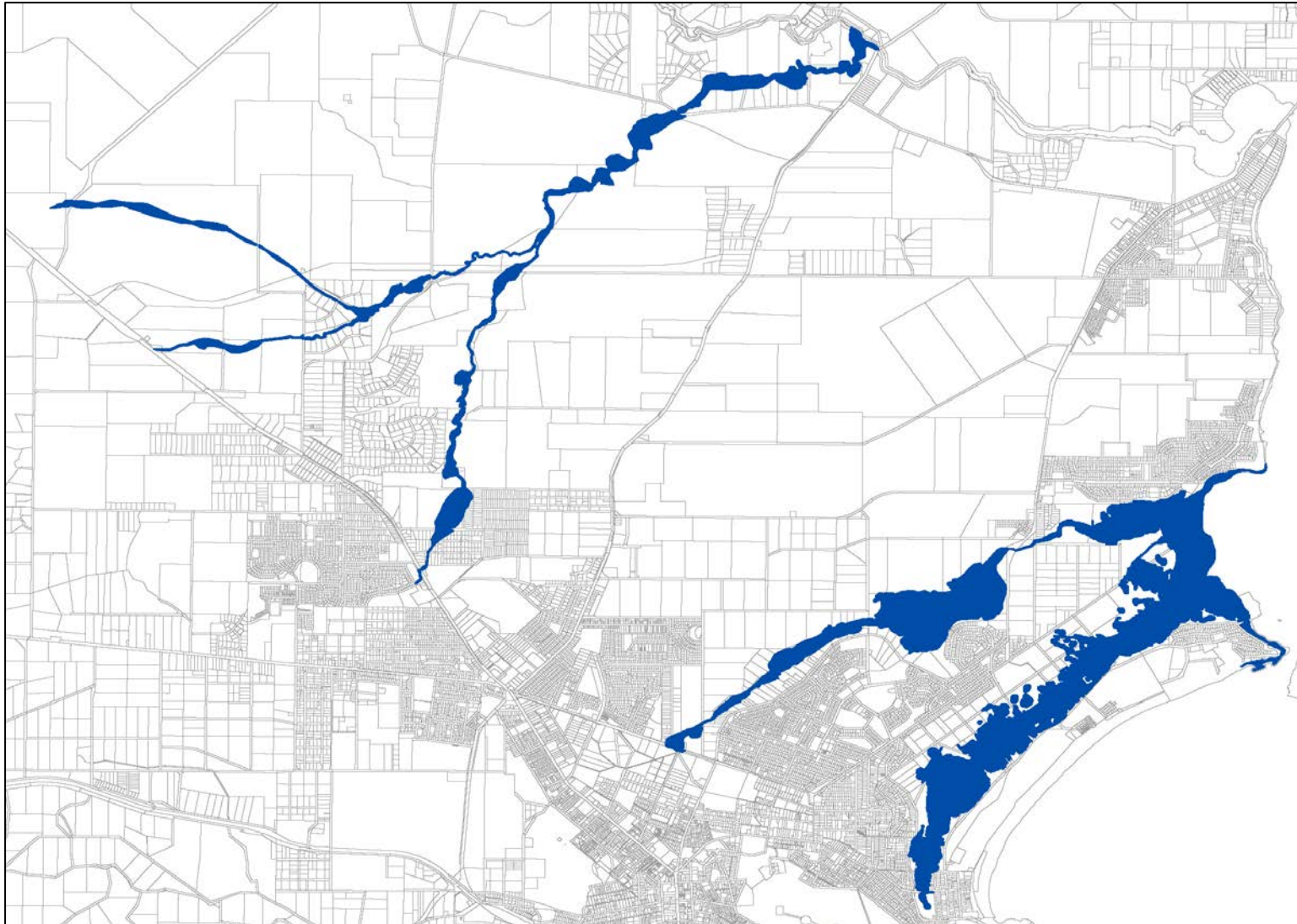
Policy Statement

In areas subject to periodic inundation or flooding, all development shall be undertaken to:

- 1) prevent disruption to the natural drainage system or the modification of the flood levels that would be experienced within the drainage system;
- 2) limit the potential for damage to buildings caused by flooding and/or inundation by ensuring minimum height levels for the building and its immediate environs are achieved; and
- 3) maintain the natural ecological and drainage function of the area to store and convey stormwater and floodwater within the watercourse, drainage system or floodplain.
- 4) in the case of those areas affected by flood plains as identified on the attached map, development shall be located outside of these areas at the recommended finished floor levels specified below.

In the case of land adjacent to the following areas, all habitable buildings to be constructed with a minimum finished floor level height as designated below:

- 1) Princess Royal Harbour and Oyster Harbour – 3.02m AHD
- 2) Lake Seppings - 2.68m AHD;
- 3) Yakamia Creek - 0.5m above the designated flood level shown adjacent to the site in the Water and Rivers Commission/Aquaterra Floodplain Management, Yakamia Creek Flood Study (Plans 15264-3-1 to 15264-3-3) or any replacement study;
- 4) Willyung Creek - 0.5m above the designated flood level shown adjacent to the site in the Department of Water/GHD Willyung Creek Flood Study or any replacement study;
- 5) Lake Powell - 1.88m AHD;
- 6) Lake Manurup – 1.08m AHD;
- 7) Torbay Inlet – 2.28m AHD;
- 8) Wilson Inlet - 2.88m AHD; and
 - a) the subsoil adjacent to the proposed development to be effectively drained; and/or
 - b) the surface of the ground beneath the building to be regraded or filled and provided with adequate drainage outlets to prevent the accumulation of water beneath the building; and/or
 - c) the surface of the ground beneath the building to be covered with an approved damp-resistant material (moisture barrier).



AGRICULTURAL PROTECTION AND SUBDIVISION

Objective:

To protect existing and potential agricultural production from unjustified urban development and to promote the sustainable use of land and water resources in order to maximise the long term future of agriculture.

Background

Agriculture is the main land use and major employment industry in the study area and the prosperity of the City is dependent on the prosperity of agriculture. Although some of the factors influencing the viability of agriculture (e.g. world trade prices) are outside the scope of this strategy, others are not.

Urban development may reduce the availability of prime agricultural land and the subdivision of General Agriculture and Priority Agriculture areas may reduce the viability of agricultural enterprises in a number of ways. Non-sustainable agricultural methods themselves can also be responsible for reducing the value of agricultural land. All of these factors can be influenced by land use controls and management.

Policy Statement

Impact of Land Uses on Agriculture

All non-agricultural land use proposals will be assessed in terms of their potential impact on or conflict with;

- 1) existing agricultural land uses and management practices including potential expansion of those uses; and
- 2) likely development of adjoining land by 'P' uses.

Treatment of Land Uses Proposals in Agricultural Areas

- 1) Where a non-agricultural land use proposal would cause unacceptable adverse impacts on or conflicts with agricultural land uses, the proposal will not be supported; and
- 2) Where a non-agricultural land use proposal would affect land within an agricultural area but would not cause unacceptable conflicts with agricultural land uses, the proposal may be supported by Council, subject to conditions which would minimise the potential for land use conflicts (eg: setbacks from agricultural uses and limits on the scale of development).

Criteria for Support for Subdivision of General Agriculture and Priority Agriculture Land

Council may support the subdivision of General Agriculture and Priority Agriculture land where at least one of the following can be satisfied:

- 1) The subdivision is within a rural residential or environmental protection zone and appropriate land use provisions are in place;
- 2) The subdivision is for farm consolidation purposes and complies with policy statement F2.4;
- 3) The purpose of the subdivision is to excise an existing approved intensive agricultural enterprise where it can be shown that the enterprise has been operating in a sustainable and economically viable manner for at least two years, or in the case of orchards or vineyards, which take some years to become productive, they should have been planted

and are still growing after two years since planting and policy statement F2.5 is complied with; and

- 4) The purpose of the subdivision is to excise an approved tourist or industrial development, or for other uses which would be ancillary to the legitimate General Agriculture and Priority Agriculture use of land, and policy statement is complied with.

Subdivision for Farm Consolidation & Broad-acre Farming

Council may support the subdivision of General Agriculture and Priority Agriculture land for farm consolidation purposes where the subdivided portions are simultaneously amalgamated with an adjoining location/lot and no additional lots are created. The remaining lot/s should be consistent with the prevailing lot size in the vicinity and be suitable for broad scale agricultural purposes.

Subdivision for Intensive Agricultural Purposes

Council may support the subdivision of General Agriculture and Priority Agriculture land for existing intensive agricultural enterprises on the basis of a comprehensive submission demonstrating that all the following requirements are satisfied:

- 1) A report has been agreed which demonstrates the following:
 - a) There is a low risk of soil salinity build-up;
 - b) There is a low susceptibility to water logging;
 - c) Favourable soil acidity or alkalinity;
 - d) Suitable plant rooting and cultivation conditions;
 - e) A low potential to contribute to eutrophication of water bodies;
 - f) It can satisfy all relevant "Codes of Practice" and Environmental Planning documents and utilises best management practices; and
 - g) A Nutrient and Irrigation Management Plan has been agreed.
- 2) The proposed new lot contains a minimum of 15ha of land with a high capability rating for annual or perennial horticultural production including the existing use.
- 3) The proponent demonstrates that each new lot has the capacity to capture and store a sufficient quantity of high quality water for that level of agricultural production and that DEWCP is prepared to agree that the capture of that water is within limits of the sustainable yield for that sub-catchment.
- 4) The total lot area is sufficient for the 15ha minimum of high capability land, plus the water capture and storage area, plus an area for the dwelling and other farm infrastructure and buildings with sufficient setback from adjoining properties so as to not restrict potential agricultural productivity on those properties, plus the retention of any remnant vegetation that should be protected from clearing.
- 5) The enterprise would be unlikely to cause land use conflict or other unreasonable impacts on adjoining land uses or residents.
- 6) That the remaining parcel of the General Agriculture and Priority Agriculture lot (i.e. the balance of the original lot) is of sufficient area to be consistent with lot sizes in the surrounding General Agriculture and Priority Agriculture area and will not constitute a de facto residential development or where the remaining portion comprises remnant vegetation it should be consistent with the Policy for Conservation Lots Clause 3.3 in DC 3.4.
- 7) That all resulting lots are capable of being both profitable and sustainable for the proposed use; and
- 8) If the use ceases the land is suitable for other permitted uses.

Subdivision for Tourist, Industrial and General Agriculture and Priority Agriculture Related Development

Council may support subdivision of General Agriculture and Priority Agriculture land for tourist, industrial or General Agriculture and Priority Agriculture related development where:

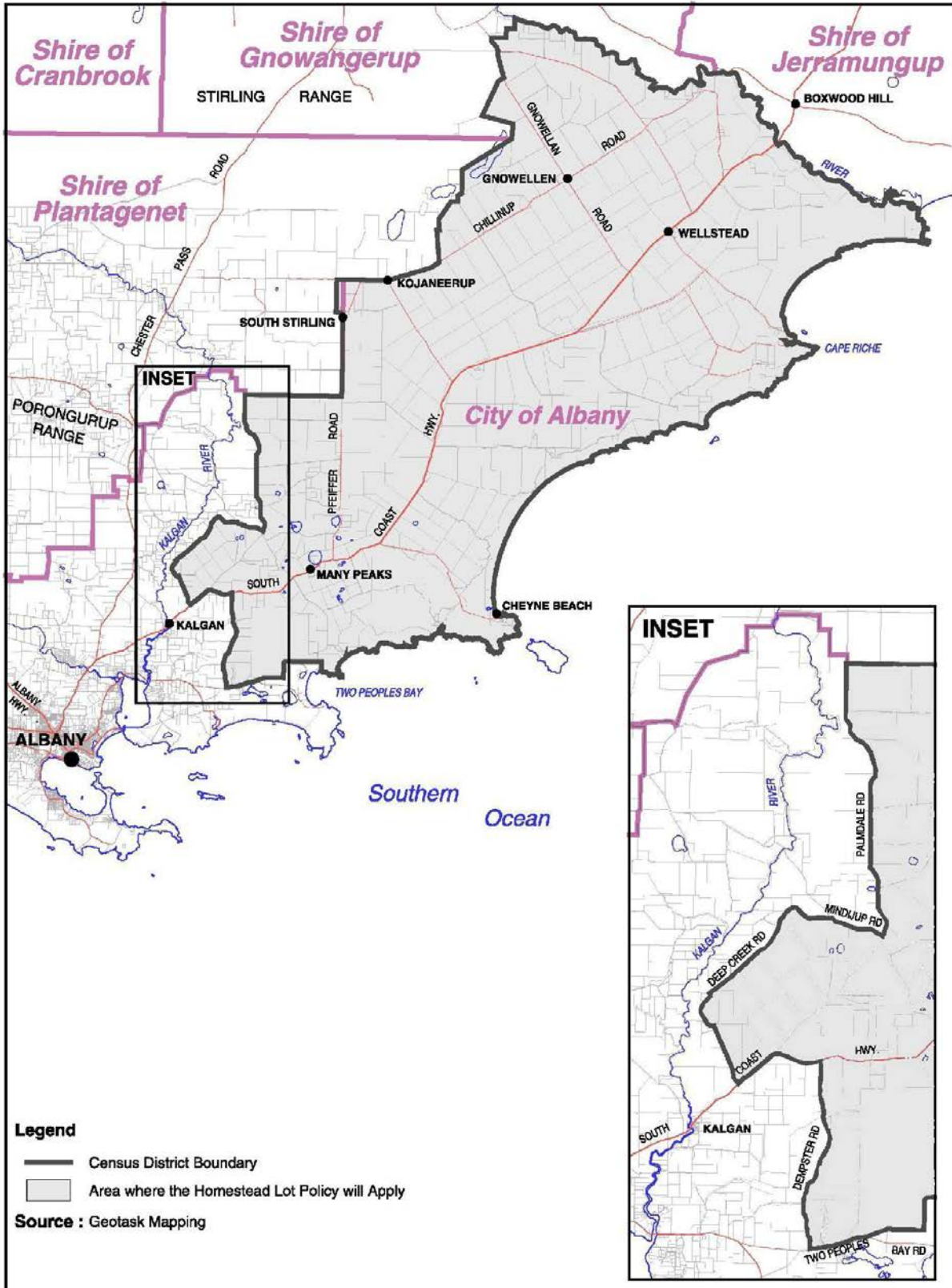
- 1) The development is not a small scale tourism uses or a bed and breakfast establishment, it has been approved, it does not require rezoning and has been substantially developed; or
- 2) The development is an existing, approved development which has been rezoned; or


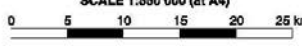

- 3) For a proposed development which is required to be rezoned before it is approved, subdivision would be supported subject to final approval being agreed to the amendment by the Minister for Planning and Infrastructure.

Homestead Lots

- 1) Homestead lots will only be supported within the area identified on Figure 4 below.
- 2) Homestead lots will only be supported where it includes an existing habitable dwelling, constructed prior to the adoption of this policy.
- 3) The new lot may include sheds and other infrastructure, together with the dwelling.
- 4) The dwelling should be connected to power and the telecommunications network.
- 5) The lot should have access to a water supply for fire fighting and land management purposes although rainwater tanks will be sufficient for domestic purposes requiring a potable water supply.
- 6) Subdivision of Homestead Lots to comply with *FESA Planning for Fire (2010)* and *FESA/CALM Guidelines for Plantation Fire Protection (2001)*.
- 7) The lot should have frontage to a constructed public road.
- 8) The minimum lot size is 5 hectares and maximum lot size is 10 hectares unless the proponent can demonstrate the lot:
 - a) will be retained for agricultural production or conservation purposes; and
 - b) has suitable characteristics (soil, water, topography, etc) for the proposed use.
- 9) The lot shall provide the following setbacks:
 - a) 50 metres from any building/structure to the nearest trees in the plantation and these areas are to be maintained in a low fuel state.
 - b) 15 metres from any building/structure where there is no plantation.
- 10) The balance of the parent lot should be a minimum of 40 hectares in area after the subdivision of the Homestead Lot, or be amalgamated with an adjacent lot at the time of subdivision.
- 11) The subdivision shall have an access road with a minimum width of 5 metres.
- 12) The subdivision must have a minimum cleared area 6 metres wide on each side of the access road and these areas are to be maintained in a low fuel state.
- 13) Where a tree plantation has been, or is to be, established the developer of the tree plantation must establish a Good Neighbour Agreement between the two parties.

Although the policy is proposed to deal with farm amalgamation and tree plantations, it is not considered essential to prove this and therefore should not be a pre-requisite to justify a homestead lot in the agreed area if all other criteria can be satisfied.




 SCALE 1:550 000 (at A4)
 

AREA OF HOMESTEAD LOT POLICY
HOMESTEAD LOT POLICY
CITY OF ALBANY
FIGURE 4

SPECIAL
DEVELOPMENT
CONTROL AREAS
(RESIDENTIAL)

BARRY COURT

Objective:

To ensure that residences and short-stay accommodation at Lot 150 Barry Court, Collingwood Park respects and blend harmoniously with existing development and enable all residents and tourists to maximise their enjoyment of the natural coastal setting through appropriate house design.

Relationship to Other Planning Instruments

These Design Guidelines are to be read in conjunction with the following planning instruments with relevant provisions of these instruments applied as appropriate to the subject land:

- City of Albany Local Planning Scheme 1
- City of Albany Local Laws and Policies
- Residential Design Codes of Western Australia (R-Codes)

Where a provision of this Policy is inconsistent with the Residential Design Codes of Western Australia (R-Codes), this Policy will prevail to the extent of the inconsistency to the satisfaction of the City of Albany.

Scope

These Design Guidelines apply to the short stay accommodation and permanent residential development on Lot 150 Barry Court, Collingwood Park.

Policy Statement

The specific Design Guideline requirements for short stay accommodation and permanent residential development on Lot 150 Barry Court, Collingwood Park are outlined in the provisions below. Development in accordance with these Design Guidelines is deemed to comply. However, alternative designs may be considered subject to demonstration that any proposed development is in keeping with the objectives and intent of the Design Guidelines and subject to Council approval.

Approval process

Short-Stay Accommodation and Permanent Residential Component

1. Applications for Planning Consent are to be assessed by the City of Albany in accordance with these Design Guidelines; and
2. Short-stay Accommodation is to be developed to a minimum standard of 'R50' and Permanent Residential is to be constructed to a maximum standard of 'R30' in accordance with the R-Codes.
3. Where strata-titling of Short stay-Accommodation is proposed:
 - (i) Units are to be constructed and completed to the satisfaction of the City of Albany prior to final approval of the strata plan; and
 - (ii) A Management Statement requiring management of the units by a common facility manager is to be incorporated into the strata by-laws.

Building Setbacks

Short-Stay Accommodation Component

1. Buildings are required to be setback at least 5m from the common property driveway, except where the setback is considered a side setback;
2. Carports are to be accessible from the common property driveway and are to be setback at least 1m from the common property driveway;

3. A porch, verandah, balcony or equivalent is permitted to have a nil setback to a public road reserve, but must be setback at least 1.5m from the common property driveway;
4. Side setbacks are permitted to be nil (wall on boundary) for up to 90% of the boundary length; and
5. Corner Lots Barry Court and Barry Court/Dillon close within the short-stay accommodation component are land mark sites and all design on these lots will be subject to Council approval.

Permanent Residential Component

1. All building setbacks are to be in accordance with the R-Codes.

Streetscape

Short-Stay Accommodation Component

1. Primary elevations shall be designed to provide surveillance over the public realm;
2. Fencing heights and designs to be in accordance with the Design Guideline requirements including the following:
 - Fences, except for those screening clothes drying areas, are not permitted in the setback area from the common property driveway;
 - Side and rear fences to common boundaries (behind the building line) - Maximum 1800mm high and either solid or visually permeable; and
 - Front and side fences adjoining the public realm - Generally a maximum of 900mm high and visually permeable providing view through the fence (in excess of 50% open). Where outdoor living areas are provided adjacent to the public realm, 30% of the adjacent boundary fence may be 1.5m high with 25% open.
3. Garages/garage doors are not permitted. Carports must be maintained in an open state.
4. Verandahs and awnings are to be in accordance with the requirements of the R-Codes.
5. Bin Storage areas are to be fully screened from view from public spaces in accordance with the requirements of the R-Codes.

Permanent Residential Component

1. Primary elevations shall be designed to provide surveillance over the public realm;
2. Garages and Carports are to be located within the nominated envelopes as shown on the Development Plan; and
3. All other requirements are to be as per R-Codes specifications.

Built Form

Short-Stay Accommodation and Permanent Residential Component

1. Short-Stay Accommodation units with more than two (2) bedrooms are to be dual keyed to provide for separate letting;
2. Buildings must be designed to complement the existing character and colours of Albany. Documentary and physical evidence should be submitted as part of any application to justify the proposal;
3. Buildings must be designed to respond to Albany's climate and take advantage of the climatic benefits that the region offers;
4. Buildings must be orientated to north to maximise solar access to living space;
5. One main living space is to be situated on the north side of the building with a major northern opening preferably opening to an outdoor living space or balcony;
6. The house and outbuildings should be orientated to take advantage of cross ventilation through the summer, but provide shelter from strong winter winds associated with storms and passing cold fronts;
7. Buildings must be sealed to comply with the Building Codes of Australia;
8. Roofs must be designed to minimise their visual impact. This includes pitched roofs having the principal ridge running in a generally north south direction and ensuring that Skillion roofs

are designed with a fall to the south to limit overshadowing of the neighbours to the south; and

9. Tiled roofs are not permitted within the Short-Stay Accommodation Component. Tiled roofs are permitted within the Permanent Residential Component.

Height and Bulk

Short-Stay Accommodation Component

1. Wall height is to be a maximum height of 7m, measured from the NGL;
2. Roof height is to be a maximum of 9m measured from the NGL;
3. Buildings are to have a maximum plot ratio of 1.1;
4. Building form and massing should be used to encourage cross ventilation, provide summer shade and permit winter sun access;
5. Careful design of form and materials must be used to break up the perceived bulk of buildings;
6. Consideration should be given to the form and mass of adjacent properties when designing new dwellings; and
7. The use of landscaping should be considered to help soften walls and rooflines.

Permanent Residential Component

1. Wall and roof height is to be in accordance with Category B of Table 3 of the R-Codes;
2. Building bulk and scale is to be in accordance with the R-Codes;
3. Building form and massing should be used to encourage cross ventilation, provide summer shade and permit winter sun access;
4. Careful design of form and materials must be used to break up the perceived bulk of buildings;
5. Consideration should be given to the form and mass of adjacent properties when designing new dwellings; and
6. The use of landscaping should be considered to help soften walls and rooflines.

Materials and Colours

Short-Stay Accommodation and Permanent Residential Component

1. The choice of materials for external walls must be selected from a range of materials that complements the existing palette of Albany materials. External materials should preferably be selected from the following locally identifiable materials:
 - Painted weatherboards/fibre cement/timber cladding;
 - Rendered masonry or tilt-up concrete; or
 - Face brick.
2. A colour scheme must complement the existing colours and materials used in Barry Court and Dillon Close, Collingwood Park;
3. Roofs shall be finished with tiles or Colorbond and shall have a BCA Colour Absorptance Figure between 0.40 – 0.62. Zincalume roofing is not permitted; and
4. The colour of the garage doors should match or complement the dwelling.

Privacy and Outdoor Living Spaces

Short-Stay Accommodation Component

1. Major openings and private balconies are to be positioned to minimise overlooking of adjacent properties living space; and
2. An outdoor living space is to be provided for each dwelling and is to be a minimum of 16m² in area, with a minimum dimension of 2.9m, with a direct connection to at least one main living space.

Permanent Residential Component

1. Major openings and private balconies are to be positioned to minimise overlooking of adjacent properties living space; and
2. An outdoor living space is to be provided for each dwelling and is to be a minimum of 16m² in area, with a minimum dimension of 3m, with a direct connection to at least one main living space.

Landscaping

Short-Stay Accommodation and Permanent Residential Component

1. A landscape plan must be submitted with Development Plans to the City and be approved by the City for each lot;
2. Gardens must be designed to respond to Albany's climate, take advantage of climate benefits (such as solar gain in winter) and follow good environmental principles such as low water use and weed control;
3. Materials and finishes must reflect the landscape qualities of the site;
4. Plants from the City of Albany's unsuitable species list must not be used (refer to approved Landscaping Plan); and
5. Gardens should not impact negatively on neighbours by preventing them from taking advantage of solar passive design by over shadowing.

Access and Parking

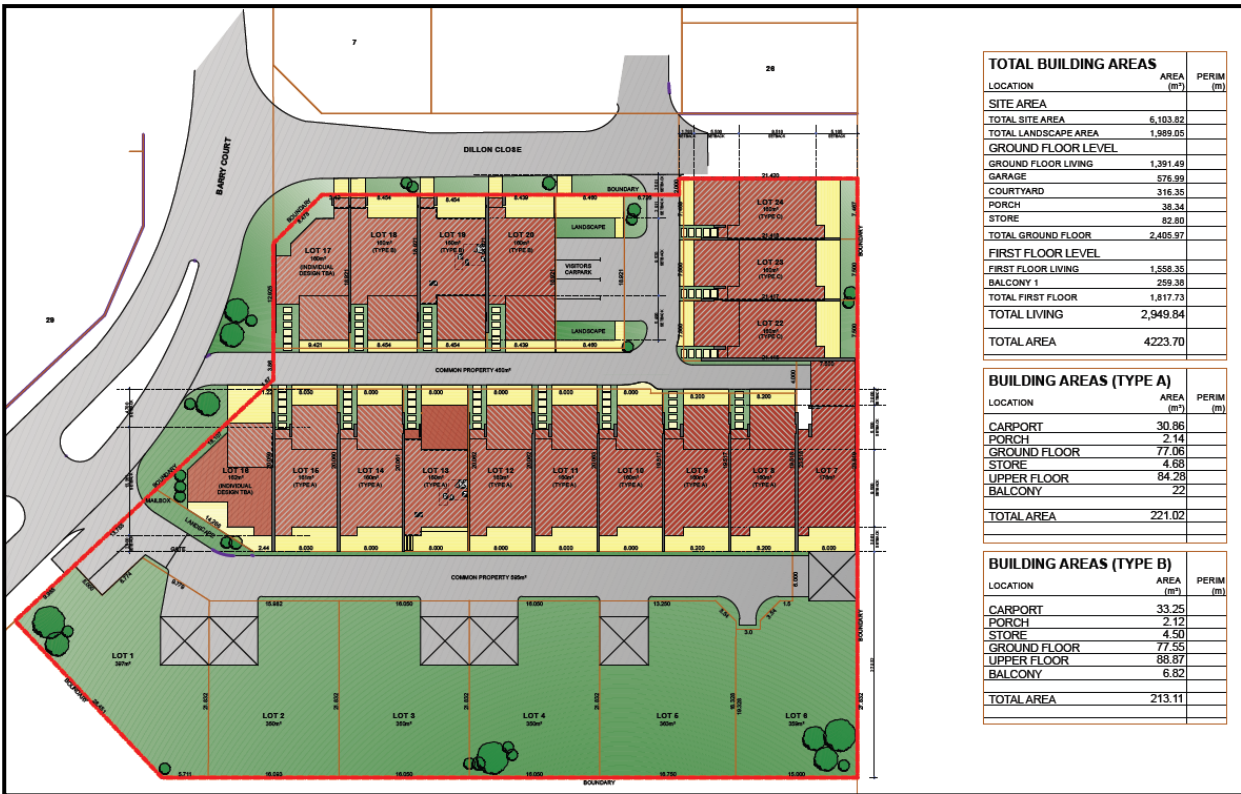
Short-Stay Accommodation and Permanent Residential Component

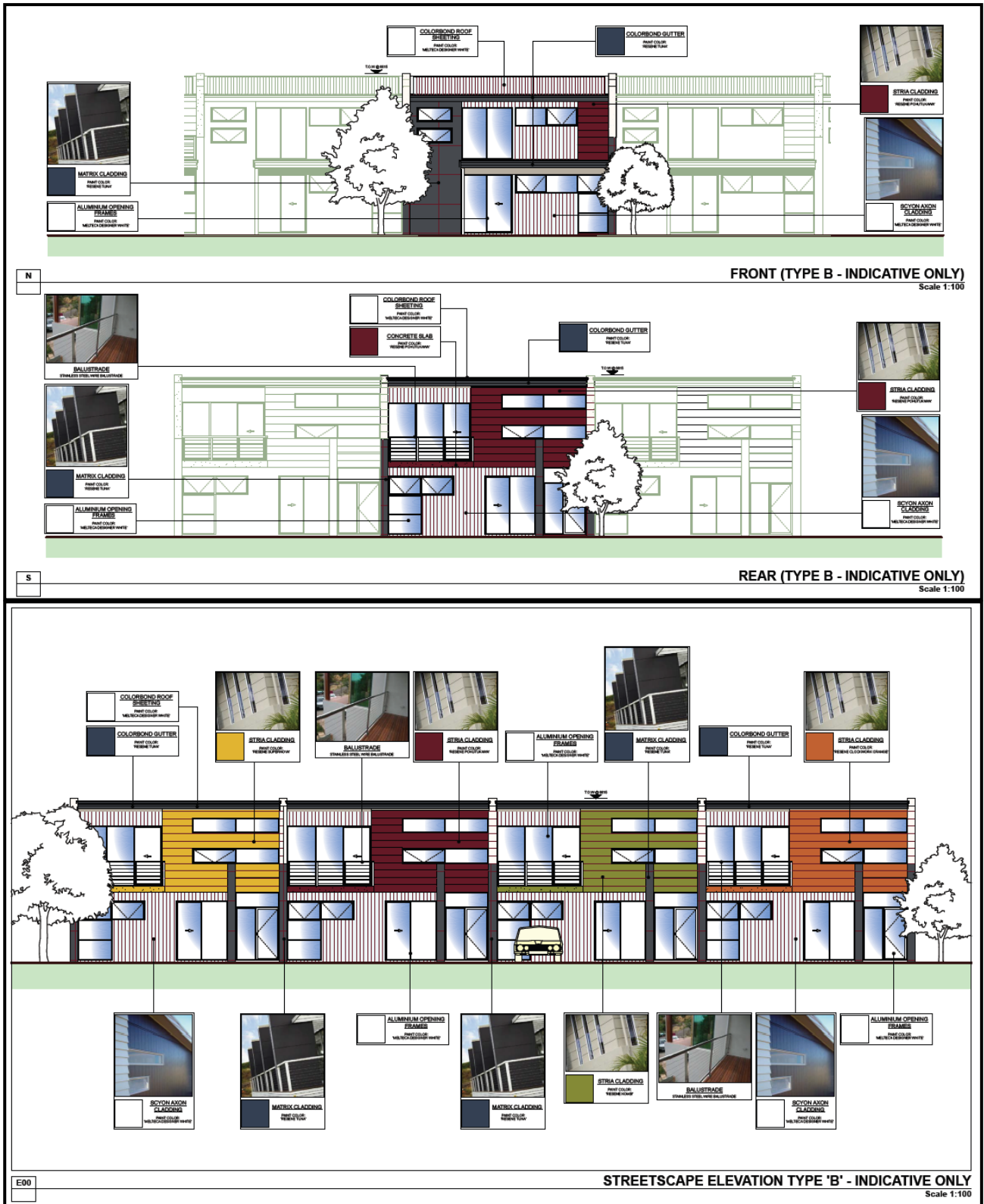
1. Short-stay accommodation units are to have a maximum driveway width of 6m, with permanent residential units to have a maximum driveway width of 9m, or 40% of the common property driveway frontage, whichever is the lesser.
2. Short-stay accommodation units are to provide visitor parking in accordance with the requirements of the R-Codes.

Staging and Development

Short-Stay Accommodation

1. Should common facilities be provided these are to be constructed in the first stage.





RESIDENTIAL DEVELOPMENT ON STEEP SITES

Objective:

To identify alternative height measurements for certain residential areas that have steep slopes and where additional building height would be appropriate in the context of the existing streetscape.

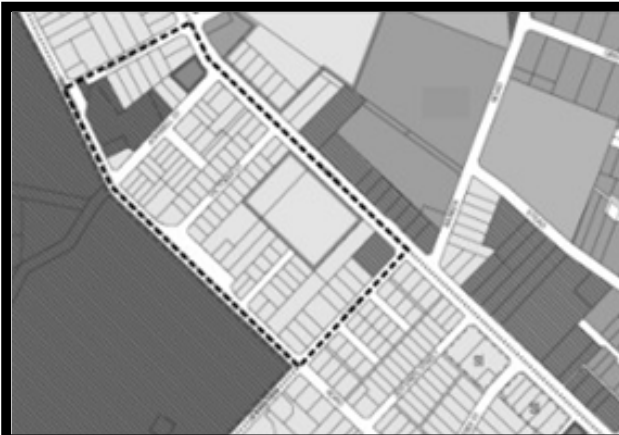
Background

Where residential dwellings or buildings are being developed on steep sites the Council may consider minor relaxations to the height provisions of the Residential Design Codes subject to the parameters set out below:

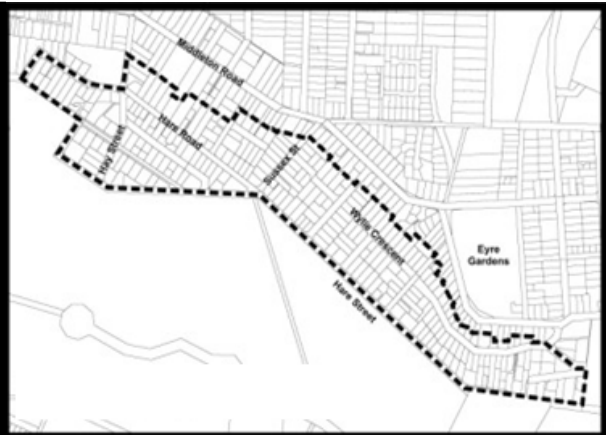
Scope

The policy applies to those areas identified in the following areas:

Mt Melville



Mt Clarence



Mira Mar

Policy Statement

Building heights in residential areas shall generally be two storeys as set out in Category B of Table 3 of the Residential Design Codes measured from the datum levels set out below.

Height Datums for Single Houses

Where the slope drops away from street the height datum shall be established at centre of the street boundary.

Where slope rises away from street height datum shall generally be established in the centre of the block. However for the front five metres of the building footprint facing the street a maximum datum height of 2.5 metres at the front of the building shall apply.

Height Datums for Grouped Dwellings and Multiple Dwellings

Height datums for any residence facing a street shall be as set out above for single houses.

Height datum for residences which do not face a street shall to be established at centre of the footprint of each dwelling.

Height datum for buildings comprising multiple dwellings which do not face the street shall be established at the centre of the footprint of the building where the building is parallel to the street boundary. Where the building runs at right angles to the street the height datums will be measured at the centre line of each dwelling.

Undercrofts

Garages and storage (non habitable spaces) may be located in an undercroft level subject to the height constraints set out above.

Where any residence *or* residential building faces directly onto a street and undercroft provides shall be fully screened.

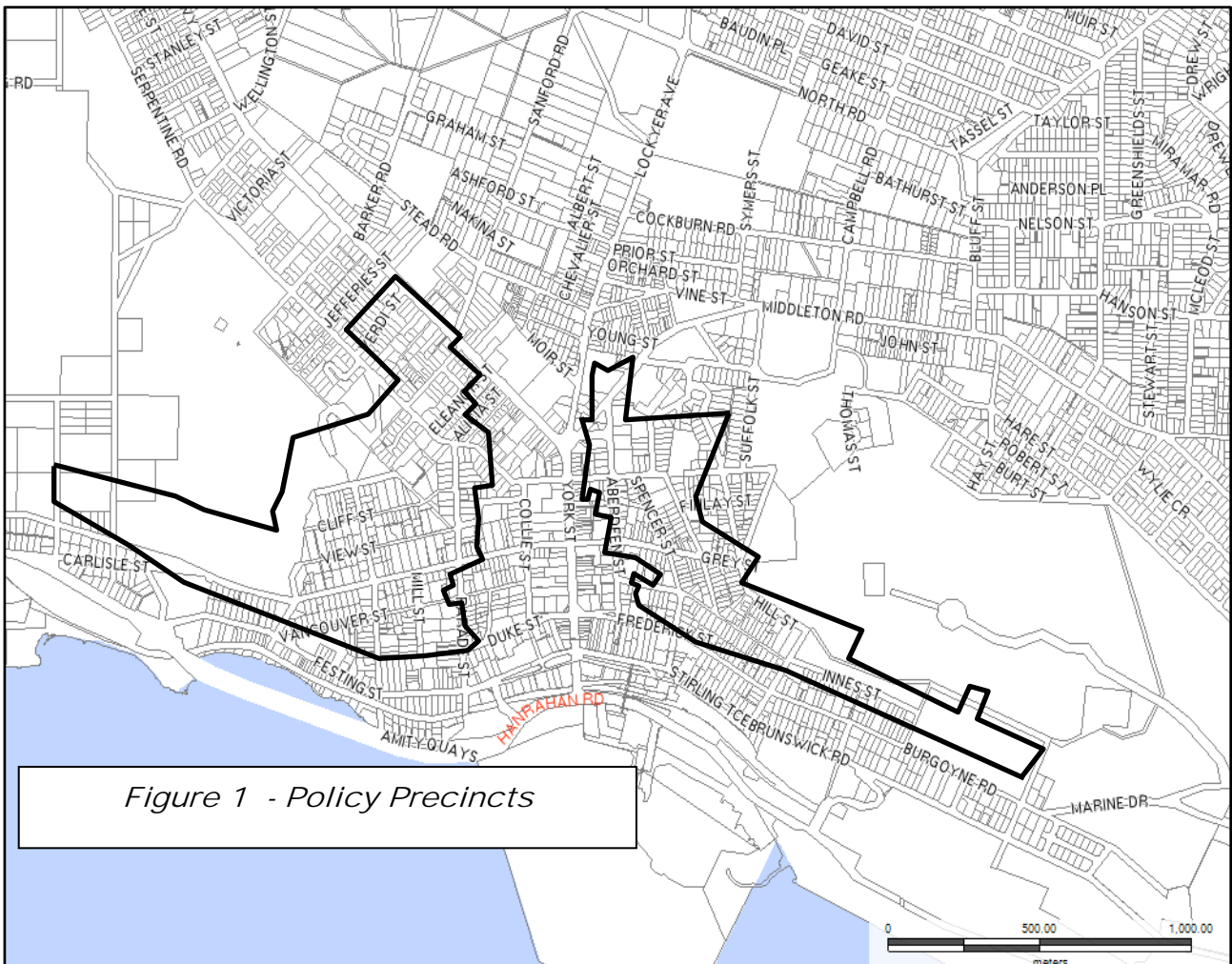
ALBANY HISTORIC TOWN DESIGN POLICY

Objectives:

- 1) ensure that new residential development compliments the townscape character and residential streetscapes of central Albany.
- 2) ensure that new residences are articulated to break down their perceived bulk relative to the character and scale of adjoining buildings.
- 3) retain the character of open streetscapes and landscaped breaks between buildings.
- 4) ensure that new development responds sympathetically to the natural topography and local climatic conditions.
- 5) ensure that alterations and additions are sympathetic to existing dwellings.
- 6) encourage a diversity of housing stock to meet changing community needs.

Scope

This policy applies to all land contained within the Residential Precinct as detailed in Figure 1 below.



Policy Statement

Townscape Context

New residential development should respond to the scale and mass of surrounding development and should be articulated to ensure unsympathetic contrasts of scale are avoided when viewed from a distance.

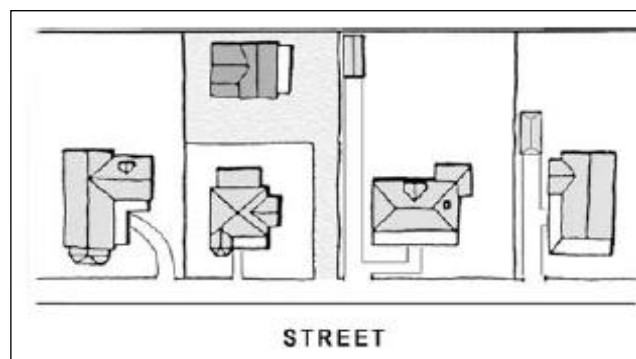
Roof Forms and Pitch

- 1) Roofs shall be articulated to ensure that the scale of individual roof elements is comparable with the scale of existing roofs in the locality.
- 2) Gabled or hipped roofs are encouraged wherever possible and their pitch shall be between 25 and 40 degrees.
- 3) Flat/Skillion roofs with a pitch of less than 12.5 degrees are not supported unless the roof is hidden behind parapets, is a rear skillion not visible from the street or the roof represents a secondary roof element.
- 4) Curvilinear roofs that are simple in design (ie. not in wave pattern) may be considered.
- 5) Notwithstanding the above, where development is adjoining a lot that contains a heritage listed building the roofs pitch, scale and form shall be consistent with such building/s.

Subdivision Pattern

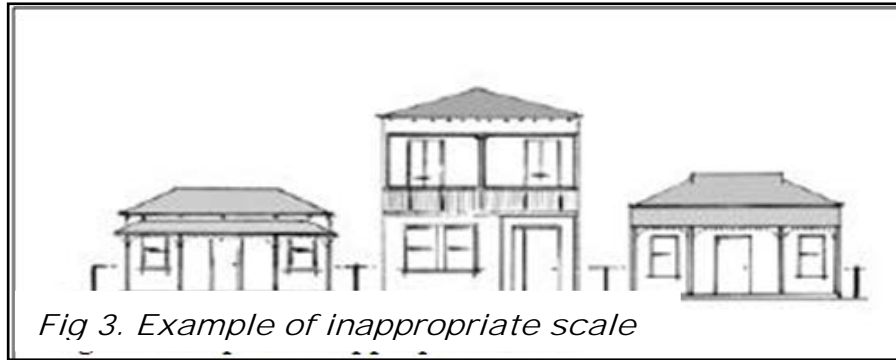
- 1) In areas where the traditional subdivision pattern contributes to the character of the streetscape new development should respond to this pattern.
- 2) Should subdivision be proposed a minimum frontage of 16 metres shall be maintained and wherever possible battle-axe leg subdivision which seeks to maintain the frontage of the lot facing the street and provide opportunities for infill development behind existing dwellings should be encouraged as per Figure 2 below.

Figure 2 - Preferred subdivision layout



Bulk and Scale

- 1) New residences to be articulated to break down their perceived bulk and establish a scale appropriate to existing residences in the locality when seen from the street.
- 2) New residences shall not visually dominate, compete with or be incompatible with the form and scale of existing buildings in the street (an example of inappropriate scale is shown in Figure 3 below).
- 3) In addition to (b) above where development is adjoining a lot that contains a heritage listed building, the development should harmonise with the heritage building in relation to its basic shape, scale and mass, street presentation and alignment, roof pitch and materials, vertical door and window elements and wall finishes.
- 4) Extensions shall not significantly increase the form, size or height of a building when viewed from the street (refer 'Built Form' 'Additions and Alterations' for detailed requirements).



Building Orientation

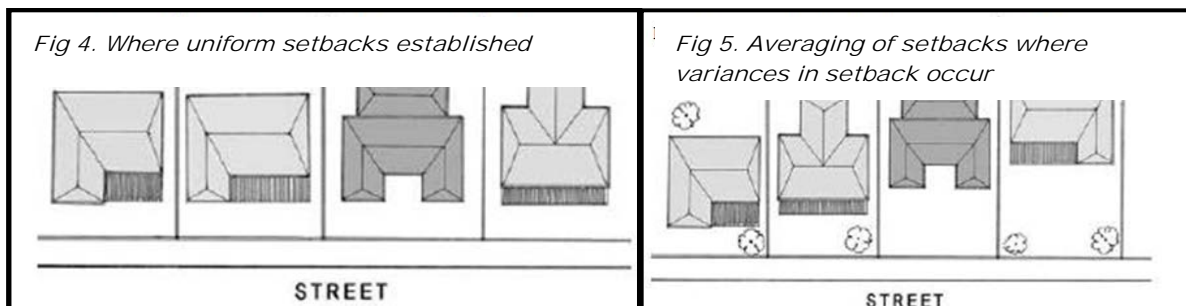
Building orientation shall be consistent with the existing street pattern.

Open Streetscapes

- 1) Buildings are required to interact with the public domain and blank walls, heavy planting, screen walls, or garages and carports in the front setback area are to be avoided. Uncovered parking bays with access off existing driveway can be considered so long as additional crossover is not proposed.
- 2) The property boundary shall be clearly demarcated by a fence or planting and the entrance shall be visible from the street.

Street Setbacks

- 1) Applications are to be accompanied with an examination of existing street setbacks (examination shall include the predominant setbacks found within the street).
- 2) Where there are existing uniform front setbacks for adjacent residences and/or the street, this setback should be retained as shown in Figure 4.
- 3) Where the existing setbacks are staggered or vary there is more flexibility in siting the infill building. It should generally be placed within the range of existing setbacks (using the average street setback of the adjoining residences) as shown in Figure 5, up to a maximum setback of 7.5 metres.
- 4) All garages and carports shall be located at least 1 metre behind the front wall of a dwelling and wherever possible at the rear of the dwelling. This requirement may be relaxed where the topography makes compliance impractical and/or the established streetscape would not be detrimentally affected by such a relaxation.



Front Fences

- 1) If front fences are required, low masonry or open picket fences of up to 1000mm high are preferred. Front fences above 750mm from natural ground level shall be visually permeable (minimum 75% open) and masonry piers shall be limited to a maximum height of 1800mm above natural ground level.
- 2) Fibre cement and metal sheeting shall not be acceptable materials for front fences.

- 3) Examples of suitable fencing treatments / styles, particularly where dwellings are heritage buildings can be found in the City's guidelines on 'Modifying Period Buildings in Albany'.

Side Setbacks

- 1) Side setbacks shall be determined as per the Residential Design Codes except that an absolute minimum side setback of 1.0 metre shall apply. No parapet walls will be permitted.
- 2) When considering applications for the relaxation of side setback requirements for two storey residences under the provisions of the Residential Design Codes the Council shall encourage consistent setbacks on both ground and first floor to achieve clear breaks between adjoining residences.

Topography

New residences shall respond sympathetically to the topography and cutting and filling, particularly in locations visible from the street, shall be kept to a minimum.

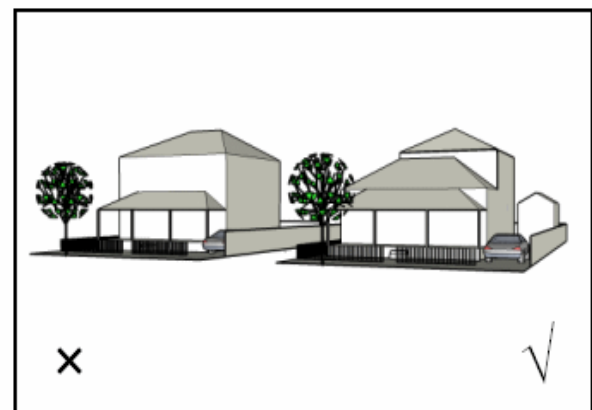
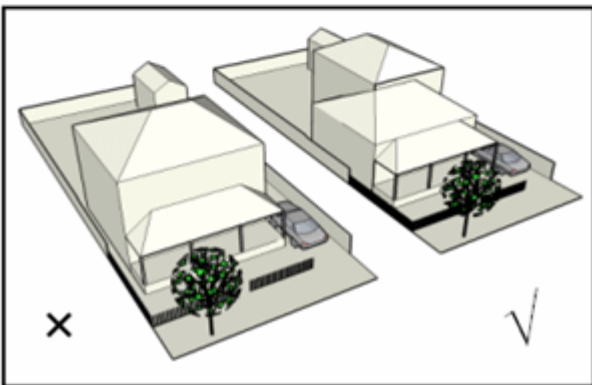
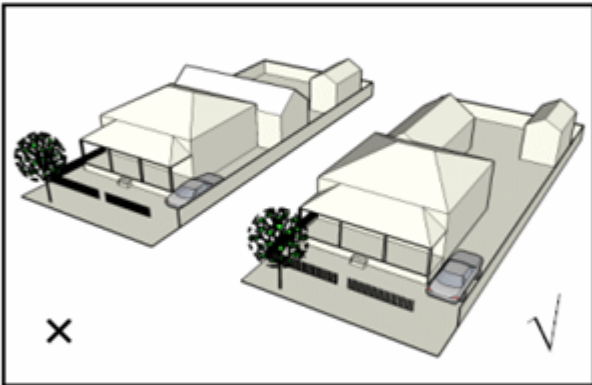
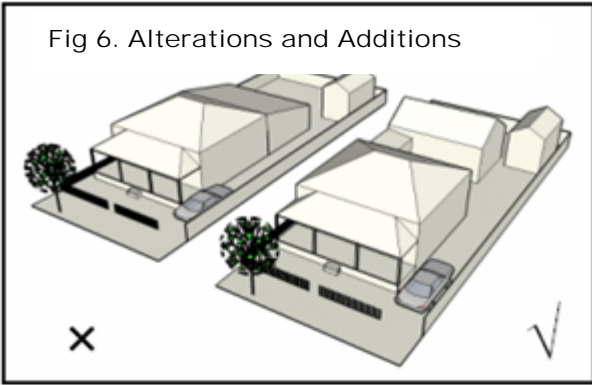
Retaining walls

- 1) Retaining walls within the front setback area are to be stepped if they are more than 1.5 metres high to reduce their visual impact.
- 2) Where the slope of a site requires a floor level to be higher than the ground level, walls (or timber slatting) should be taken down to ground level (to retain the building within its footprint rather than at side boundaries). Building up on sand pads to deal with the topography will not be supported.

Building Form

Strong emphasis will be placed on promoting high quality design which is sensitive to the scale and character of its context.

Fig 6. Alterations and Additions



B2.13 Additions and Alterations

All additions and alterations are required to comply with the following requirements:

- 1) Additions to existing residences should be sympathetic to the character and integrity of the original residence in terms of scale, and form. Additions should generally not attempt to reproduce historic styles but represent a contemporary solution which is considerate of the existing building (see the City's guidelines on 'Modifying period buildings in Albany').
- 2) Two storey extensions to single storey residences shall be located towards the rear (beyond the existing ridge line) where impacts on both the streetscape and the existing structure can be minimised and a streetscape plan is supplied.
- 3) In the upgrading of 'fibro' and weatherboard houses brick cladding or veneering will not be supported as the results are generally not aesthetically acceptable.

Ground Floor Levels

- 1) The datum of the ground floor slab (level) shall be consistent in height with adjoining buildings on the same side of the street.
- 2) Where adjoining buildings have differing ground floor levels due to slope across the frontage of a lot ('cross fall') an average of their floor level heights should be applied to the development to promote a 'cascade' effect along the street.

Number of Building Storeys

Building heights in residential areas shall be measured from natural ground level (as defined in the Residential Design Codes) as per the following:

ACCEPTABLE CRITERIA

Heights to eaves	Heights to concealed roof	Height to gable
5 metres	6.5 metres	8 metres

PERFORMANCE CRITERIA

Council may consider building heights in excess of that stipulated above only where the following is achieved:

- 1) The street facade of the building is articulated, whereby two storey development does not represent as a continuous solid external facade;
- 2) A streetscape plan being submitted, using accurate photomontage images, 3D modelling or detailed elevations showing the bulk and scale of the development in context with the form of adjacent buildings within the street (the plan should include at least two dwellings either side of the subject property);
- 3) The proponent can justify that the development complies with provisions dealing with 'Bulk and Scale' and 'Additions and Alterations' of this Policy in addition to meeting the performance criteria (6.7.1 – P1) of the Residential Design Codes; and
- 4) The proposal has been referred to adjacent properties for comment in accordance with Council's Planning Processes Guidelines.

Height Datum for Grouped and Multiple Dwellings

Height datum for any residence or building comprising multiple dwellings shall be as set out for single houses.

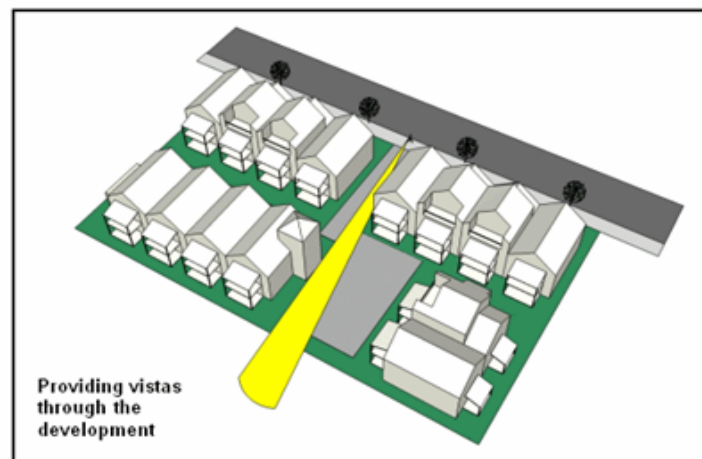
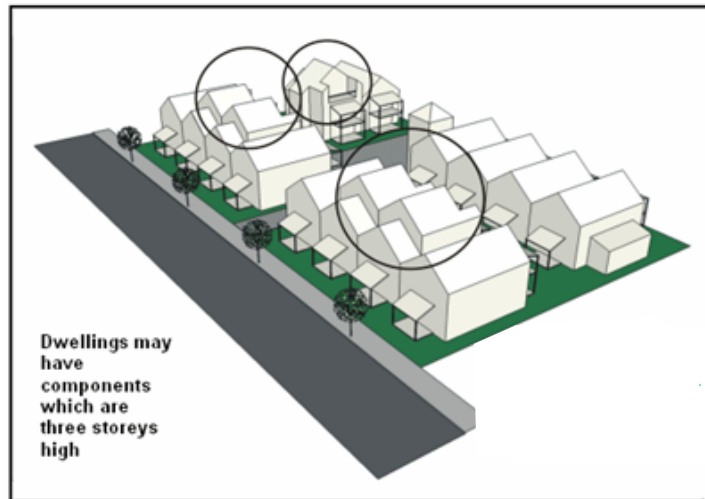
Undercrofts

- 1) Garages and storage (non habitable spaces) may be located in an undercroft level, subject to the height constraints set out above.
- 2) Where any residence or residential building faces directly onto a street and an undercroft is visible it shall be fully screened.

Larger Residential Sites

- 1) On sites larger than 2500 sq m a maximum of 40% of grouped dwellings may have components which are three storeys high subject to the area of the third floor level shall be less than 50 sq m inclusive of any terrace or balcony.
- 2) On sites larger than 2500 sq m 40% of the total footprint of the buildings comprising multiple dwellings may have a third storey subject to the third floor shall be setback from the lower floors on any elevation facing the public domain.
- 3) To qualify for the additional height both grouped and multiple dwellings shall fulfill the following performance criteria:
 - a) The third floor components shall be set back 10 metres from any boundary.

- b) The built form of the development shall be articulated to break up the bulk and scale of the development.
- c) Heights for the three storey components shall comply with Category C of Table 3 of the Residential Design Codes.
- d) An unimpeded vista through the development to the Sound, Mt Melville or Mt Clarence shall be provided for pedestrians on the footpath.



Multiple Dwellings - Dwelling Mix

- 1) The Council will actively encourage a mix of dwelling types within Multiple Dwellings. In order to provide an incentive for such a dwelling mix the Council may consider relaxation of the following provisions:
 - a) Site coverage to a maximum of 10%.
 - b) Plot ratio relaxations to a maximum of 10%.
 - c) Setbacks.
- 2) This consideration will require the provision of both a mix of type (no of bedrooms) and variation in size or configuration of dwellings and be subject to ensuring that the amenity of adjacent existing residential development is not adversely affected by any such relaxations.

Communal Open Space within Multiple Dwellings

- 1) Communal open space(s) should generally be contained within the development to provide easy access and some level of privacy from the public domain for residents.
- 2) Concession with respect to total open space may be considered subject to the following performance criteria:

- a) The overall provision shall not be below 85% of the standard required in the Residential Design Codes.
- b) Communal open space will be consolidated into usable parcels
- c) Communal open space will be sited to maximize its functionality in terms of ease of access, solar penetration and the protection of the privacy of particularly ground floor dwellings surrounding it.
- d) A high quality landscaped area will be provided.
- e) Private balconies of not less than 16 sq m (with a minimum dimension of 4m) shall be provided.

Solar Access and Visual Privacy

The interaction between multiple dwellings (particularly solar access and visual privacy) will need to be actively addressed.

Access and Car Parking within Multiple Dwellings

- 1) Vehicular access should be designed to minimise the impact on streetscapes and shall comply with 'Access and Parking Requirements' of the Residential Design Codes.
- 2) The provisions of the Residential Design Codes may be relaxed where the topography makes compliance impractical and the amenity of the locality would not be compromised by such a relaxation.
- 3) In multiple dwelling developments:
 - a) The alignment of access ways will be varied to avoid the 'gun barrel' effect.
 - b) Parking areas shall be located well within developments.
 - c) Parking areas with more than four bays shall be broken up with trees, buildings, or different surface treatments.

Heritage Places and Precincts

- 1) For sites identified as a heritage place, that adjoin heritage places or are within a heritage precinct the objectives are:
 - a) To conserve and protect places of cultural significance within the policy area.
 - b) To ensure that development does not adversely affect the significance of heritage places.
 - c) Provide incentives to encourage the conservation of heritage buildings and the maintenance and adaptive reuse of existing buildings which contribute to the urban character of the locality.
- 2) Refer to Council's Heritage Protection Policy (Policy 2I) in relation to demolition, adoption and the relaxation of policy and scheme standards affecting heritage places.

Energy Efficiency

Building design should seek to reduce energy consumption by:

- 1) Siting buildings along north-south/east-west axis to maximise solar access and control.
- 2) Providing thermal insulation of walls and roofs.
- 3) Ensuring good cross ventilation.
- 4) Utilising solar hot water heating.

Water Usage

Building design should seek to reduce water usage by:

- 1) Using water wise fittings.
- 2) Utilising 'AAAA' appliances.
- 3) Specifying smaller rather than larger sinks, baths and basins.
- 4) Locating hot water systems to minimise pipe runs.
- 5) Insulation of hot water pipes.
- 6) The use of appropriate plant species, soil improvement and automated irrigation systems.

- 7) Retaining stormwater on site.

Amenity

Building design should seek to ensure a high standard of amenity by ensuring that new developments are:

- 1) Legible: The organization and layout of developments should be easily understood, movement systems should assist in spatial orientation, there should be clear distinctions between public, semi-private and private spaces and developments should provide ease of access for all age groups and degrees of mobility;
- 2) Functional: Developments should be organizationally and environmentally functional and should provide useable outdoor space, efficiently laid out indoor space and service areas, access to sunlight (preferably north facing orientation for living spaces and east facing orientation for bedrooms), good natural ventilation, and visual privacy; and
- 3) Robust: Appropriate room dimensions and configurations to maximize flexibility of use, and materials which minimize building maintenance.

Wind Protection

The design of new buildings should address local wind patterns and provide shelter from prevailing winds particularly around entries and in outdoor spaces.

Acoustic Privacy

Construction materials and techniques used should enhance acoustical privacy between buildings, and the placement and insulation of air conditioning units shall prevent noise impacts on adjoining properties

Overshadowing

The effect of any new development will be considered in terms of the potential overshadowing within the development, and on existing buildings, and outdoor spaces, on neighbouring properties. For any development which could overshadow adjacent properties the applicant may be required to provide shadow diagrams showing the effect of the proposal on such properties.

DETAILED AREA PLANS

Objective:

To ensure that development on small, rear loaded or unusual lot configurations are designed in a manner that creates a high level of amenity and passive surveillance.

Scope

- 1) This policy applies to those lots identified in Schedule 1, which have been created as part of a subdivision process and a Detailed Area Plan has been required as condition of the approval issued by the Western Australian Planning Commission or any lot for which Council has determined a Detailed Area Plan is required.
- 2) The provisions of this policy apply in addition to any other provisions contained within the City of Albany Local Planning Scheme 1, the Residential Design Codes (R-Codes) and the Building Code of Australia.
- 3) Landowners or development proponents seeking to vary the requirements of this policy or the relevant Detailed Area Plan must demonstrate how the policy objectives are to be achieved as part of any application for development.
- 4) This policy includes general development and design criteria for the following lot types:
 - a) Cottage/R30 lots/Rear laneway lots;
 - b) Lots adjoining areas of public open space; and
 - c) Corner lots.

Policy Statement

Cottage/R30 Lots/Rear Laneway Lots

The detailed design of rear laneways shall be considered during the subdivision process, with the laneways being designed and constructed in accordance with the following design criteria:

- 1) Laneways shall have a minimum width of 6.0m;
- 2) Corner truncations to the street shall be provided with a minimum of 2.0m x 2.0m;
- 3) Laneways shall be through roads with no 'dead-ends', the length shall be kept to a minimum and designed to allow for good visibility from one end of the laneway to the other;
- 4) Laneways shall allow for two-way traffic;
- 5) Laneways shall be designed to include good street lighting from lighting poles, with bollard lighting not considered acceptable. The design shall ensure that light spill into residential lots is minimised;
- 6) On street car parking shall be provided along the primary street for use by visitors to the dwellings. Appropriate line making shall be provided to indicate there is no parking within the laneway.

Vehicle Access and Garages

The following criteria shall be applied for those lots with rear laneways subject to this policy, in addition to those required by the R-Codes:

- 1) All vehicle and garage access shall be taken from the laneway; and
- 2) Where located on a corner, garages shall be located at the furthest point from the intersection of the street and laneway and shall be designated on Detailed Area Plans;
- 3) Development over a garage is required to ensure personal and property safety within the laneways as follows:
 - 4) Identification of lots at both ends of lanes and at the junction of laneways where provision for rear studio units is required;
 - 5) Ensuring that these studio units are designed for independent occupation, have good sized windows overlooking the lane and have an independent entry from the street or lane;
- 6) Development above a garage is encouraged, as follows

- a) Examples of development may include a studio apartment, ancillary accommodation or an area to be used for the purpose of a suitable home occupation.
- b) Development over a garage will not be included in any calculation of the developments site coverage.
- c) Any balcony over the garage can be used in the calculation of the sites courtyard area.

Dwelling Design

Dwellings should be designed to address all street frontages and laneways through appropriate window treatments and shall consider the following:

- 1) Large areas of blank wall on areas with frontage to or visible from the street or laneway shall not be permitted;
- 2) Where a two-storey dwelling is proposed, at least one habitable room window on the upper floor shall address the rear laneway
- 3) Windows and openings shall be required to address secondary streets

Setbacks

Rear

Garages shall have a 1.0m minimum and a 1.5m maximum setback from the rear laneway and may be permitted with a nil setback to the side boundary in the location designated on the Detailed Area Plan.

Development above a garage should be setback a minimum of 1.0m from the laneway

The remainder of the dwelling should be setback to provide a variation to the building line with a minimum setback of 2.0m from the laneway

Front

Dwellings should have a 2.0m minimum setback (averaged at 3m) from the primary street with open sided porches permitted to have a 1.5m minimum setback. No averaging is required for open side porches.

Sides

Boundary walls are permitted for two thirds of the length of the southern or western boundary, in addition to a nil setback for the garage or as otherwise specified on a Detailed Area Plan. A nil setback to the side will not be permitted for a secondary street.

The relevant provision of the R-Codes shall apply to northern and eastern boundaries

Secondary Street

Dwellings on corner lots shall have a 1.5m minimum setback from the secondary street and be designed to address the street

Lots Adjoining Public Open Space (Subdivision Guidelines)

Subdivision layouts should be designed so that areas of public open space are fronted along all boundaries by streets, with lots orientated to overlook areas of public open space. Whilst not desirable, the City acknowledges that there may be situations where lots directly abut areas of public open space. In these instances, the following should occur:

- 1) The boundary between the lots and the public open space should be clearly demarcated; and
- 2) As a minimum, a 600mm difference should be provided between the ground level of the open space and the finished ground level of abutting lots unless exceptional circumstances occur. In this instance individual Detail Area Plans can modify this design criteria; and
- 3) The difference in ground levels provides increased privacy and security for those living on the abutting properties and provides for surveillance of the open space from the properties.

Passive Surveillance

The following design criteria shall be applied for those lots that abut an area of public open space subject to this policy, in addition to those required by the R-Codes or any outlined in the Detailed Area Plans:

- 1) Principle habitable spaces of each dwelling should be located to ensure that views of adjoining open space are available;
- 2) At least one habitable room window, with a minimum size of two square metres, shall address the open space
- 3) Where a two-storey dwelling is proposed, at least one habitable room window on the upper floor shall address the open space, in addition to a window at ground floor level
- 4) Carports and Garage may not abut the public open space in order to encourage an active interface

Fencing

A minimum of 75% of the length of the fencing provided along the common boundary with the public open space shall be visually permeable above 1.2m to a maximum height of 1.8m.

Windows or active habitable rooms should be located to address the visually permeable portion of the fence.

Corrugated fibre cement sheeting is not permitted

Corner Lots

The following criteria shall be applied for those corner lots subject to this policy, in addition to those required by the R-Codes or any outlined in the Detailed Area Plans:

- 1) No entirely blank walls shall be permitted for any storey that addresses a street;
- 2) At least one habitable room (major opening) window shall address the area of permeable fencing fronting the secondary street;
- 3) Where a two storey dwelling is proposed, at least one habitable room window on the upper floor shall address the street frontages, in addition to the window on the ground floor level;

Development Standards

Dwellings shall address both street frontages through respective elevation treatments and design. This shall be achieved using the following criteria:

- 1) No entirely blank walls shall be permitted for any storey that addresses a street;
- 2) A minimum of 50% of the length of the fencing provided along the boundary with the secondary shall be visually permeable above 1.2m to a maximum height of 1.8m.
- 3) At least one habitable room (major opening) window shall address the area of permeable fencing fronting the secondary street;
- 4) Where a two storey dwelling is proposed, at least one habitable room window on the upper floor shall address the street frontages, in addition to the window on the ground floor level;

Crossovers and Garage/Carport Location

Crossovers and driveways may be permitted from either road frontage, but shall be located at the furthest point from the intersection of the two streets.

Variations

It is recognised that individual lots will have site specific characteristics which will require further variation of the provisions of the R-Codes. This is particularly evident with regard to street and side setbacks, the location of building envelopes, vehicular access, the provision of front fencing and retaining walls. In such instances a more specific Detailed Area Plan can be prepared and included as part of Schedule 1.

All land identified in Schedule 2 shall comply with the general provisions of this Policy only.

Where a Detailed Area Plan is included as part of Schedule 1, the provisions identified in that Plan shall take precedence over the General Provisions of this Policy and the Residential Design Codes. Where the Detailed Area Plan is silent on an issue, the general provisions of this Policy and then the Residential Design Codes shall provide direction in that instance.

Schedule 1

No	Locality	Lots
1	McKail	Lot 2 South Coast Highway
2	Lower King	Lot 2 Mason Road/Lower King Road, Lange
3	Lower King	Lot 94 & 95 The Esplanade
4	Lower King	Oyster Harbour Village Centre
5	Lower King	Lots 42 and 47 Lower King Road, Bayonet Head
6	Lockyer	Lot 247 Cull Road, South Lockyer
7	Little Grove	Lot 4 Jeffcott Street, Little Grove
8	Yakamia	Lot 10 and 322 Galle Street ,Yakamia
9	Mckail	Lots 32 & 37 Silver Street, McKail
10	Albany	Stirling Street

Detailed Area Plan 1 - Lot 2 South Coast Highway

Design Elements

The following matters apply, where required in the design and construction of a residence or outbuilding on lots identified within the boundary of this Detailed Area Plan (DAP):

1. All dwellings must include construction of a double garage or carport;
2. Unless otherwise approved by the City of Albany, all dwellings, garages and carports shall be constructed within the nominated building envelopes;
3. Alternative building envelope and garage/carport locations may be approved by the City of Albany where considered appropriate, having regard for improved streetscape outcomes, improved sustainability outcomes and pedestrian/traffic safety matters;
4. Where variations are sought, the proponent must provide adequate information for the City of Albany to assess the appropriateness of the variations against the matters listed above;
5. At least one major opening shall be installed on all northern elevations to maximize access to the northern sun;
6. Dwellings constructed on the 4 pack lots (lots 405 and 406) contiguous with the pedestrian access way shall have at least one (1) major opening overlooking the pedestrian access way to ensure passive surveillance and activation;
7. Two storey development is permitted on all lots except for that area south of the demarcation line shown on Lots 240-252 to ensure access to winter sun for private open space.
8. The R30 grouped housing site (Lot 407) shall be designed so that it provides for passive surveillance opportunities of the adjoining laneway eg. Visually permeable fencing and suitable openings in the building elevation that provide for 'Eyes on Street';
9. Single residential dwellings on corner lots are encouraged to incorporate and independently occupied studio above the garage to assist in providing surveillance of the laneway.

R Coding

The Residential Density Code which applies to the land is R30 for the grouped site and 4 pack lots (Lots 405-406) and R30/40 or R30/40/50 (with intergenerational housing) for all other lots in the DAP area.

R Code Variations

The city of Albany, Residential Design Codes and associated Residential Development Guidelines for the City of Albany are varied as shown on this Detailed Area Plan. The requirements of the City of Albany Scheme, R-Codes and Guidelines shall be satisfied in all other matters.

Setbacks

Setbacks for the construction of improvements upon the land will not be other than in accordance with the following:

For Lots 201-210, 211-216 & 227-239:

Primary Street / P.O.S: 2.0 metre minimum and maximum dwelling setback.

For Lots 217-226, 240-252, 253-258 & 399-404:

Primary Street / P.O.S: 3.0 Metre minimum and maximum dwelling setback.

For Lots 201-210, 211-216, 227-239, 240-252 & 407:

Rear / Laneway: 2.0 metre minimum dwelling setback.
2.0 Metre minimum garage / carport setback.
2.5 metre maximum garage / carport setback.

For Lots 253-258 & 399-404:

Rear / Laneway: 1.0 metre minimum dwelling setback.
500 millimetre minimum garage / carport setback.
1.0 metre maximum garage / carport setback.

Site Coverage

All construction on the land will ensure that at least 40% of the site comprises Open Space.

Driveways

The maximum width of any crossover shall be 5 metres.

Outbuildings and Studios

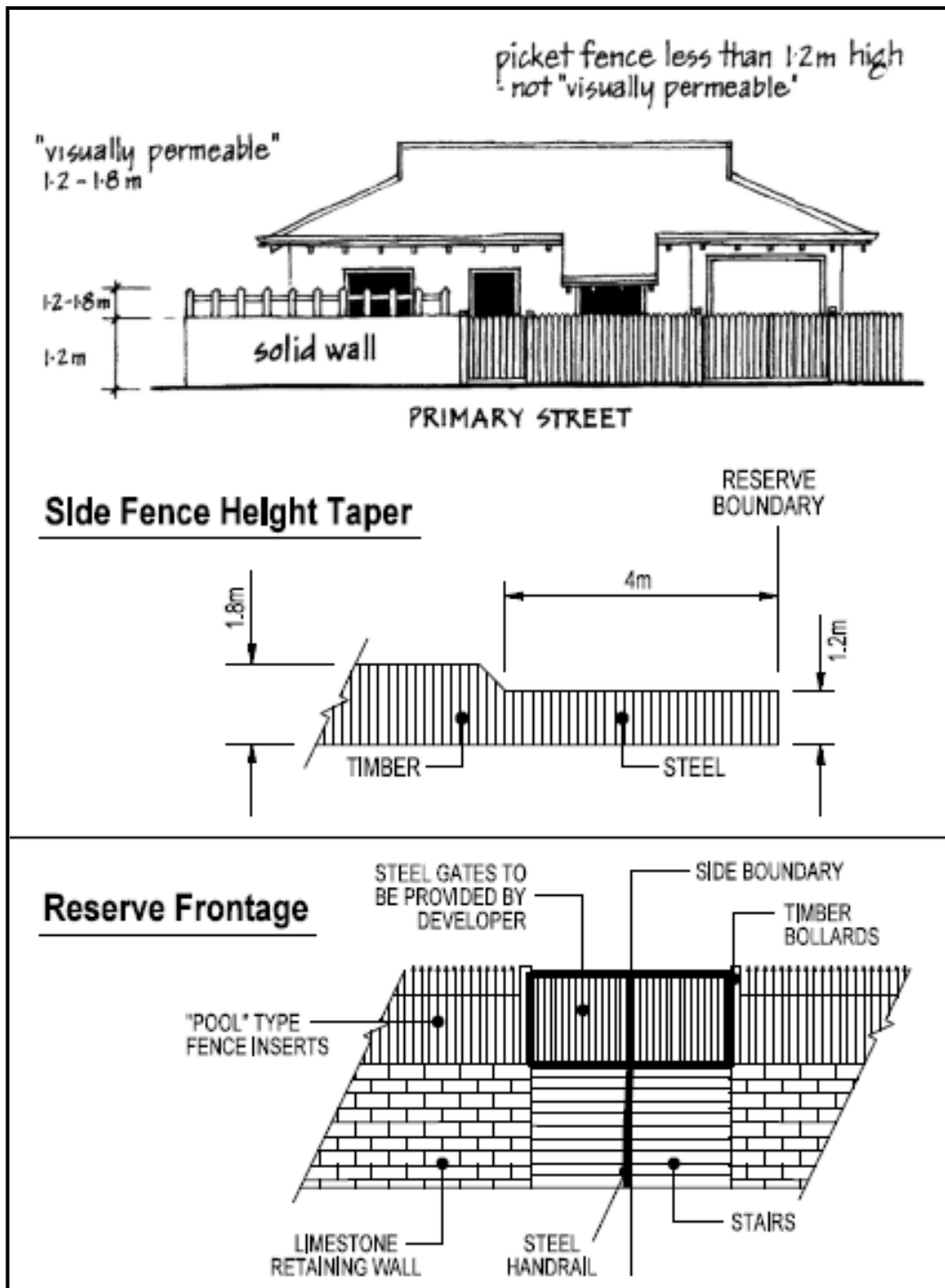
Outbuildings and Studios may be 2 storeys in accordance with Table 3 of clause 3.7.1 of R Codes to ensure activation and passive surveillance of laneways.

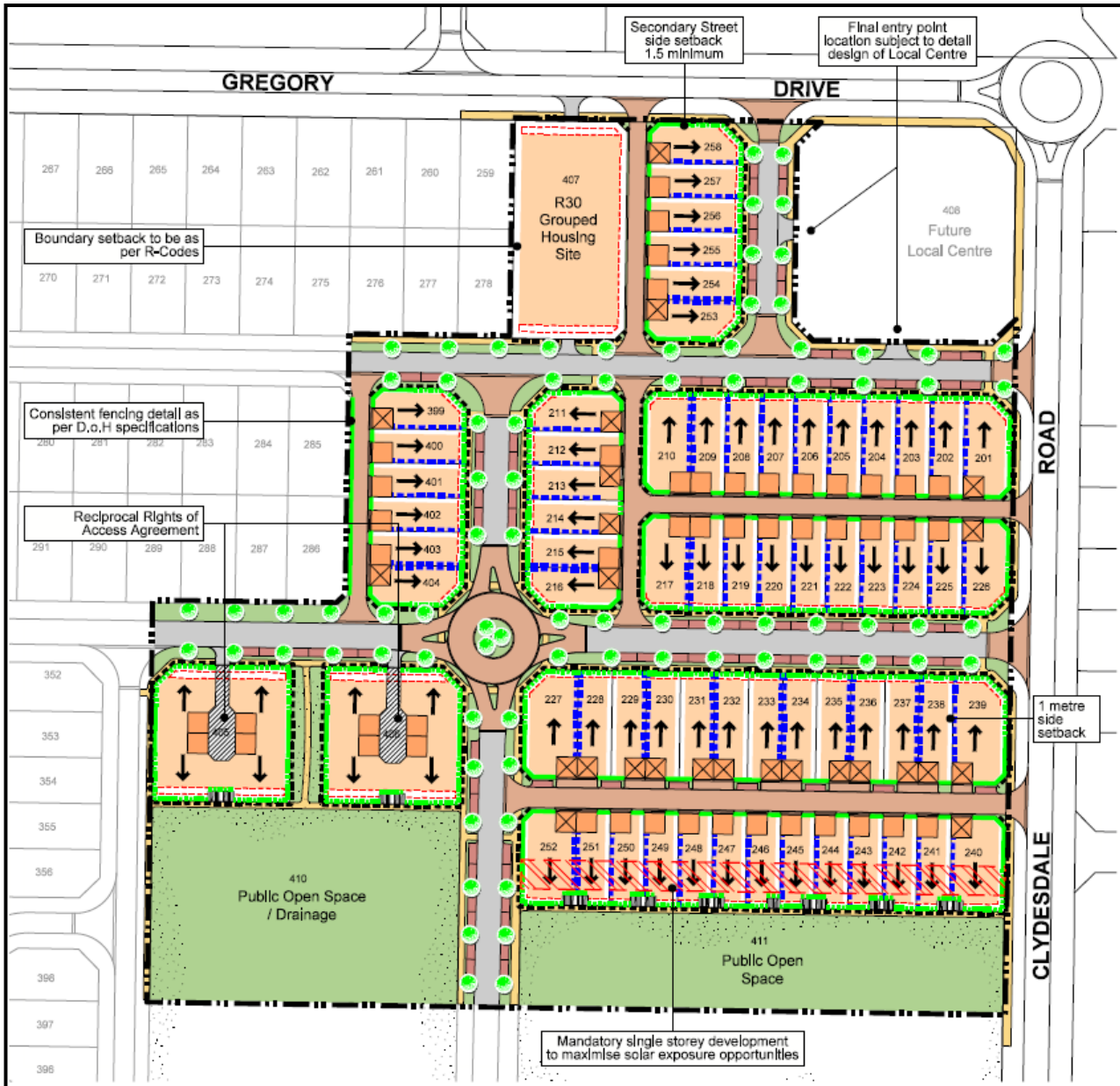
Estate Fencing

Where provided by the Vendor, estate fencing is not to be removed or altered in any way.

All side fencing forward of the building line are to match open style permeable front fencing at the expense of the purchaser.

Boundary fencing on secondary street frontages from the front setback to the building line to match that installed by the developer along public open space boundary or primary street boundary (see "Side Fence Height Taper" and "Reserve Frontage" diagrams). Fencing along public open space boundary will be installed by the vendor.





LEGEND			
	D.A.P. Boundary		Nominated minimum / maximum residential front setback to the primary subdivision road or Public Open Space (Refer setbacks variation schedule for details)
	No Vehicle Access		Nominated minimum 1.5m and average 2.5m residential front setback to the primary subdivision road or Public Open Space
	Estate Fencing: Permeable, Non-Permeable		Preferred Garage or Carport Location
	Nominated Residential Zero Metre Side Setback		Designated Garage or Carport Location
	Building Envelope		Indicative Tree Planting
	Building Orientation		Driveway Crossover
	Visitor Car Parking		Footpath / Dual-use Path
			Pedestrian Access via a Stairway
			Mandatory single storey development to maximise solar exposure opportunities

Detailed Area Plan 2 - Lot 2 Mason Road/Lower King Road, Lange

Lots 65- 68

- A minimum 7m setback for Lower King Road
- The outdoor living area for the dwelling closest to the 7m setback area abutting Lower King Road shall address Lower King Road.
- All other setbacks shall be in accordance with the Residential Design Codes
- No direct vehicular access shall be permitted to Lower King Road.
- No cleaning of remnant vegetation outside the building envelopes unless approved by Council.

Lots 45-46 and 55-60

Fencing

- A minimum of 75% of the length of the fencing provided along the common boundary with the public open space/drainage reserve shall be of 1.8m brick piers with open metal picket infill above a 1.2m high portion of face brick clad wall.
- The maximum height of the fence shall be 1.8m. Windows or active habitable rooms should be located in the visual permeable portion of the fence.

Setbacks

- A minimum 1.5m setback for all boundaries abutting public open space or drainage reserves.
- All other setbacks to be in accordance with the requirements of the R Codes.

Outdoor Living Areas

- The outdoor living areas required under clause 3.4.2 of the Residential Design Codes are encouraged in locations along boundaries abutting the public open space/drainage reserve.

Variations

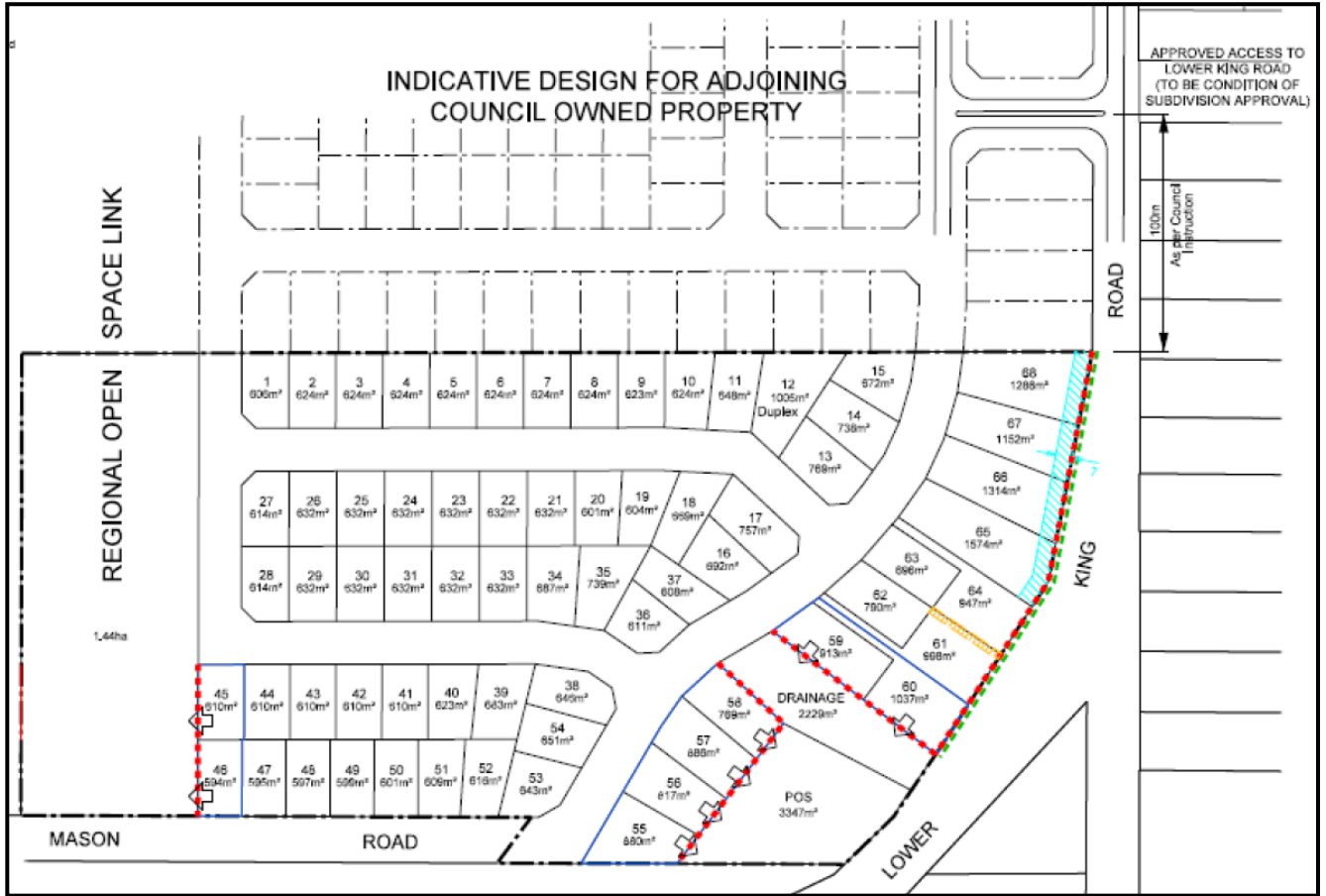
Variation to the DAP can be approved by the City of Albany following consultation with adjoining owners.

Additional Requirements – Landscaping-Landform

Lots 46-53 and Lots 55-68

- Retaining walls shall not be permitted on lot boundaries unless approved by the Local Government.
- Building footprints shall be located and designed to minimize disturbance to the existing landform.
- Remnant vegetation shall be retained on site where practical for Lots 55-68

Council shall require the houses on lots 1-15, 67, 68, 27, 28, 44-53, 55-60 to be constructed to Australian standard AS 3959.



Detailed Area Plan 3 - Lot 94 & 95 The Esplanade



Detailed Area Plan 4 – Oyster Harbour Village Centre

INTRODUCTION: This Detailed Area Plan (DAP) applies to the Oyster Harbour Local Centre shown on the Bayonet Head Outline Development Plan.

It responds to the City of Albany's Detailed Area Plan Policy and seeks to facilitate its aims and objectives to the extent that these are applicable. It is to be read in conjunction with the Oyster Harbour Village Centre Design Guidelines.

The following provisions apply in supplement and, in some cases, in variance to the 'Acceptable Development' provisions of the R-Codes and the Planning Scheme. Development which complies with the provisions of the DAP is deemed 'Acceptable' and is not subject to consultation requirements which may otherwise apply under the Codes for that element.

PROVISIONS

Land Use

Land use permissibility shall be as per the "Local Shopping" zone with the exception that Single House, Grouped Dwelling and Multiple Dwellings shall be 'A'. Child Care Centre (unlisted in the Scheme) shall be 'P'.

The maximum retail floorspace permitted in the Centre shall be in accordance with the City's Activity Centres Strategy and the Oyster Harbour Centre design Guidelines to be adopted as Policy by Council.

The whole site is coded R60 in accordance with the Approved Interim Outline Development Plan.

Setbacks and Building Envelope

Buildings shall orient to and address the street or public open space they abut, and shall provide surveillance of all such spaces through the location of doors and windows. Surveillance of parking areas shall also be provided.

Buildings shall comply with the setbacks nominated on the DAP and shall generally be contained within the notional lot boundaries.

A maximum building height of 2 storeys (plus roof space) shall apply except at 'Landmark Element' locations where a maximum building height of 3 storeys (plus roof space) shall apply.

All building footprints shown are notional only.

Vehicular & Pedestrian Access

Vehicular access points and cross easements are indicative only and shall be subject to detailed design and approval.

Any development shall also be required to demonstrate how access and easement provisions facilitate implementation of the plan and coordinated access for abutting sites.

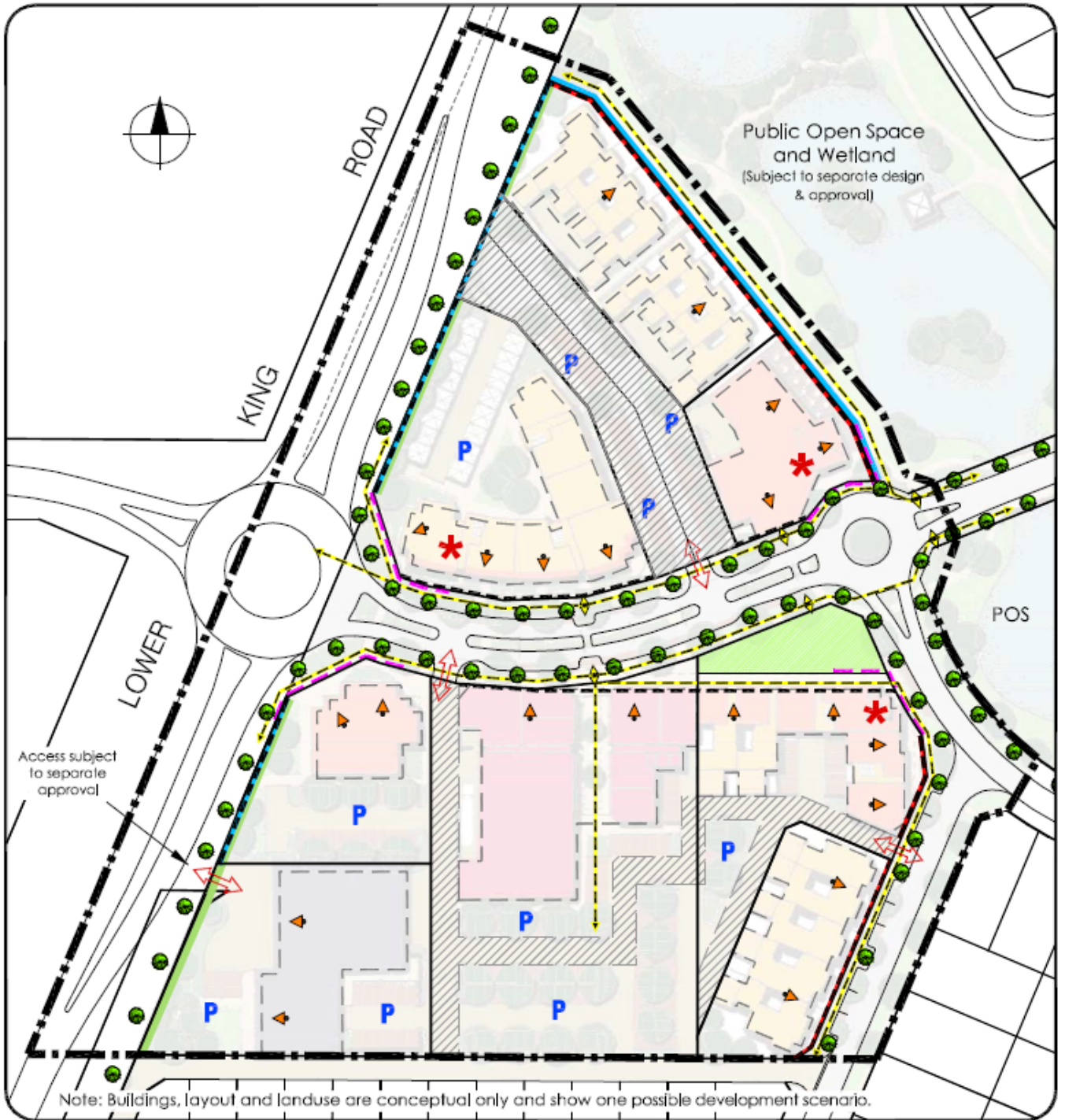
Pedestrian access shall generally be provided in accordance with the DAP. Exact location and design shall be subject to detailed design and approval. External pedestrian access shall be provided to all buildings and tenancies from the street.

Built Form & Services

Buildings fronting the street, Public Open Space or Optional Green Space and built within 1.5m of this boundary shall provide a canopy or verandah of a minimum depth of 2.5m along that frontage.

Service areas, bin enclosures, storage areas and drying courts are screened from view from the adjacent street.

Landmark features may include towers, additional storey heights, raised parapet features, projecting wall planes, projecting roof elements, double height fenestration or other architectural elements to mark the corner.



Legend

	DAP Boundary		Primary Building Orientation Surveillance Required		Preferred Access Point		Landmark Element
	Notional Lot Boundary		Mandatory Nil Setback to street or green space where provided. Requires surveillance, primary access, articulated, continuous facade, owing over footpath.		Designated Crossing Points		Indicative street trees locations (Subject to detailed design)
	Notional Building Footprint		Nil-4m Setback to street or green space where provided. Requires surveillance, primary access, articulated, continuous facade, owing over footpath.		Landscaping Required		Indicative street parking (Subject to detailed design)
	Notional Cross Easement		Secondary Street Setback; minimum 3m no blank wall. Requires surveillance, articulation required, setbacks to be screened.		Elevation 0.5-1.5m required above park Open style estate fencing only - not to be shared without approval of the Council.		
	Preferred Parking Location		Pedestrian connection		Optional Green Space		
			Building to address corner				

Detailed Area Plan 5 – Lots 42 and 47 Lower King Rd

INTRODUCTION: This detailed Area Plan applies to Cottage (R30) lots and those abutting Public Open Space.

It responds to the City of Albany's Detailed Area Plan Policy and seeks to facilitate its aims and objectives.

The residential Density Code which applies to the lots is R30.

The following provisions apply in supplement or, in some cases, in variance to the 'Acceptable Development' provisions of the Residential Design Codes (R-Codes). Development which complies with the provisions of the DAP is deemed 'Acceptable' and is not subject to consultation requirements which may otherwise apply under the Codes for that aspect.

PROVISIONS

Dwelling Design

- Dwelling design shall address all street frontages (including secondary street frontages) through the location of windows and doors.
- Large areas of blank wall facing streets (primary or secondary) are not permitted.
- Where two-storey dwellings are proposed, at least one major opening to a habitable room on the upper floor shall address the laneway to provide surveillance.
- The location of studio units and rooms above or beside rear garages is encouraged to provide surveillance of the laneway. Where provided, these must provide surveillance of the laneway from at least one major opening to a habitable room. Developments incorporating this element are subject to a reduced Open Space requirement of 25%.

Setbacks

Laneways

- Garage: Minimum / Maximum 1m.
- Other buildings abutting the laneway must be setback a minimum of 1m from the laneway.
- Laneway fencing to be consistent with garage setback Minimum / Maximum 1m.

Dwelling

- Front Setback: Minimum: 2m to dwelling; (1.5m to open sided porch or verandah), average (excluding open sided porch or verandah) 4m.
- Side Setback: In accordance with R-Codes, though walls on boundaries are to be located on nominated nil setback boundary shown. Consideration will be given to double-storey walls on boundaries abutting a nominated nil setback boundary on the adjoining lot based on the Performance Criteria of the R-Codes, though these should generally not exceed 12m in length and 6.5m in height.

Secondary Street & Green Space Setback

- Minimum 1.5m unless a front setback in which case, as above.

Lots abutting Public Open Space / Green Space













- Retaining and Estate fencing is to be provided by the developer along all lot frontages to public open space / green space. It is to be a uniform design, 75% open style and may not be altered without the approval of the Council.
- Dwellings abutting public open space / green space must provide surveillance of the space through the location of direct view from a major opening (Minimum 2m²) to a habitable room. Where a two storey

dwelling is proposed, surveillance from at least one habitable room on the upper floor is required, in addition to the ground floor level.

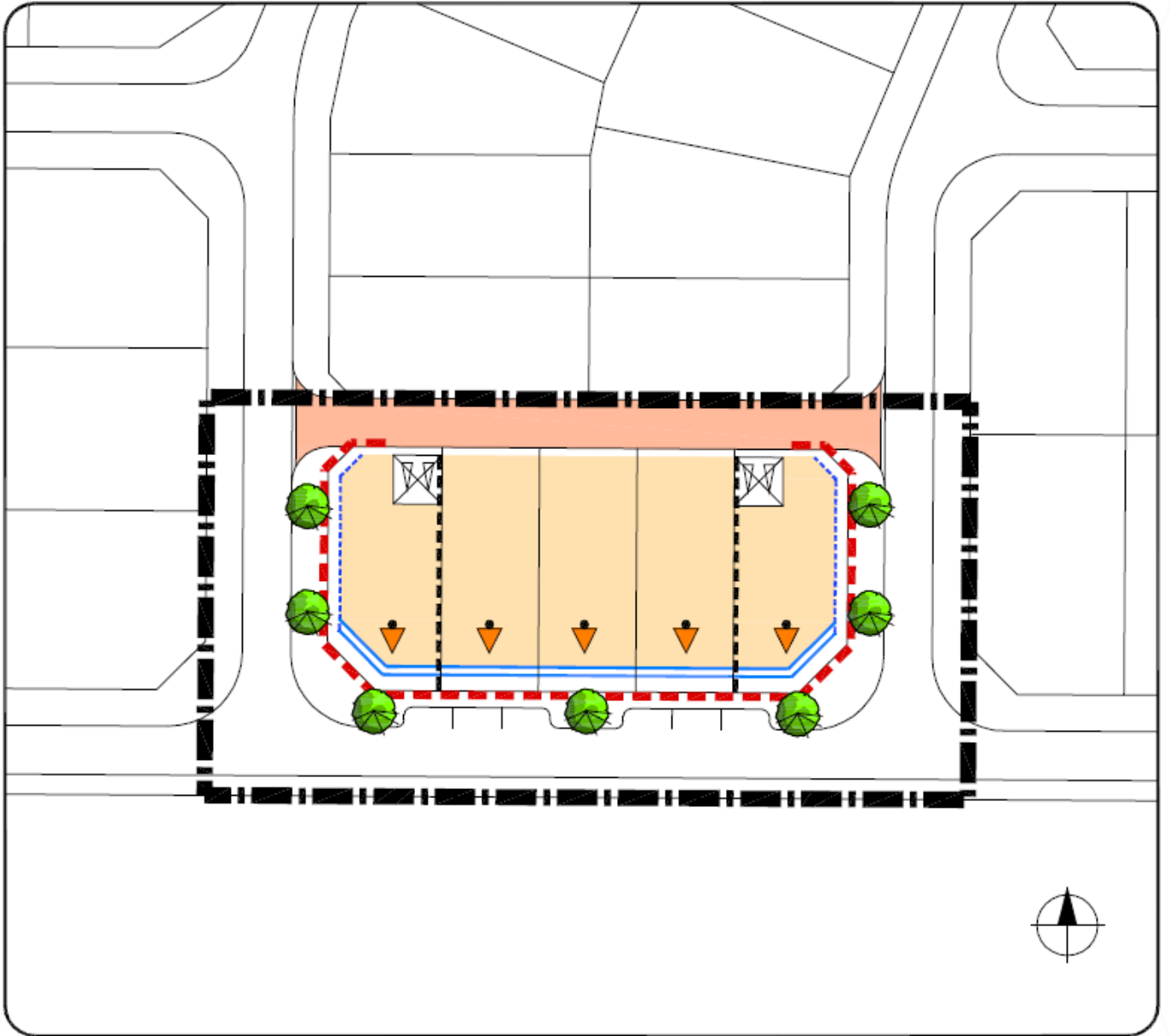
Corner Lots

- A minimum of 50% of the side boundary is to be unfenced, or visually permeable above 1.2m to a maximum of 1.8m.

Legend

	DAP Boundary
	R30
	Green Space
	Nominated Nil Setback Boundary
	No Vehicular Access
	Nominated Primary Street Setback minimum 2m, average 4m, Visually Permeable fencing only.
	Nominated Secondary Street Setback minimum 1.5m. 50% boundary fencing to be visually permeable above 1.2m.
	Visually Permeable Estate Fencing May not be altered without Council approval. Surveillance required, no blank walls permitted.
	Designated Garage Location Min. / Max. 1m
	Nominated Building Orientation
	Indicative street trees locations (Subject to detailed design)
	Indicative street parking (Subject to detailed design)

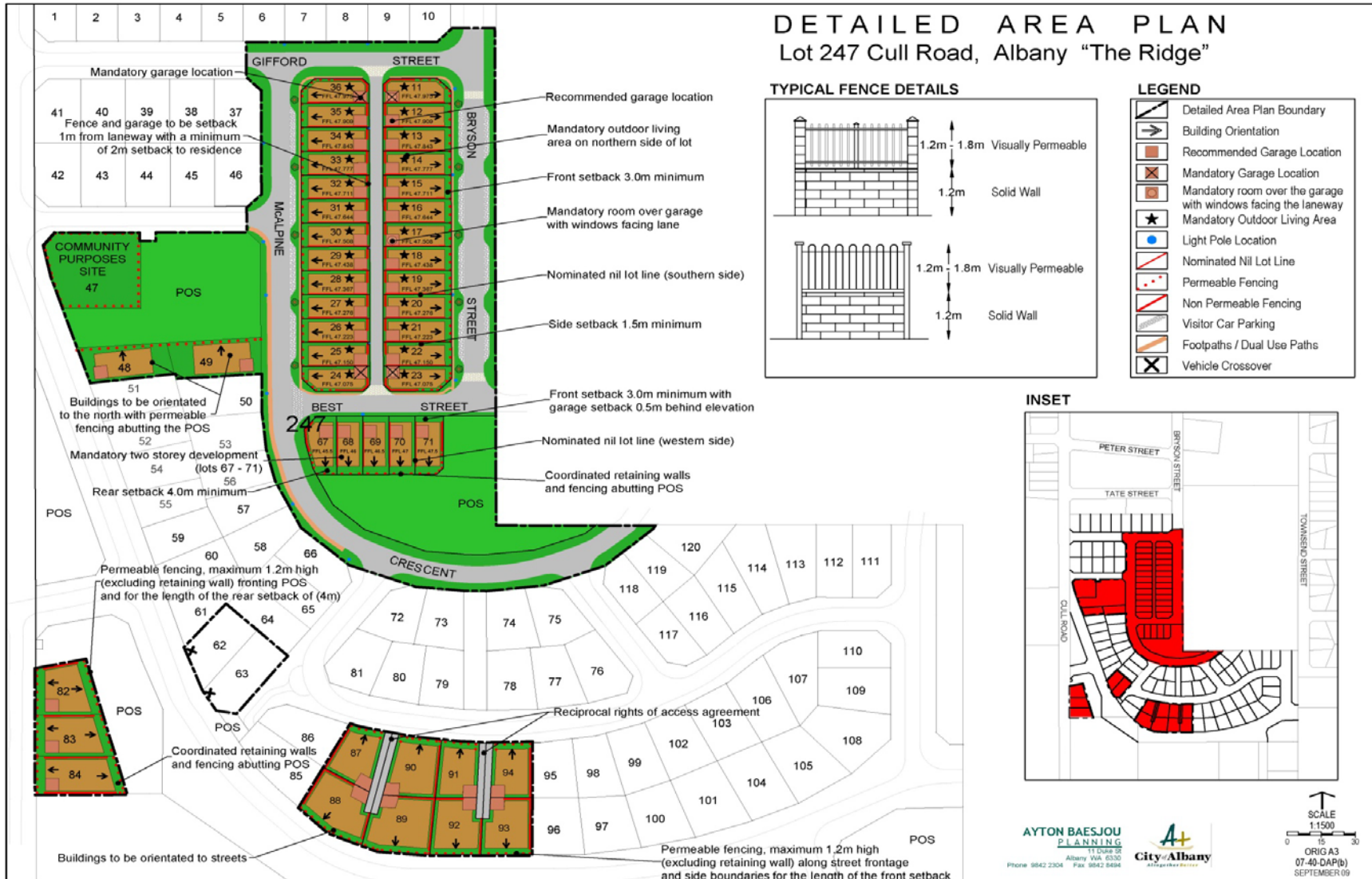








Detailed Area Plan 6 - Lot 247 Cull Road, South Lockyer



1. COTTAGE LOTS 11 – 36 (R30 SINGLE DWELLINGS)

- Room over garage: lots 11, 17 & 23 shall include a room over the garage with windows facing the rear lane to provide passive surveillance of this area.
- Private outdoor living area: This area shall be located at a mandatory northern location of the lot to receive winter sun.
- Nominated Nil Lot Line: The nominated nil lot line is on the southern boundary, with the exception of Lots 23 & 24 where a 1.5 metre side setback shall apply.
- Overshadowing: Notwithstanding the R Codes, development on the lot shall be designed so that its shadow cast at midday, 2 June onto the adjoining property's outdoor living area, does not exceed 50% (ie. 12m² of the R Codes minimum requirement).
- Rear laneway setback: The garage and fencing shall be setback a minimum of one metre in order to facilitate access to the garages, rubbish removal and surveillance. The residential dwelling shall have a minimum 2 metre rear setback.
- Garage doors are to be designed so that they do not protrude into the rear laneway.
- Front Fencing: Any front fencing facing the primary street including any corner truncation, and for 2 metres minimum along any second street for a corner lot, shall be 1.2 metres maximum height (excluding any retaining wall on which the fence is constructed). The fence shall be constructed of materials and colours to complement the dwelling and public reserve, with preference given to pillar and rail fencing (colorbond metals, corrugated fibre cement, brushwood and timber lap fences are not permitted).
- Side Fencing: For corner lots (Lots 11, 23, 24 & 36) side fencing shall be a 1.8 metre maximum height commencing from the 2 metre minimum from the corner lot's front truncation. Materials and colours of the fencing shall complement the dwelling and public reserve and corrugated fibre cement, brushwood and timber lap fencing are not permitted.
- Rear Lane Fencing: Rear lane fencing shall be 1.8 metres maximum in height with preference given to BlueScope Steel Neetascreen Plus (or similar) in Colorbond 'Sandbank'. The steel latic top section allows for opportunities for passive surveillance of the rear lane.

2. POS COTTAGE LOTS 67 – 71 (R30 SINGLE DWELLINGS)

- Lots 67 to 71 are cottage lots adjacent to Public Open Space where two-storey development is mandatory with vehicular and pedestrian access from the street.
- The front setback shall be setback 3 metres minimum from the street and the garage shall be setback 0.5 metres behind the elevation. Verandahs, porches and balconies can be used to reduce the visual impact of the garages on the street.
- The rear setback shall be 4 metres.
- The elevation facing the park shall have at least one habitable room and major opening with verandah, pergola or balcony.
- The developer will provide permeable fencing, a maximum of 1.2 metres in height (excluding any retaining wall on which it is built) where it directly abuts POS. The fencing shall consist of pier and

railing construction with the piers being of the same material as the retaining wall. Non permeable fencing of a compatible construction and colour shall be permitted along a portion of the side boundary as shown on the Detailed Area Plan.

3. PACK LOTS 87 TO 94 (R20 SINGLE RESIDENTIAL)

- Lots 87 to 94 are greentitle lots in a 'four-pack' layout. A centrally located access leg provides a reciprocal right-of-way vehicular access to each lot.
- Vehicular access to the garage shall be from the internal access leg. Access is not permitted from the front street.
- Permeable fencing a maximum of 1.2 metres in height (excluding any retaining wall on which it may be built) shall be provided along the street frontage and along the side boundary for the distance of the front setback (4 metres).

4. COMMUNITY PURPOSES SITE LOT 47

Lot 47 is designated as a site for a 'Community Purposes Site'.

The design for the building on the shall ensure:

- I. a built form that is in a landscaped setting;
- II. a built form where the elevations are consistent in design quality;
- III. a visible public entry and sheltering porch or verandah feature;
- IV. openings and 'active' habitable rooms face the streets and park (any service area, such as bin stores, shall be in the least visually obtrusive location and fully screened from public view);
- V. publicly accessible areas on the lot (such as entries and any car parking) shall be well lit for use after dark, and any possible 'hiding' areas shall be avoided (such as dark building recesses and dense shrubs/hedges);
- VI. signage shall be integral to the development and simple in design.

5. LOTS 62 & 63 – DRIVEWAY ACCESS

- Driveways on lots 62 & 63 Mueller Street to be located adjacent to the western boundary to maximise sight distance.

6. LOTS 82 – 84 ABUTTING POS (R20 SINGLE RESIDENTIAL)

- Lots 82 – 84 back onto POS and require co-ordinated retaining walls and permeable fencing.
- The elevation facing the POS shall have at least one habitable room and major opening with verandah, pergola or balcony.

ENHANCING BUILDING PERFORMANCE

Development should be designed to minimise heating and cooling costs; improve upon energy efficiency and reduce water consumption. Listed below are recommended items for inclusion in the design of a dwelling to ensure enhanced environmental performance.

- Living areas and the private outdoor living area should be located, where possible, to face north and receive winter sun.
- Openings should be appropriate sizes and shaded to reduce solar heat gain in summer and admit solar gain in winter.
- At least one bathroom should include an openable window to the outside.
- Openings should be located to allow breezes to cross ventilate and passively cool the dwelling and reduce reliance on mechanical cooling.
- The dwelling's living and sleeping areas should be capable of being closed from each other to allow for any localised heating and cooling.
- A gas hob should be specified.
- Water efficient fixtures (for example taps and shower heads) should achieve a minimum 3 star rating.
- Electrical appliances (such as fridges and washing machines) should achieve a high star energy rating.
- A rainwater tank should be installed to use stormwater, such as from the roof. The tank shall be designed as an integral feature of the dwelling and be screened from public view or buried.
- A solar hot water system should be installed to receive sufficient solar gain.

Where the solar panels are publicly visible, a split system is required with the storage tank located elsewhere. As far as practicable, the solar panels shall integrate with the roof, be frameless and mounted flush with the roof. All solar collectors, tanks (where permitted) and associated mounting equipment shall be colour co-ordinated with the roof to minimise adverse visual impacts.

Detailed Area Plan 7 – Jeffcott St

Aims

The primary aims of the DAP are to:

1. Minimise the removal of the natural topography and vegetation;
2. Ensure adequate surveillance of public spaces;
3. Provide a quality streetscape that is reminiscent of the Little Grove character of maintaining vegetation and the open feel;
4. Encourage the incorporation of sustainable features into dwelling design; and
5. Create an attractive community with a high quality of lifestyle.

Statutory Compliance

1. The City of Albany has adopted this DAP in accordance with the Local Planning Scheme and it should be read in conjunction with the Scheme Text and Planning Policies, Little Grove Structure Plan and the Residential Design Codes.

R- Coding

1. The Residential Density Code which applies to these lots is R20.

R- Code Variations

The Town Planning Scheme and R-Codes are varied in the following manner:

1. The requirements of the R-Codes are varied as shown in the notations on this DAP and in the Design Elements below;
2. The requirements of the R-Codes and Town Planning Scheme shall be satisfied in all other matters.

Design Elements

Front setbacks and Streetscape (Wilson Street)

1. In order to maintain a consistent streetscape, allow the efficient use of the lots and to encourage the location of courtyards with a northern aspect, dwellings shall have a 3.0m minimum setback from Wilson Street (no averaging).

Side Setbacks (Jeffcott Street)

1. Most of the lots located adjacent to Jeffcotte Street are orientated to an internal road, Right of Way of Battle axe leg; therefore Jeffcott Street shall be treated as a secondary street. Dwellings shall have a minimum 1.5m setback from Jeffcott Street (no averaging).

Outdoor Living Areas

1. Where ever possible, courtyards should be located with a northerly aspect.

Access

1. Shared crossovers identified on the Detailed Area Plan are to be provided by the developer to the satisfaction of the CoA.
2. Direct vehicular access to Jeffcotte Street and Wilson Sreet is prohibited unless via an existing crossover provided by the developer.
3. A shared crossover provided as part of the subdivision is to be the sole vehicular access to that property.

Passive Surveillance

In order to achieve the principle of passive surveillance – corner lots, lots adjoining POS and those lots overlooking the centrally located Pedestrian Access Way shall provide at least one habitable room window, with minimum size of two square metres that addresses the applicable feature.

Corner Lots

1. Due to their prominence in the neighbourhood, and requirements to maintain passive surveillance of streets, those dwellings situated on a corner lot shall be designed to address both streets.
2. No entirely blank walls shall be permitted for any storey that addresses a street and/or laneway.

Lots adjoining POS

1. Courtyards are encouraged adjacent to POS to increase activity along the POS edge.

Estate fencing

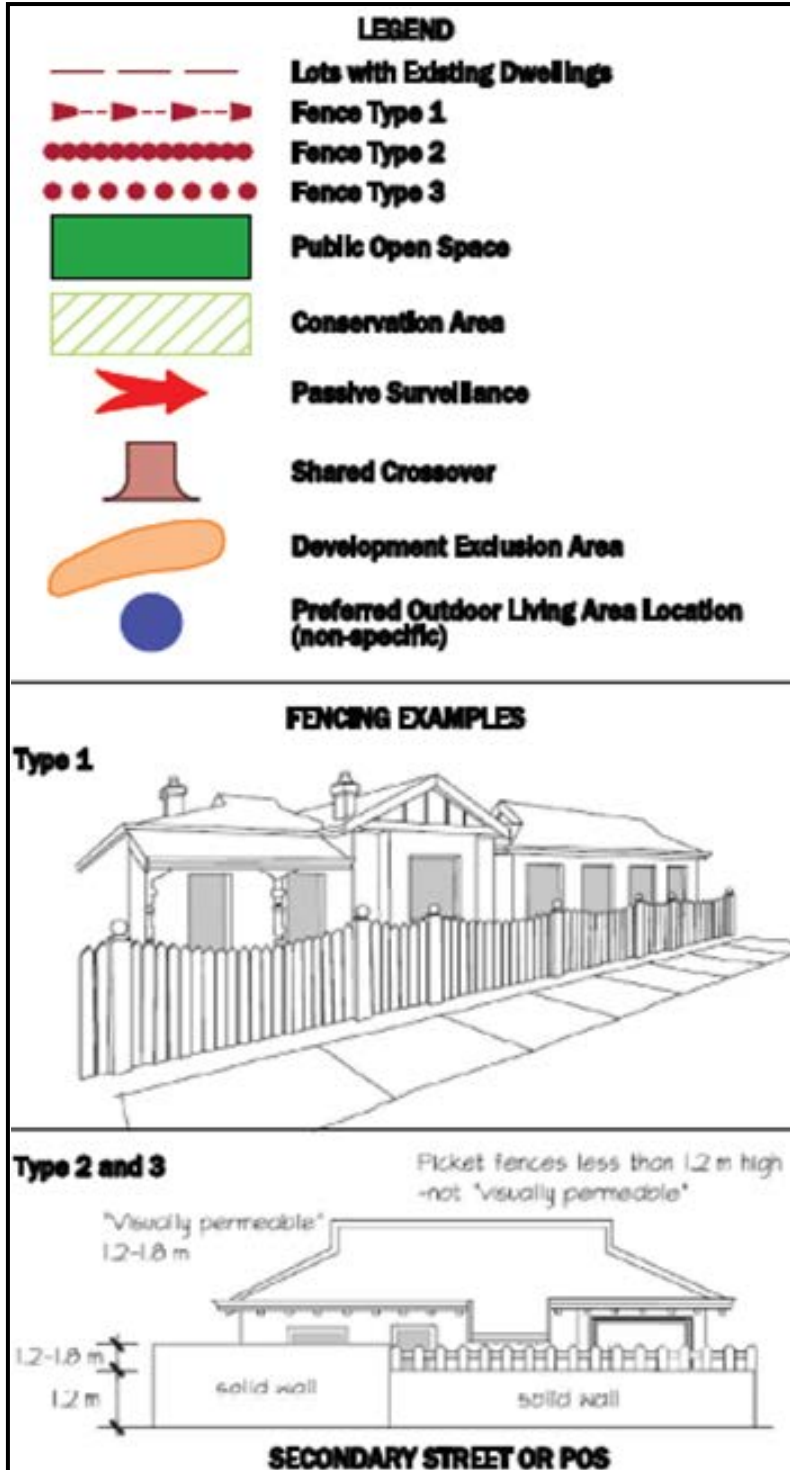
1. Fencing on boundaries facing POS will be provided by the developer and shall not be altered or replaced by the landowner. This fencing will be designed and constructed in accordance with the two types of fences denoted on the DAP as follows:
2. Type 1 fencing; Front fences along Wilson Street to be a maximum of 900mm high.
3. Type 2 Fencing; A minimum of 50% of the length of the fencing provided along the boundary shall be visually permeable to a maximum height of 1.2m. In the case of a corner lot. The permeable portion of fencing shall be located toward the corner.
4. Type 3 Fencing; A minimum of 75% of the length of the fencing provided along the common boundary with the POS shall be visually permeable above 1.2m to a maximum height of 1.8m.

Rainwater Tanks

1. Each lot is to have a minimum 5,000 litre water tank to be plumbed into the dwelling for house-hold use. The rainwater tank is to direct any overflow to a 1.5m X 1.5m soak-well to take excess stormwater.

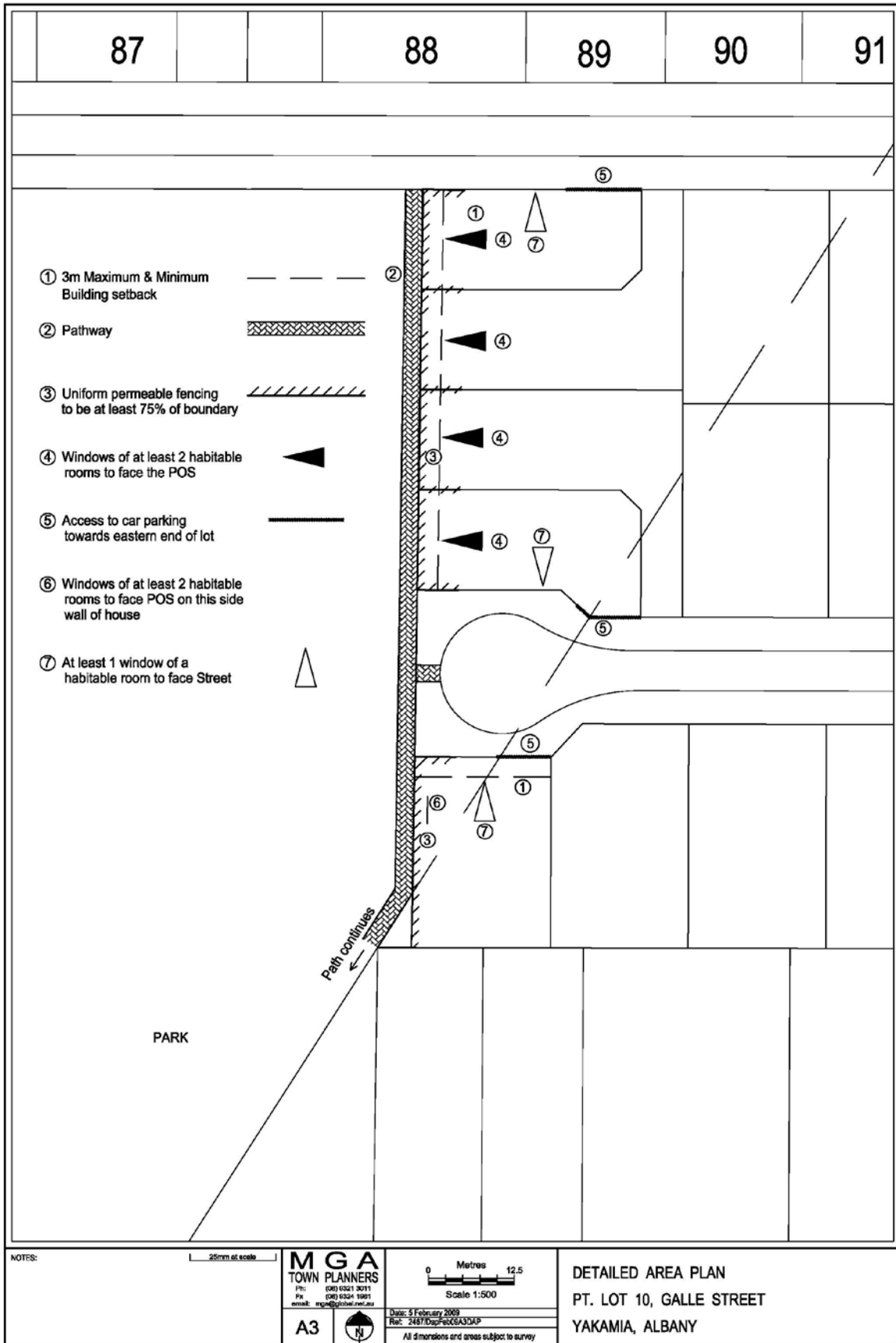
Conservation Area

1. No additional clearing is to occur within the designated conservation area noted on the detailed area plan.





Detailed Area Plan 8 - Lot 10 and 322 Galle Street ,Yakamia



Detailed Area Plan 9 - Lots 32 & 37 Silver Street, McKail

The Residential Density Code which applies to Lot 35 Le Grande Avenue is R30. The Residential Density Code applying to all other lots is R20. The R-Code variations and Design Elements in this DAP are only applicable to those lots to which the R20 density Code applies.

R-Code Variations

The Town Planning Scheme and R-Codes are varied in the following manner:

1. The requirements of the R-Codes are varied as shown in the notations on this DAP.
2. The requirements of the R-Codes and Town Planning Scheme shall be satisfied in all other matters.
3. The requirements to consult with adjoining or other owners to achieve a variation of the R-Codes, is not required where the variation is in accordance with notations on this DAP.

Design Elements

1. The dwellings (including patios and gazebos) and garages must be constructed within the nominated building envelope.
2. An alternative garage location to that shown on the plan may be approved by the Manager of Planning subject to its design meeting solar orientation and streetscape objectives as well as statutory requirements.

Front Setbacks and Streetscape

1. Dwellings shall have a 3.0m min setback from the primary street – no averaging
2. Open sided porches are permitted to have a 1.5m minimum setback from the primary street.
3. Garages are to be located behind or level with the front wall of the dwelling to ensure that the dwelling is the dominant feature of the streetscape.

Site Coverage

All construction on individual lots will ensure that 40% of the site comprises Open Sp[ace as defined by the R-Codes.

Outdoor Living Areas

Where ever possible courtyards should be located with a northerly aspect.

Corner lots

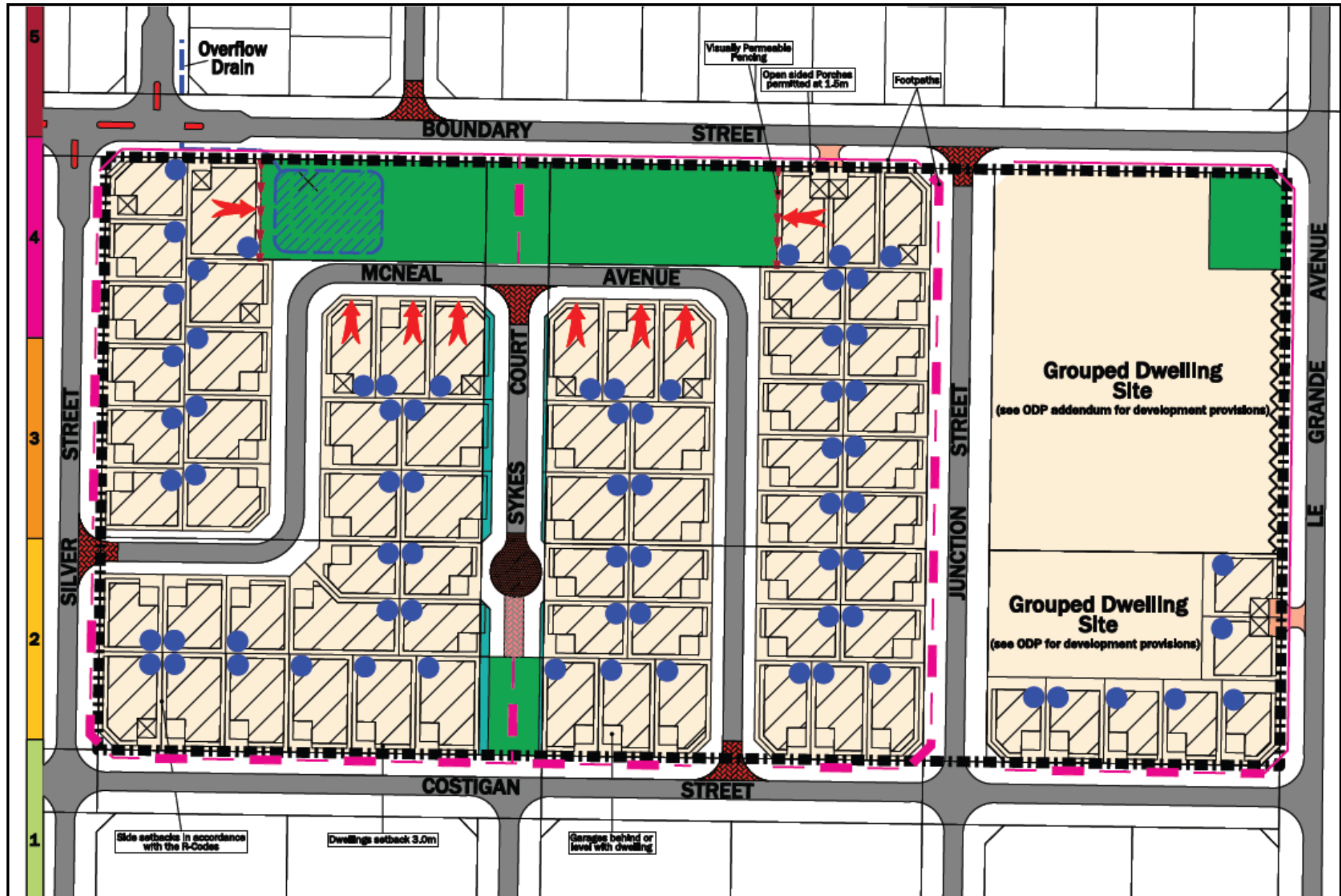
1. Due to the prominence in the neighbourhood, and requirements to maintain passive surveillance of streets those dwellings situated on a corner lot shall be designed to address both streets.
2. At least one habitable room window (ideally to a living room), shall be provided within the front half of the wall fronting the secondary street per storey.
3. A minimum of 50% of the length of the fencing provided along the boundary with the secondary street shall be visually permeable above 1.2m to a max height of 1.8m.

Lots adjoining POS

1. In order to achieve the principle of passive surveillance of POS areas at least one habitable room window with a min size of two square metres, shall address the POS for lots marked on the DAP.
2. Balconies and verandahs are encouraged to the front and rear of dwellings to provide for surveillance of the primary street and POS, whilst maintaining a reasonable level of privacy between dwellings.
3. Visually permeable fencing will be required for those lot boundaries abutting POS areas as further described in Council's DAP Policy.

Design Elements that can be applied mandatorily through conditions and/or development guidelines (sustainable features).

- Install water sensitive features such as under-eave rainwater tanks.
- Utilise front verandas porches;
- Install onsite drainage as the first step toward slowing stormwater down and allowing it to infiltrate into the earth.
- Use of energy efficient glazing and other building elements.
- Living areas with good solar access to the north.
- Install energy efficient fixtures such as hot water systems and rated appliances.



Detailed Area Plan 10 - Lot 14 Spencer Street

Objective:

To ensure development of Lot 14 Spencer Street, Albany is sympathetic to the built form of the former Activ Building (Building 1), Thrift Shop (Building 2), Cheyne Cottage and surrounding heritage properties and maintains existing view corridors from Frederick Street through the use of appropriate controls addressing building height, bulk, location, form, colour and materials.

A1 Relationship to Other Planning Instruments

This Policy is to be read in conjunction with the following planning instruments with relevant provisions of these instruments applied as appropriate to development of Lot 14:

- Central Albany Urban Design Policy
- Residential Design Codes of Western Australia

Where a provision of this Policy is inconsistent with a provision of the abovementioned planning instruments, this Policy will prevail to the extent of the inconsistency.

A2 Policy Statement

The specific policy requirements for development of Lot 14 are outlined in the provisions below.

A2.1 Development Guide Plan and Staging and Land Tenure Plan

A2.1.1 The Development Guide Plan and Staging and Land Tenure Plan for Lot 14 Spencer Street, Albany and adopted by the City of Albany forms part of this Policy.

A2.1.2 In order to meet the requirements of this Policy, development is to be in accordance with the Development Guide Plan and Staging and Land Tenure Plan.

A2.2 Building Setbacks

A2.2.1 The building setbacks to be used for new development on the site are shown on the Development Guide Plan.

A2.2.2 Street and driveway setbacks shown on the Development Guide Plan are fixed and not subject to reduction.

A2.2.3 Side and rear setbacks shown on the Development Guide Plan are the minimum permitted. Greater setbacks than provided on the Development Guide Plan are permissible, except in relation to nil setbacks.

A2.2.4 In order to maximise solar access, ventilation, streetscape and privacy buildings are to be built on the boundary where shown.

A2.2.5 All balconies, roofed patios and decks raised above 0.5m from the courtyard ground level are to be located within the building envelope shown on the Development Guide Plan.

A2.3 Streetscape

A2.3.1 The facade of any building fronting Spencer Street is to be designed to complement the appearance of the existing Buildings 1 and 2 in a manner consistent with "recognised heritage conservation guidelines and principles". The facade is to be built on the property line with the parapet wall height varied to accommodate the slope as shown by the existing buildings (see Figure 1).

- A2.3.2 Dwellings fronting Frederick Street (Lots C1 – C4 as depicted on the Development Guide Plan) are to be single storey in height at the street frontage (northern boundary) and be complementary to the bulk and character of the adjoining dwelling to the east.
- A2.3.3 All buildings are to have living areas (indoor or outdoor) overlooking the street and internal driveways.
- A2.3.4 Fencing along the Frederick Street boundary is to be of uniform construction, visually permeable (see through) and a maximum 0.9m above footpath height in front of any dwelling and 1.8m above footpath height elsewhere.
- A2.3.5 All garages and on-site parking areas are to be accessed from the internal driveway. No garages or carports are permitted on the Frederick Street frontage.
- A2.3.6 Buildings fronting Frederick or Spencer Street are to provide direct pedestrian access from the street elevation.
- A2.3.7 A view corridor looking across Norman House to the Penny Post and Existing Oak Tree on Lot 1 is to be maintained as shown on the Development Guide Plan.
- A2.3.8 Garages / carports are to be located as shown on the Development Guide Plan.
- A2.3.9 Garage doors are to be of uniform colour and materials for each group of buildings to ensure a consistent facade. Where carports are to be used, this must be done for each of the dwellings within the group.
- A2.3.10 Non-residential uses are to have direct frontage to Spencer Street with windows looking out onto the street.
- A2.3.11 The existing facades of Building 1 (Figure 2) are to remain unaltered with the exception of the removal of the later and intrusive verandah and window additions. Any restoration of the building (i.e. replacement of the verandah or windows, repainting, etc) should be authentic, based on documentary and physical evidence.
- A2.4 Built Form
- A2.4.1 Colours and materials are to be complementary to the existing Buildings 1 and 2 and should be based on documentary and physical evidence. The full range of external materials, including masonry, iron, timber weatherboard and cement cladding will be considered. Development should be sympathetic in form, size, bulk and setback to surrounding properties.
- A2.4.2 Use of unpainted or non-rendered face brick is not permitted.
- A2.4.3 Roof pitch is to be less than 10°, for all new buildings with the exception of houses fronting Frederick Street where a 25° roof pitch is permitted to complement surrounding roof styles.
- A2.4.4 Use of unpainted 'Zincalume' or light-coloured 'Colorbond' custom-orb roofing is required for all buildings, except housing fronting Frederick Street.
- A2.4.5 Roofing tiles are not permitted, except on the houses fronting Frederick Street, where natural-coloured terracotta clay tiles may be used as a substitute to custom-orb roofing to complement the adjoining residence to the east.

- A2.4.6 The facade of Building 2 is permitted to be rationalised, such that only the windowed section of the facade, as well as the original timber trusses and south facing skylight windows, are retained. The remainder of the facade fronting Spencer Street is to incorporate design elements of Building 2 in order to provide visual cues back to the retained structure.
- A2.4.7 The design of any building fronting Spencer Street will be subject to assessment and comment by the City's Heritage Advisor prior to issue of any development approval.
- A2.4.8 Except for Lots A and B1, Upper floors are to extend 0.5m in front of the garage building line in order to provide an element of articulation to the frontages of the dwellings facing the internal driveway.

A2.5 Height and Bulk

- A2.5.1 Finished floor and ground levels are not to exceed the maxima shown on the Development Guide Plan without Council approval.
- A2.5.2 When considering varying the maximum finished level of a building from that shown on the Development Guide Plan, the Council is to ensure the following matters are appropriately addressed prior to granting approval to the varied finished level:
- Impact on the amenity of adjoining dwellings within the complex and adjoining the site.
 - Ensuring the increased finished levels do not detract from the scale and bulk of the overall development.
 - Impact on the view corridor from Frederick Street.
 - Need to ensure appropriate operation of drainage and sewer.
 - Need for retaining walls and the impact on adjoining properties.
 - Impact on solar access to adjoining dwellings, overlooking and overshadowing.
 - Impact on the preservation and amenity of Cheyne Cottage.
- A2.5.3 Building height will be generally in accordance with Category B of Table 3 of the *Residential Design Codes*, except as otherwise varied by this Policy. 'Natural ground level' will be considered the FFL for the lower floor of each building as depicted on the Development Guide Plan, or as varied under clause A2.5.2.
- A2.5.4 Notwithstanding clause A2.5.3, the maximum building height for dwellings fronting Frederick Street will be in accordance with Category A of Table 3 of the *Residential Design Codes* with 'natural ground level' being the FFL for the upper floor as shown on the Development Guide Plan. The purpose of this clause is to ensure a single storey scale and bulk for these buildings when viewed from Frederick Street, whilst allowing for use of the existing fall of the site to establish an undercroft area under the FFL of the upper floor.
- A2.5.5 Upper floor balconies on Lots C1-C4 are to be un-roofed within 4m of the southern strata boundary of these lots to protect the solar access of Lots D1-D3 and to provide adequate light and ventilation.
- A2.5.6 Courtyards are to remain un-roofed to within 4m of the southern boundary on Lots B2-B4 and D1-D3 to protect the solar access of properties to the south and to provide adequate light and ventilation.

A2.6 Privacy and Outdoor Living Areas

- A2.6.1 Second storey windows on dwellings that face another dwelling are to be designed so that the two sets of windows are offset and do not directly face one-another.

- A2.6.2 Balconies are to be screened to 1.7m above the finished level of the balcony where adjoining another balcony or as otherwise shown on the Development Guide Plan.
- A2.6.3 Each dwelling is to be provided with a courtyard / outdoor living area as depicted on the Development Guide Plan. In the case of Lots C1 – C4, this is to be located as a balcony area on the southern side of the dwelling as depicted on the Development Guide Plan.
- A2.6.4 Each dwelling is to be provided with a clothes drying area screened from the view of the street or internal driveway. In the case of Lots B1 and C1-C4, installation of a clothes dryer will be accepted in lieu of a outdoor clothes drying area.
- A2.6.5 With the exception of Lot B1, each dwelling is to incorporate a minimum 4m² lockable storage room directly accessible from the garage / carport with a minimum internal dimension of 1.5m.

A2.7 Landscaping

- A2.7.1 Landscaping in common property areas are to be established and maintained by the Strata Company at all times.
- A2.7.2 Trees selected at maturity are not to exceed the height of the Frederick Street footpath at the view point marked on the Development Guide Plan (10m RL).
- A2.7.3 Use of deciduous trees to provide shade in summer and light / heat in winter is recommended for the common property areas.
- A2.7.4 Boundary fencing (except for street fencing) is to be of a uniform colour and a maximum of 1.8m high.

A2.8 Access and Car Parking

- A2.8.1 Driveways are to be constructed in a uniform material as depicted on the Development Guide Plan and located within Common Property.
- A2.8.2 The existing Right of Carriageway easement to Cheyne Cottage is to be modified to follow the new driveway route with the existing access point into the Cheyne Cottage site to remain.
- A2.8.3 The main driveway will be subject to a Right of Carriageway easement to the benefit of Lot A (office use) to ensure access in perpetuity.
- A2.8.4 Each dwelling is to have two (2) car parking spaces contained in either a carport or garage as shown on the Development Guide Plan.
- A2.8.5 A minimum of two (2) visitor parking spaces are to be provided within the common property and located separately from parking spaces associated with the office use. These spaces are to be marked for residential visitor use only.
- A2.8.6 A minimum of eight (8) on-site parking spaces for the office use on Lot A are to be provided as shown on the Development Guide Plan. It is noted that the minimum required parking spaces for the office of ten (10) spaces has been offset by the ability to provide two (2) on-street spaces immediately in front of the site.
- A2.8.7 A minimum of three (3) on-site parking spaces for the office /studio on Lot B1 are to be provided as shown on the Development Guide Plan. It is noted that the minimum required parking spaces for the office and single bedroom studio of six (6) spaces has been offset by the ability to provide three (3) on-street spaces immediately in front of the site.

A2.9 Non-residential uses

A2.9.1 Lot A as depicted on the Development Guide Plan is to be used for office accommodation or other non-residential use approved by the Council. Car parking has been provided on the Development Guide Plan for a maximum of 300m² gross floor area (GFA). Any increase in GFA will require the provision of additional car parking to the satisfaction of Council.

A2.9.2 Lot B1 as depicted on the Development Guide Plan is to be used for office accommodation or other non-residential use approved by the Council on the ground floor. A single bedroom studio residence can be incorporated into the upper floor. Development of the upper floor must take into account the existing heritage elements of the building including two internal trusses, south facing windows and the need to let light in through these windows. Development of the upper storey is to minimise impact on the streetscape and must be setback appropriately from the Spencer Street frontage. Car parking has been provided on the Development Guide Plan for a maximum of 150m² gross floor area (GFA) of office space and a single studio residence. Any increase in GFA will require the provision of additional car parking to the satisfaction of Council.

A2.10 Servicing

A2.10.1 Provision is to be made for centralised letter boxes at the entrance to the main driveway from Spencer Street.

A2.10.2 Rubbish collection is to occur via standard domestic 'wheelie bins' placed on Spencer Street or by alternative arrangement with the agreement of Council. Bins are to be stored at each unit outside of pick up days.

A2.10.3 Provision is to be made for centralised electricity meters for the residential units. This is to be located within Common Property at the entrance to the main driveway from Spencer Street.

A2.10.4 A 1.5m wide service easement is to be provided along the southern boundary of Lots B1 – B4 to provide access for drainage and sewerage services.

A2.10.5 Stormwater drainage is to be managed on site and released into the surrounding drainage system in accordance with Better Urban Water Management Guidelines, as approved by the Council.

A3 Figures

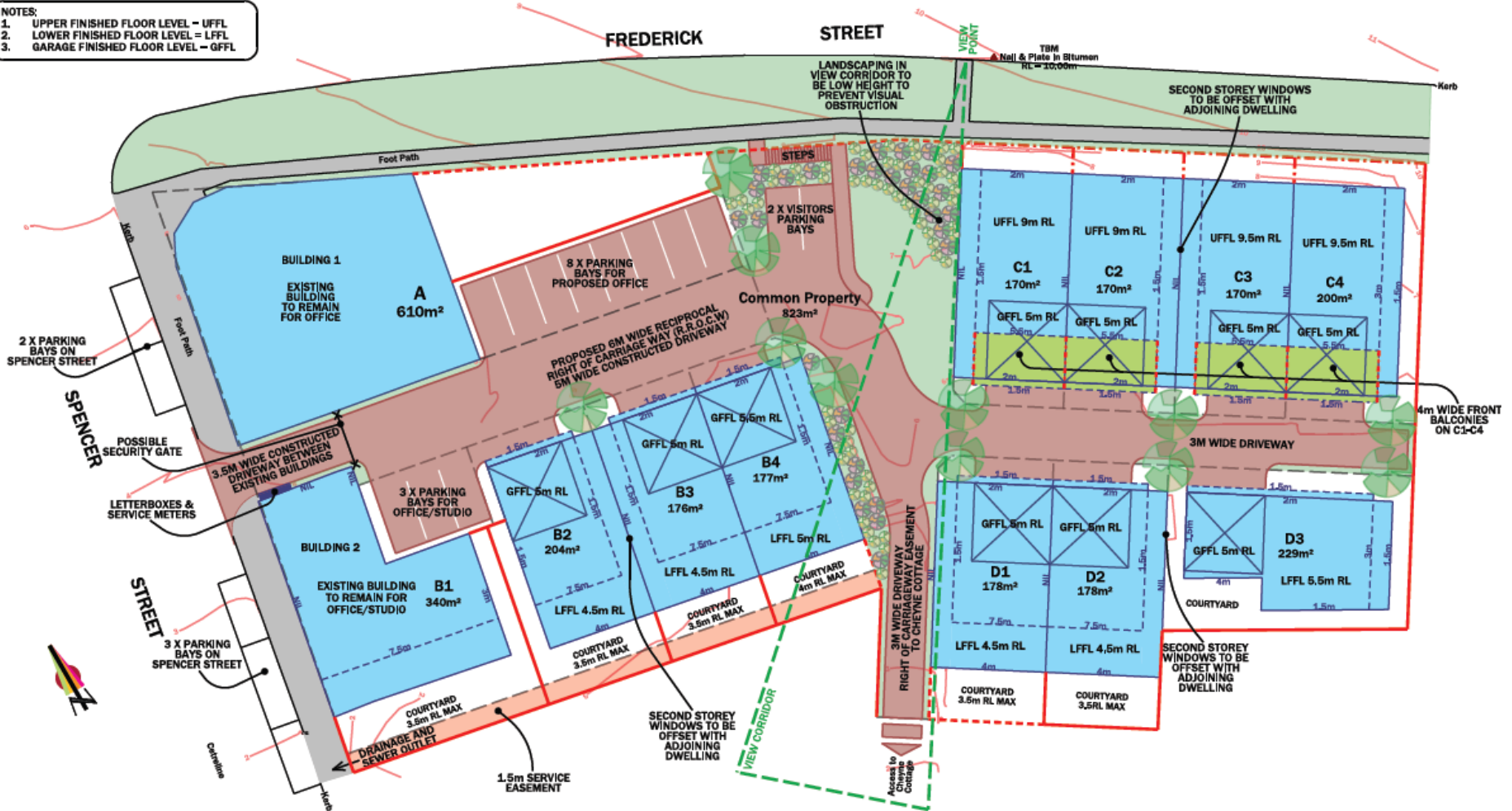
Figure 1



Figure 2



- NOTES:
 1. UPPER FINISHED FLOOR LEVEL - UFFL
 2. LOWER FINISHED FLOOR LEVEL - LFFL
 3. GARAGE FINISHED FLOOR LEVEL - GFFL



Development Guide Plan

LOT 14
SPENCER STREET
ALBANY

LEGEND

- Lot Boundaries
- Maximum 1.8m High Open Fence
- Maximum 1.8m High Closed Fence
- Maximum 0.9m High Open Fence
- Privacy Screening
- First Storey Setback
- Second Storey Setback (If varied from first storey)
- Compulsory Balcony Courtyard
- Building Envelope
- Designated Garage Location

This Detailed Area Plan has been adopted by Council and signed by the Manager of Planning for the City of Albany

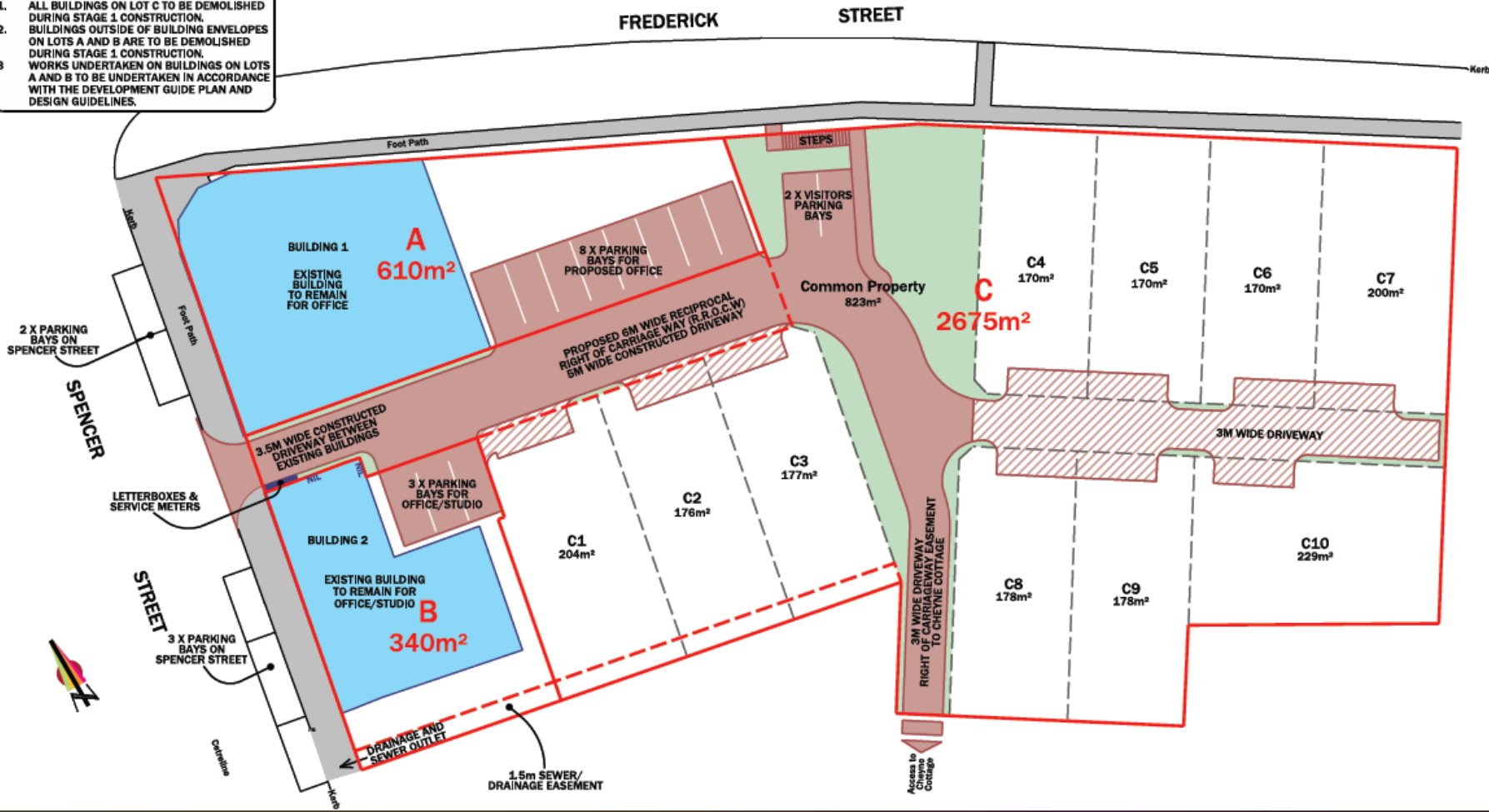
Chief Executive Officer: _____ Date: _____

SCALE AT A3 1:500

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116 Serpentine Road, Albany WA 6175
 Phone: 08 9841 7333 Fax: 08 9841 3643

- NOTES:**
1. ALL BUILDINGS ON LOT C TO BE DEMOLISHED DURING STAGE 1 CONSTRUCTION. BUILDINGS OUTSIDE OF BUILDING ENVELOPES ON LOTS A AND B ARE TO BE DEMOLISHED DURING STAGE 1 CONSTRUCTION.
 2. WORKS UNDERTAKEN ON BUILDINGS ON LOTS A AND B TO BE UNDERTAKEN IN ACCORDANCE WITH THE DEVELOPMENT GUIDE PLAN AND DESIGN GUIDELINES.



Staging and Land Tenure Plan

LOT 14
SPENCER STREET
ALBANY

LEGEND

- Stage 1 Green Title Lots
- - - Stage 1 Easements
- Stage 2 Survey/Built Strata Lots
- Stage 1 Driveway
- Stage 2 Driveway
- Landscaping
- Building Envelope for Lots A & B (Building Envelopes for Lot C as per Development Guide Plan)

This Staging and Land Tenure Plan has been adopted by Council and signed by the Chief Executive Officer for the City of Albany

Chief Executive Officer _____ Date _____

SCALE AS SHOWN

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NOTES
This plan has been prepared for design purposes. Areas, contours and dimensions shown are subject to survey.
Drawn: SDP 27-05-11 Checked: SJR 27-05-11

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SLOPING LAND

Objectives:

- 1) ***Encourage a philosophy that discourages the recontouring of land as being the preferred method of undertaking the development of sloping sites.***
- 2) ***Restrict excessive cutting and filling of steeply sloping land and encourage house design sympathetic (split level) to the natural topography.***
- 3) ***Reduce neighbour conflict by encouraging a reduction in the level of cutting and filling on development sites and the size of the retaining walls that need to be constructed along the common property boundary(s).***
- 4) ***Promote development that is sensitive to the natural topography and character of Albany.***
- 5) ***Promote housing designs which complement the slope of the land to reduce the building's bulk and visual impact.***

Definitions

“Height Bonus” - Height permitted (1.5m) over and above category “B” of the Residential Design Codes.

“Neighbouring Property Boundary” - A boundary that is common to two freehold lots that are shown on a Diagram of Survey and does not include a common boundary to a reserve vested in the Crown or to a road reservation.

Scope

The provisions of this policy apply to those lots identified in Schedule 1 below which have been created as part of a subdivision process and have a slope greater than 1:10.

Policy Statement

General Requirements

Landowners or development proponents seeking to vary the requirements of this policy must demonstrate how the Policy Objectives are to be achieved as part of any application to development contrary to this policy

Retaining on Property Boundaries

The maximum height of a retaining wall on a neighbouring property boundary is to be no higher than 2.0m, with a maximum change in the height of the natural ground level being limited to 1.0m (refer to Figs 1 and 2).

Retaining Within the Confines of the Lot

Retaining within 4.0m of a neighbouring property boundary and the street frontage(s), is to be no higher than 2.0m, with a maximum change in the height of the natural ground level being limited to 1.0m (refer to Fig 1).

Beyond 4.0m of the boundaries, retaining is to be no higher than 3.0m, with a maximum change in the height of the natural ground level being limited to 1.5m (refer to Figs 1 and 5)

Where retaining is undertaken for the purpose of constructing a building, the external walls of the building should be designed as retaining walls and therefore contain the soil created by the cutting and filling (refer to figs 3 and 4).

Minor retaining within the lot is acceptable to provide for discrete garden areas, open spaces and to accommodate vehicle movements within the site.

Screening

Where limitations on cutting and filling produce a building located on a podium, the exposed underside of the building is to be screened utilising materials that compliment the remainder of the building (refer to fig 3) and demonstrate connectivity of the building to the site.

Neighbours

Where the retaining wall on a neighbouring property boundary is greater than 0.5m in height and/or does not meet the acceptable criteria for side setbacks as per the Residential Design Codes, the applicant is to provide (on application) evidence of consultation with their neighbour and documentation demonstrating that the proposed retaining wall meets the current and future building objectives of both landowners. Where no agreement is obtained, Council will determine the proposal in accordance with the Performance Criteria specified in Part 2.5 of the Residential Design Codes.

Height Bonus

Where a house design meets the requirements of the policy, the maximum building heights identified in the Residential Design Codes (Category B) may be increased by 1.5 metres as follows:

Top of External Wall (roof above)	7.5 metres
Top of External Wall (concealed roof)	8.5 metres
Top of pitched roof	10.5 metres

Figures

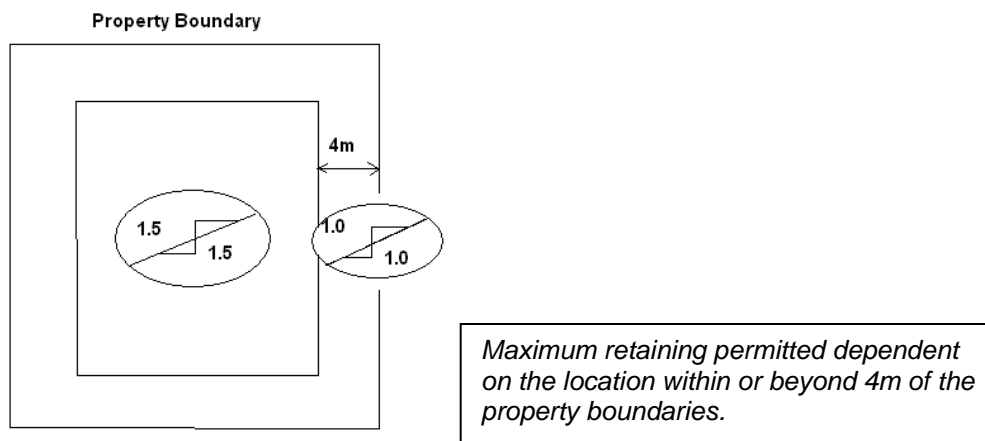
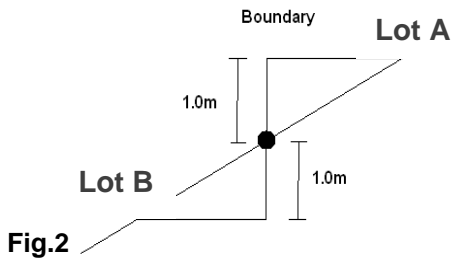
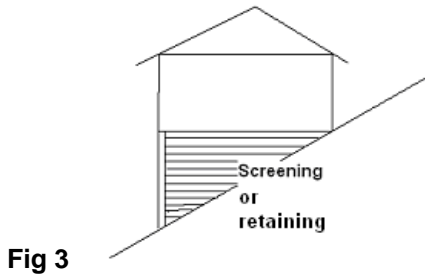


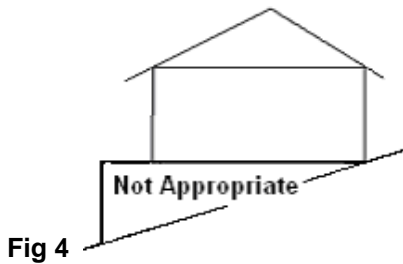
Fig.1



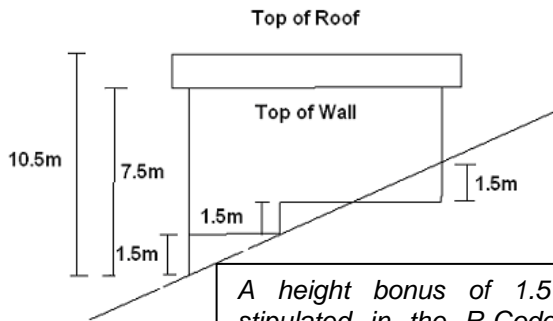
Maximum retaining permitted (either side of the natural ground level) at the boundary subject to neighbours comment.



Retaining wall and/or screening to be utilised as part of the building construction.



It is not appropriate to extend retaining beyond the confines of the building envelope



A height bonus of 1.5 metres above that stipulated in the R-Codes may be permitted where a house design compliments the objectives of this policy

Schedule 1 - Sloping Land Policy Schedule

1. Bayonet Head - Proposed Lots 478-484 Berliner Street, 489-501 Culley Road, 506-515 White Place and 518-519 cnr. Tipping Road and Paul Terry Drive (as per WAPC subdivision #124643).
2. Spencer Park - Proposed Lots at Lot 103 Ulster Road (as per WAPC subdivision #243-07)

REFLECTIVE ROOFS – GOODE BEACH

Objectives:

- 1) **To preserve the amenity of urban areas from the potential visual detraction and nuisance of highly reflective roof materials within the locality of Goode Beach.**
- 2) **To preserve the visual amenity and General Agriculture and Priority Agriculture / scenic character of areas of landscape value from the potential visual detraction of highly reflective roof materials within the locality of Goode Beach.**
- 3) **To ensure that highly reflective roof materials are used only where an assessment has been undertaken in relation to the potential visual detraction and nuisance arising from sunlight reflection and glare.**
- 4) **To acknowledge the thermal energy efficiency of highly reflective roof materials, however only permit use of such materials where the relative visual impact can be mitigated.**

Definitions

“Low reflective building material” means any building material that has a solar reflectance value of 50% or less.

“Highly reflective building material” means any building material that has a solar reflectance value greater than 50%

“Solar reflectance value” represents the percentage of the total solar radiative energy falling onto a surface that is re-radiated. For the purpose of this policy the values are those provided by BHP Steel Ltd that are shown in Appendix 1 and which have been adopted by Council

Policy Statement

- 1) This policy shall apply to the “Residential” and “Special Residential” areas within the locality of Goode Beach as defined by the map attached (Plan 1).
- 2) The use of highly reflective roof materials will not be supported in the areas to which this policy applies, however may be permitted (subject to submission of a formal development application) only where it is demonstrated by the applicant that the particular proposal satisfies all of the assessment criteria relevant to the specific areas below:
 - a) The owners of those adjoining / surrounding lots that circumscribe the subject lot do not object to the use of the reflective roof material. (Where the comments of adjoining / surrounding landowners are not provided by the applicant, Council shall refer the application to such persons for a minimum period of 14 days. Any objections must be based on valid amenity grounds and supported by written explanation).
 - b) The reflective roof material will not be overlooked from existing or future dwellings on adjoining land.
 - c) The reflective roof material will not be visually prominent from a main road or public place.
 - d) The reflective roof material will not create nuisance or hazard.
 - e) There is sufficient vegetation to screen the reflective material, so that it is obscured from view and will not be inconsistent with the above assessment criteria.
- 3) Council may use its discretion to permit the use of highly reflective roof materials on buildings where there is a need to maintain the architectural integrity of existing buildings that incorporate such materials.

Application Requirements

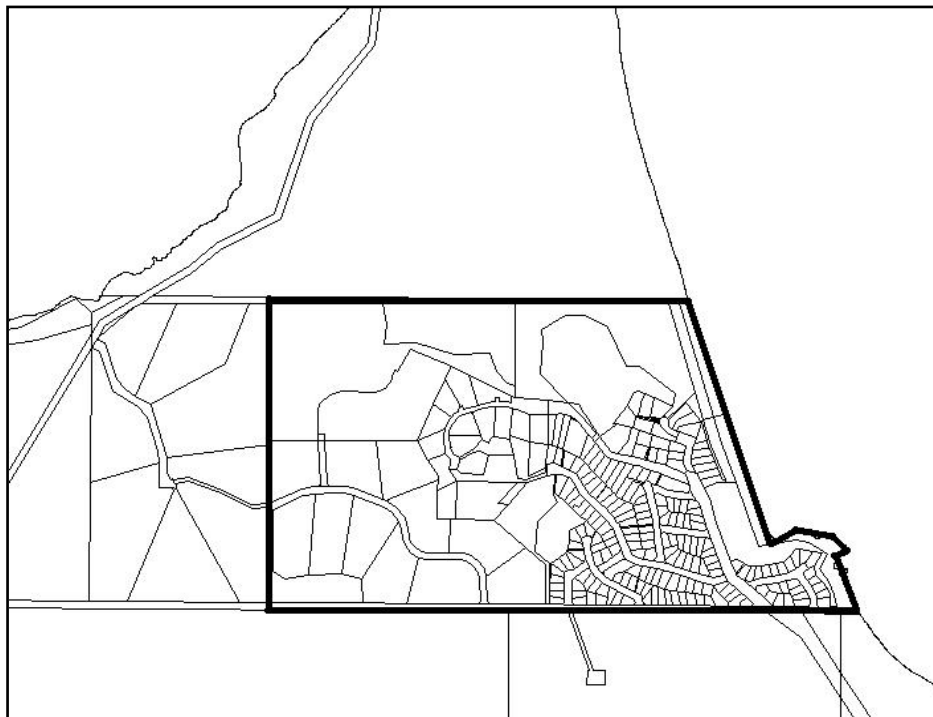
- 1) Applicants seeking to use highly reflective roof materials should support their application with a site plan, photographs from within the site and local view-scapes, architectural details and any other information necessary to address assessment criteria outlined in this policy.
- 2) Applicants should note that it is their responsibility to justify use of highly reflective roof materials in the circumstances of their particular case. Failure to submit supporting information may lead to automatic refusal of the application

Solar Reflectance Values

The table below was supplied by the makers of BHP Steel Ltd in 1989 and is reproduced by Council as a guide to the reflective values of materials and colours.

COLOUR	CONDITION	SOLAR REFLECTANCE VALUE
ZINCALUME®	New	76%
Surf Mist COLORBOND®	New	65%
ZINCALUME®	Weathered 1.5 years in a General	61%
Surf Mist COLORBOND®	Agriculture and Priority Agriculture site	59%
Gull Grey COLORBOND®	Weathered 1.5 years in a mild marine	41%
Classic Cream COLORBOND®	site	29%
Mist Green COLORBOND®	New	22%
Decramastic Tiles	New	12%
	New	
	Weathered	

PLAN 1 - POLICY AREA



THE OUTLOOK ESTATE – BAYONET HEAD

Objective:

The objective of this Policy is to assist land owners, designers and architects to prepare building plans that maximise the potential of the lots, particularly the views of Oyster Harbour, integrating the design of the overall development to complement the natural features of the site and protecting the rights and privacy of neighbours.

Scope

Unless otherwise required by this Policy, site and building requirements shall be in accordance with the provisions of the Residential Design Codes of WA and Council’s normal development requirements.

This Policy only applies to Lots 563 to 580 and should be read in conjunction with the Restrictive Covenant over these lots.

Policy Statement

Development Requirements

Front Setback

‘The Outlook’ Road Reserve

- 1) Lots 563 to 567 Minimum setback of 6 metres with Council having the ability to vary this requirement based on site location, site topography, vegetation and lot shape (irregularity).
- 2) Lots 568 to 580 Minimum setback of 2 metres.

Carpports and Garages

Carparks and garages shall not dominate the streetscape. To prevent this, garages and carports shall be setback behind the main face of the dwelling. Attached garages and carports to be setback at least 0.5 metres behind the main face of the dwelling and shall not exceed 50 percent of the frontage of the building line.

Separate garages and carports to be in accordance with the Residential Design Codes.

Houses on lots 563 – 567 should consider parking under the house if elevated. Houses on lots 568 – 580 could have retaining walls to support carports and garages, or where levels allow, provide parking under the house.

The design and materials for carports and garages should be the same as/or complement the house.

Rear Setbacks

Lots 563 – 567 - Dwellings to be setback in accordance with the Design Codes.

Lots 568 – 580 - Dwellings to be setback a minimum of 6 metres. In addition the area between the rear boundary of lots 568 – 580 and the 6 metre setback is a ‘non-development area’ to protect the amenity and service infrastructure.

Side Setbacks

- 1) Side setbacks to be in accordance with the Residential Design Codes, although Council may allow dwellings to be setback a minimum of 1 metre from side boundaries for side walls without major openings and a minimum of 1.5 metres for walls with major openings. Neighbours' comments are to be sought for any variation to side setbacks.
- 2) Pergolas, screens or sunblinds may have nil setbacks where the Building Code of Australia (BCA) and City of Albany.

Building Height

The height of dwellings within the Policy Area to take into account:

- 1) Access to significant views;
- 2) Adequate direct sun to buildings and associated spaces;
- 3) Adequate daylight to habitable rooms and major openings; and
- 4) Protecting the amenity, including the views, of adjoining properties.

The following outlines the Maximum Building Heights:

Lots 563 – 567 Maximum Building Heights	
Top of external wall (roof above)	6m
Top of external wall (concealed roof)	7m
Top of pitched roof	9m

Lots 568 – 580 Maximum Building Heights	
Top of external wall (roof above)	9m
Top of external wall (concealed roof)	10m
Top of pitched roof	12m

All roof pitches to be up to 25 degrees

Access

- 1) All access to Lots 563 to 580 to be from 'The Outlook' Road Reserve. No access to Lots 568 to 580 is permitted from the strategic firebreak.
- 2) Only one cross-over to be permitted per lot and to be designed and constructed to City of Albany standards.

Car parking

Each residence is required to provide two off-street car parking bays on a safe, preferably flat surface to City of Albany standards.

Landscaping / Revegetation and Fire Protection

- 1) The retention of remnant vegetation is important for the management of water quality, erosion control, provision of wildlife habitat and visual amenity. It is therefore appropriate that clearing of remnant vegetation be avoided wherever possible.
- 2) No clearing shall occur except for:
 - a) Clearing to comply with the requirements of the Bush Fires Act 1954 (as amended);
 - b) Clearing which may reasonably be required to construct an approved building and associated outbuildings;
 - c) Clearing of trees that are dead, diseased or dangerous;

- d) Clearing to gain vehicular access to an approved dwelling or any other;
- e) Clearing which may be approved by Council; and
- f) Clearing required to establish a low fuel buffer.

Additional tree planting may be required as a condition of Council's development approval for various reasons including to stabilise the slope or protect the privacy of neighbours.

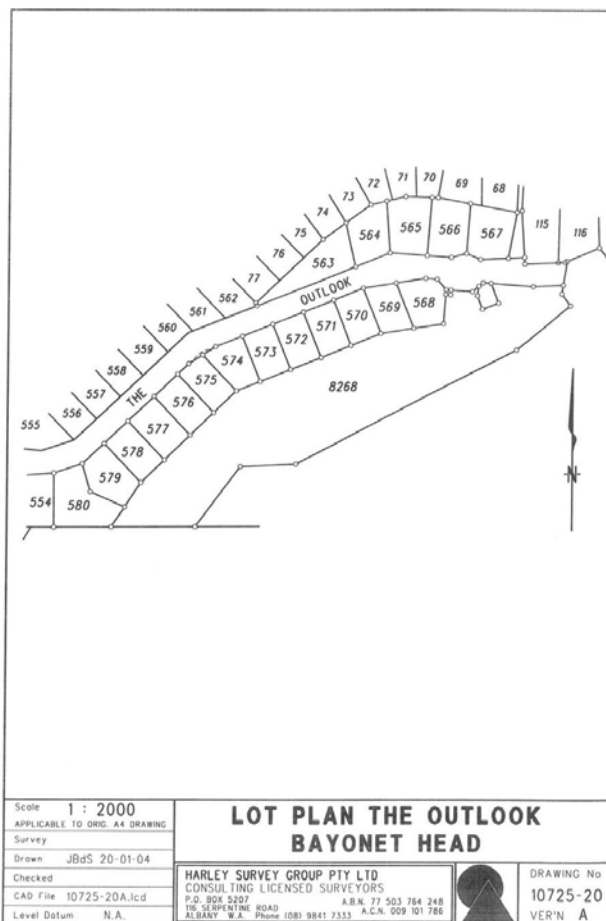
The retention of Peppermint Trees (*Agonis flexuosa*, *A. juniperina*) should be encouraged within lots as these species are recognized as fire retardant plants.

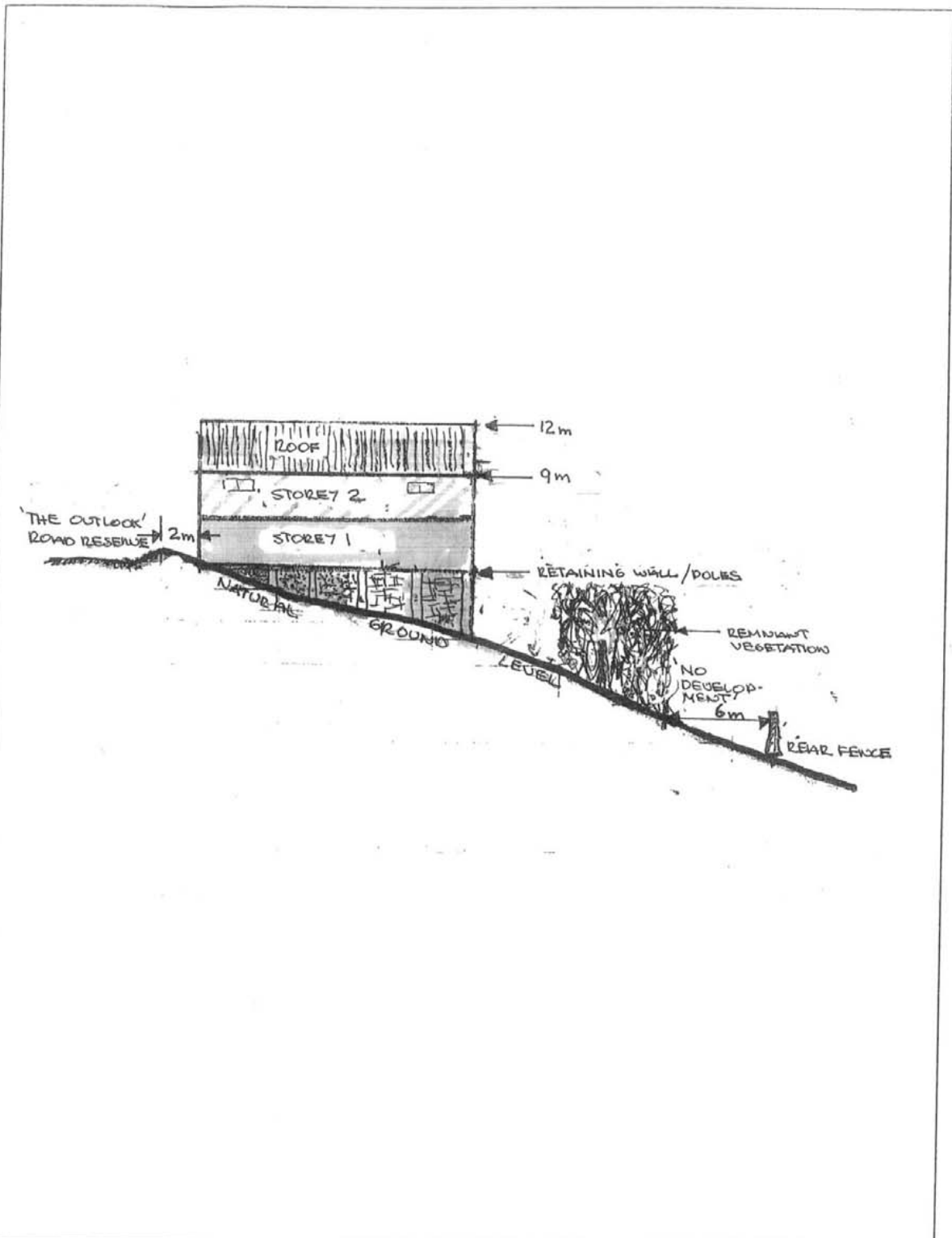
Replanting within the subdivision should encourage the use of other native fire resistant species such as *Acacia saligna*, *Allocasuarina frasierana* and *Angicostanthus* sp. In addition, landscape plantings of introduced plants such as plane trees, poplars, elms and citrus trees will reduce the fuel loading at the site.


Variations to Policy

In considering an application for planning consent, Council may, having regard to justifications in accordance with the Residential Design Codes performance criteria, vary any part of this Policy, apart from the front and rear setbacks for Lots 568 to 580, and approve the application unconditionally or subject to such conditions as the Council thinks fit.

Refer to Attachment for a diagrammatic explanation of setbacks, height requirements, vegetation protection and non-development areas for lots 568 to 580.





Scale	DIAGRAMMATIC	TYPICAL CROSS SECTION FOR LOTS 568 TO 580 THE OUTLOOK BAYONET HEAD	
APPLICABLE TO ORIG. A4 DRAWING			
Survey		HARLEY SURVEY GROUP PTY LTD CONSULTING LICENSED SURVEYORS P.O. BOX 5307 116 SERPENTINE ROAD ALBANY WA. Phone (08) 9841 7333	
Drawn	JBdS 20-01-04		
CAD File	JOBNOXXX_01		
Checked			
Level Datum	N.A.		
		A.B.N. 77 503 764 248 A.C.N. 009 101 768	 DRAWING No 10725-21 VERN A

MASONIC HALL DESIGN GUIDELINES

Objective:

The main objective of this policy is to ensure that future development upon Lots 26, 27 and 28 is sympathetic to the built form of the historic Masonic Hall, through the use of appropriate controls addressing building height, bulk and scale, window orientation, roof pitch, colours and materials.

Background

In 1903 the Masonic Hall was built on the south-western slopes of Mt Clarence, and up until recently has served as the headquarters for the Freemasons in Albany. The hall is located on Lot 21 Spencer Street, Albany, which is currently 2266m² in size.

In 2002, the land was rezoned from 'Clubs and Institutions' to 'Special Site' to facilitate the adaptive re-use of the Masonic Hall for commercial or high density residential uses subject to parking requirements, as specified in the Local Planning Scheme 1, being achieved.

A conservation plan has been prepared for the site to assist in the conservation of the existing building and identify the heritage importance of the site.

An approval for subdivision has been granted by the Western Australian Planning Commission, under it's reference 126619, to subdivide the land into four lots (being Lots 25, 26, 27 & 28). The Masonic Hall will be retained on proposed Lot 25.

The Western Australian Planning Commission, required the following condition to be met prior to subdivision clearance being granted:

Preparation of design guidelines for the site in accordance with the conditions of Special Site No. 34 and the recommendations of the adopted Conservation Plan for the site. The design guidelines are to include, but will not be limited to the following:

- 1) Horizontal and vertical building envelopes/definition of appropriate bulk and scale;
- 2) Design Elements, materials and finishes sympathetic to the Masonic Hall;
- 3) Vehicle access/egress, on-site movement and parking to accommodate residential use to R60 and adaptive re-use of the Masonic Hall for commercial purposes permissible under the conditions of Special Site No. 34.
- 4) Streetscape, particularly of Spencer Street and the relationship of development on Lot C (Lot 26) to the Masonic Hall.

The final adoption of the design guidelines will satisfy Condition 7 of WAPC approval 126619.

Policy Statement

Subdivision Requirements

Further subdivision/strata of the lots will only be considered where the built form has been established in accordance with this policy.

Development Requirements

Front Setbacks

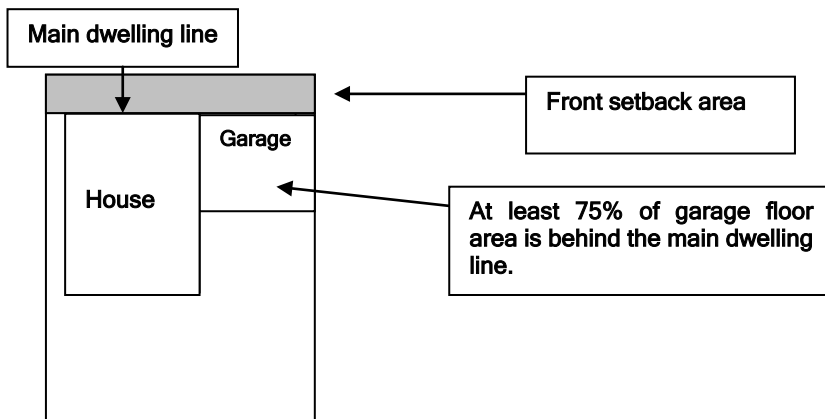
Lots 27 & 28

The front setback on Earl Street shall be a minimum of 2 metres, which shall not be averaged for the purposes of the Residential Design Codes. At least 75% of the floor area of all garages or carports is to be setback behind the main building line of the dwelling as illustrated in Figure 1 (below).

Lot 26

The front setback on Spencer Street shall be a minimum of 4 metres, which shall not be averaged for the purposes of the Residential Design Codes. At least 75% of the floor area of all garages or carports is to be setback behind the main building line of the dwelling.

Figure 1 – Front Setbacks & Garages



Side and Rear Setbacks

With the exception of the western boundary of Lot 27, where a minimum setback of 1.5 metres shall apply, all side and rear setbacks shall be in accordance with the Residential Design Codes WA.

Roof pitch and materials

The roof pitch shall be in the range of 26 to 40 degrees, and shall be of metal construction, being preferably either galvanised, zincalume or grey colorbond. No curved roofs shall be permitted.

External wall materials

The external walls shall be primarily constructed of rendered brick consistent with the finish of the Masonic Hall, however the use of metal, face brickwork and weatherboard can be used in combination for architectural detailing purposes.

The colours of the external walls shall not be excessively dark so as to detract from the Masonic Hall.

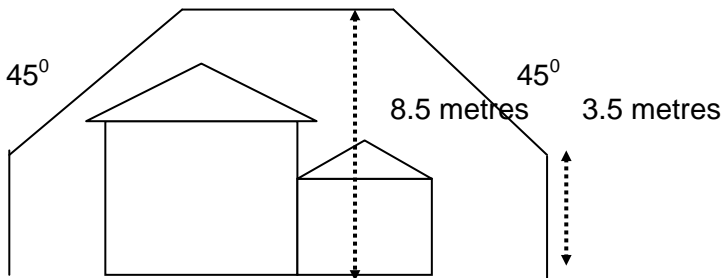
Building Height

All buildings shall be located within a vertical building envelope. This building envelope is illustrated in Figure 2 (below) and determined by:

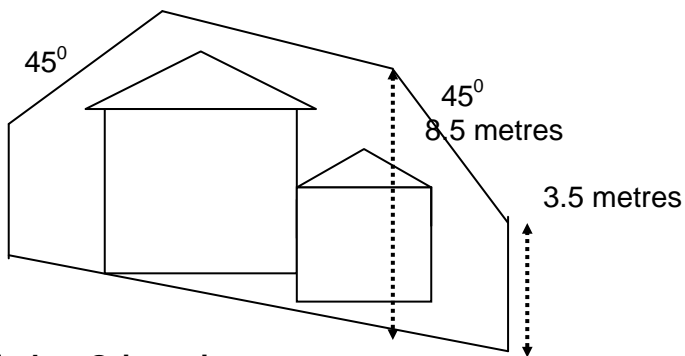
- At a height of 3.5 metres above natural ground level, a line is drawn at 45 degrees to a height of 8.5 metres.
- Notwithstanding this requirement the height of the building on Lot 26 shall not be higher than 40.0m AHD.

- This area does not include front or side setbacks as specified in this policy.

Figure 2 – Building Height
Building Envelope on Flat Site



Building Envelope on Sloping Site



Window Orientation

All windows shall have a greater vertical rather than horizontal element, and should large glazed areas be proposed the area is to be divided into sections to reinforce the vertical element.

Crossovers and Access

Individual crossovers for all lots provided that each crossover is no greater than 4 metres in width.

Attachment 1 indicates how any future commercial activity will be serviced in relation to car parking and access based on a 90 degree parking bay alignment. The removal of the skillion to the east and south walls, which has been addressed in the Conservation Plan, would be required to ensure the parking area would comply with the Australian Standards for off-street parking.

Fencing and Retaining Walls

Due to the topography of the site, retaining walls will need to be constructed for some lots. Such retaining walls shall be constructed in materials of stone, brick or concrete and shall not exceed 2 metres in height.

Front fencing heights are to be in accordance with the Residential Design Codes, with fencing styles to be in accordance with the Albany Design Guidelines.

Any front fencing on top of a retaining wall shall not exceed 1.2m in height and should be open in nature with wooden or steel pickets.

Aerials

Radio and TV aerials, other than domestic receivers shall not be permitted. Satellite dishes exceeding 600mm in diameter are not permitted.

Figure 1: Masonic Hall Guidelines Plan



THOMAS STREET DESIGN GUIDELINES

Objectives:

- 1) ***To ensure the location and design of all new development, in terms of building height, bulk, roof shapes, materials, colours and details, is compatible with the existing character and amenity of "Old Surrey" and its environs.***
- 2) ***To retain the quiet secluded character of Thomas Street by protecting existing trees and vegetation, both within the road reserve and on the subject land.***

Background

"Old Surrey" is a two storey residential dwelling located on a 7563m² lot on the northern slopes abutting the Mt Clarence Parks and Recreation Reserve. It represents one of the oldest privately owned houses in WA and together with the surrounding gardens and trees, is considered an important part of Albany's heritage.

Subdivision approval to create up to five lots has been granted by the WA Planning Commission subject to the preparation of a guide plan to protect the heritage value of the site. The purpose of these design guidelines is to comply with this requirement.

As a basis for preparing the design guidelines, this section describes the essential elements of the site that contributes to its heritage value.

"Old Surrey" is one of the oldest privately occupied houses in WA and is associated with James Newell, a time served convict. The original two storey cottage was added to in the 1950's and 1980's and retains a simple charm that is enhanced by its landscaped setting.

The original cottage was constructed of bluestone with the additions being predominantly of ironstone with some brick and timber cladding. All the exterior walls have been painted white and the roof consists of grey tiles.

The house is almost completely screened from Thomas Street with only the driveway, a timber sign and the croquet lawn and pavilion being visible. The heavily treed gardens and secluded location of the residence is an integral part of the character of the property.

The property effectively comprises four parts:

- 1) the house and environs which incorporate the main driveway, brick paved areas and terraced gardens;
- 2) the croquet lawn, which is located adjacent to Thomas Street and includes a small weatherboard pavilion and barbecue area. A drainage line separates this site from the house;
- 3) the area to the south of the house which abuts the Mt Clarence reserve, is dominated by rock outcrops, remnant vegetation and a ravine which separates it from the croquet lawn; and
- 4) a large grassed area to the north of the house which is referred to as "the orchard" and is divided by a seasonal drainage line.

Policy Statement

Density

Notwithstanding the R20 Density Code which is applicable to the site, only one dwelling shall be constructed on Lots 1, 2, 3 & 4 as identified on the plan of subdivision. Two dwellings may be constructed on Lot 5 provided the proponent can demonstrate to Council's satisfaction that the majority of mature trees on the lot can be retained.

Retention of Vegetation

Prior to development proceeding on site, the landowner shall submit a plan identifying all existing trees and vegetation on the lot and shall obtain Council approval for removal of any trees or vegetation.

Within the "Old Surrey" environs no development shall be permitted which would result in the removal of existing trees or changes to the terracing and gardens, unless approval has been granted by Council.

Council may require supplementary tree planting and landscaping to be provided as a condition of development approval.

Building Design

New development on lots 1, 2, 3 and 4 should be designed by an architect with experience in heritage design to ensure the character and amenity of the site and locality is retained. This is considered particularly critical in regard to Lot 4.

Development on Lots 1, 2 & 4 shall comply with Council's "Urban Design & Streetscape Guidelines for Infill Development in Albany". In particular, proposed buildings should:

- 1) reflect the building of housing from the 1890's as described in the Town of Albany Design Guidelines.
- 2) have external walls of either masonry, rendered brickwork, traditional weatherboard or such combination as is compatible with the character of the nominated building period.

Outbuildings shall be designed and constructed of materials to ensure they are compatible with the character of the main residence.

Notwithstanding the "R" Codes, any additional development on Lot 4 shall be restricted to the building envelope as indicated on the plan of subdivision.

On Lot 5, development proposals should minimise disturbance to the environment. Building finishes should be restricted to non reflective materials and colours that blend in with the native vegetation. Buildings constructed above rock outcrops will be considered provided the area below the finished floor level of the house is filled with materials compatible with the external cladding of the residence

Access

A joint driveway will be built to Lots 1 & 2, in the position shown on the plan of subdivision, concurrently with the subdivision of the land and no additional accessways shall be constructed to these lots.

Only one driveway crossover shall be permitted for all other lots.

Driveways should be constructed either of traffiicable brick paving or sealed with a washed gravel finish

Fencing

Solid fencing shall not be permitted with preference given to open pickets, cast iron fencing or hedges as per the fencing guidelines in the Town of Albany Design Guidelines

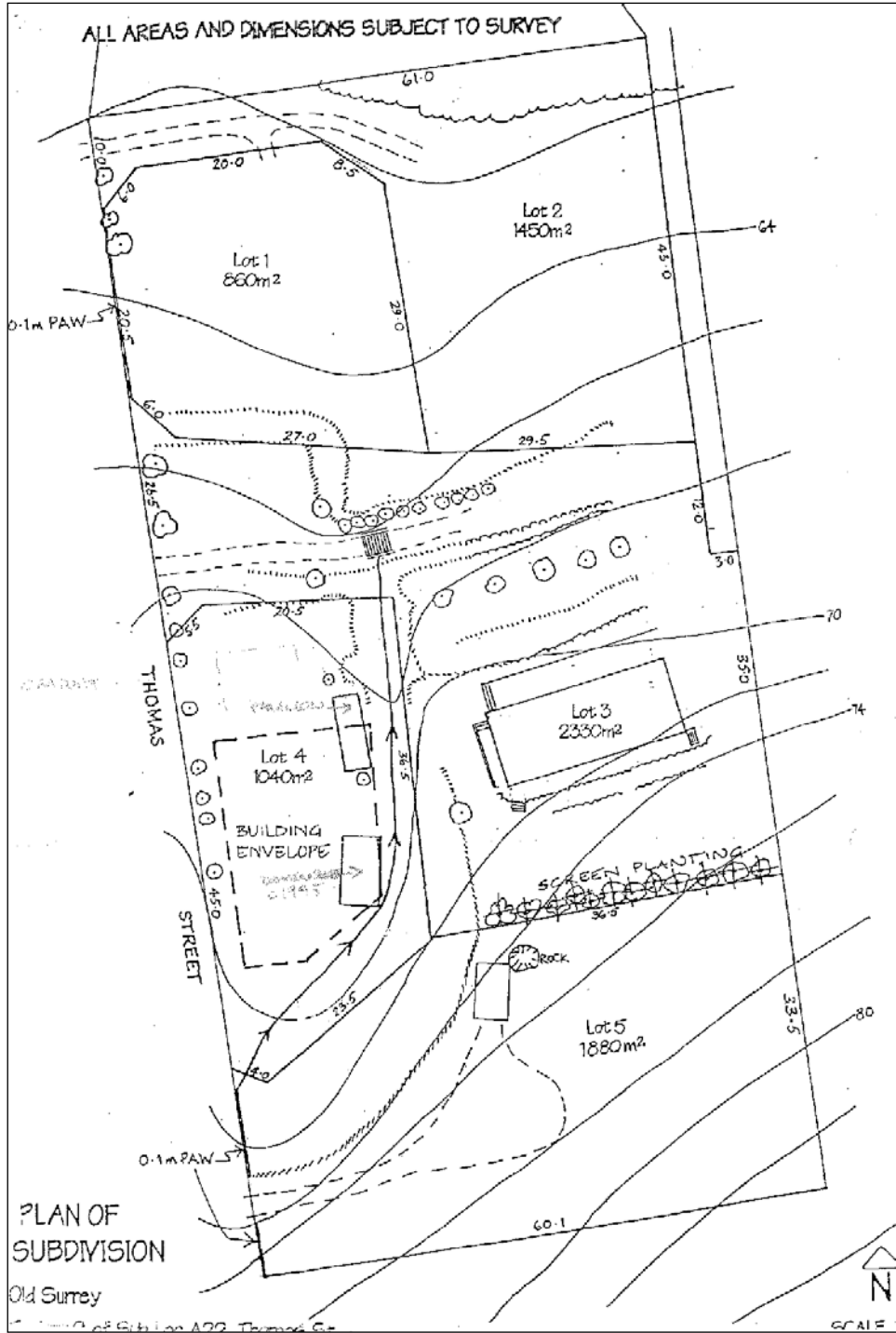
Services / Aerials

All services within the lot, such as power and telecommunication lines shall be placed underground

Radio and TV aerials, other than domestic receivers, shall not be permitted. Satellite dishes should also not be permitted

Drainage Lines

All development, including fencing, should be set back to Council's satisfaction from the existing natural drainage lines located within the lots.



MELVILLE DRIVE VIEW CORRIDOR

Objective:

To protect the view from Melville Drive to the Port of Albany and ensure development on Sub Location 122 does not detract from the view.

Policy Statement

- 1) Any structures constructed upon Lots 39,40 & 41 Maskill Place shall be located within the building envelopes as shown in the Figure below.
- 2) Outside of the building envelope the landowner shall not place any site improvement, inclusive of landscaping, upon the Lot which exceeds 1.2 metres in height.
- 3) Council may require development in excess of 4.5 metres in height above natural ground level on lots 37 & 38 Maskill Place to be located within building envelopes as shown in Figure below.
- 4) Structures below 4.5 metres in height will be assessed in accordance with the normal requirements of the Residential Planning Codes and Council policies.

WOODRISE ESTATE DESIGN GUIDELINES

Objectives:

The purpose of this Policy is to establish and apply the design guidelines to assist owners, designers and architects in the preparation of building plans and lot layouts that maximise the potential of the lots, without unduly encroaching on the rights and privacy of neighbours.

Scope

Unless otherwise required by these Design Guidelines and associated restrictive covenant, site and building requirements shall be in accordance with the Residential Design Codes and Council's normal development requirements. Refer Figure 1 for policy area.

Policy Statement

Setbacks

Front (Except Ulster Road)

- Minimum of 3 metres with an average of 4.5 metres.
- Second storey shall be setback a minimum of 4,5 metres with an average of 6 metres.
- Carports and garages shall be a minimum of 3 metres, provided it is attached and integrated with the dwelling.

Front (Ulster Road)

- Minimum of 4.5 metres average of 6 metres.
- Carports and garages shall be a minimum of 4.5 metres provided it is attached and integrated with the dwelling.

Secondary Street

Minimum of 1.5 metres.

Rear

Minimum of 4.5 metres with an average of 6 metres.

Side

As per the requirements of the Residential Planning Codes.

Zero Setbacks

Where considered appropriate for reasons including:

- 1) Better solar orientation of the house;
- 2) Rear setbacks abutting side boundaries of neighbours lots;
- 3) Irregular shaped lots;
- 4) Topographical constraints; and

5) Servicing Constraints.

The Council may allow zero lot line setbacks. Zero lot lines are only permissible onto a side or rear boundary, other than a street boundary, providing that the length of any wall of a building abutting a side boundary does not exceed 66% of the length of that boundary and is no higher than 3.5 metres. However, the location of services (sewer, water and drainage) must be taken into account based on standard setback requirements. The use of a zero setback shall be limited to the eastern boundary only in the case of lots having a general north to south orientation, and the southern boundary only in the case of lots having a general east to west orientation. Carports and garages on adjoining lots may have a common zero side setback

Building Height

The heights of dwellings within the Woodrise Estate need to take into account:

- 1) Flat or sloping sites;
- 2) Access to significant views;
- 3) Adequate direct sun to buildings and associated spaces;
- 4) Adequate daylight to habitable rooms and major openings;
- 5) Protecting the amenity, including the views, of adjoining properties;
- 6) Division of neighbours, both visual and acoustic; and
- 7) Minimal interference with natural site levels.

For Lots 590 to 655 Council will consider height relaxations, by adding a 1.5 metre height bonus above the normal Category 3 Standard under the Residential Design Codes for more innovative design solutions, especially those that minimise the requirement for extensive cut and fill. This includes freestanding-skirted metal or timber framed homes and designs where brick/stone build up act as a retaining mechanism within the building footprint. However, in this situation any further retaining walls above 500mm outside the footprint that substantially alter the natural site levels will not be supported. Dwellings on all other lots will need to comply with the normal Category B Standard under the Residential Design Codes.

Lot Development

General

These Guidelines encourage the location and design of dwellings and associated structures on lots in a manner that complements natural site levels and having regard to topographical constraints and the size and shape of lots

Housing development should follow the natural contours of the land to enhance the surrounding residential amenity.

Flat Blocks

The retention of the natural site levels is preferred, however in recognition of the topography of the site and standard housing designs cut and fill, including retaining walls may need to be incorporated into residential lots (mainly on slopes less than 10%), to provide a flat surface for house construction

Treatment of Steeper Blocks (Lots 590 to 655)

Blocks greater than a 10% slope, namely Lots 590 to 655, generally require more innovative design solutions that retain the natural topography and enhance the streetscape, such as incorporating retaining within the house footprint and free standing housing to minimise the amount of cut and fill required, The principle of minimising the extent of cut and fill also applies to the location of the driveway, garage/carport and outbuildings on the lots.

An additional requirement is that the height differential between two adjoining property final lot levels i.e. prior to development, should not exceed two meters.

Cut, Fill And Retaining Walls

If cut and fill is to be part of the dwelling design solution, excavation below natural level is preferred where soils, topographical constraints (e.g. rock near surface) permit, as it is not as visually obtrusive as filling above natural level

Retaining walls should not exceed 2 metres in height and be constructed in materials such as limestone, brick, rock or concrete and be of a high standard finish to complement the site and streetscape.

All retaining walls require a Building Licence regardless of the height of the wall.

All retaining walls require a Building Licence regardless of the height of the wall

Prior to Council giving planning scheme consent to construct retaining walls greater than 500mm the following information/justification will be required:

- 1) Consideration of the retaining requirements of the neighbouring properties with a view towards cooperation between neighbours to promote a standard treatment and reduce retaining costs for landowners;
- 2) Appropriate set backs from any internal services (sewer, water and drainage);
- 3) Management of surface wafer run-off;
- 4) Design and materials of the retaining wall;
- 5) The structural adequacy of the retaining wall if greater than 3 m in height;
- 6) Crossover and driveway location and their grades,
- 7) Finish sand pad level.
- 8) Elevations of the retaining wall, indicating proposed heights at critical points; and
- 9) Achieving a balance between filling and cutting for the house pad to
- 10) control retaining wall heights and limit filling to closer retain the natural topography of the land.

Fencing

All side and rear fencing should not exceed 1.8 metres in height, however where fencing is installed on top of a retaining wall greater than 1.5 metres, such fencing should not exceed 1.5 metres above the retaining wall.

Other than for privacy screening to small courtyards, that are an integrated part of a dwelling design, no fencing shall be permitted between the dwelling and the street frontage except in situations where the front fence borders a retaining wall over 190mm in height, In this case the height of the fence should be no greater than 900mm.

In the case of corner lots, fencing to the secondary street is permitted along the Boundary.

Commercial Vehicles/Boats Etc

All commercial vehicles including caravans, boats, etc shall not be parked or stored on a property unless contained within a carport/garage, or stored behind the front building line with screening to a height of 1.8 metres in accordance with the fencing requirements.

Crossovers onto Ulster Road

In wanting to reduce the number of crossovers onto Ulster Road, shared crossovers will be required as shown in the attached plan.

Drainage

As all residential lots will be provided with house connection pits capable of serving the lowest point on the block, all lots shall contain their own drainage

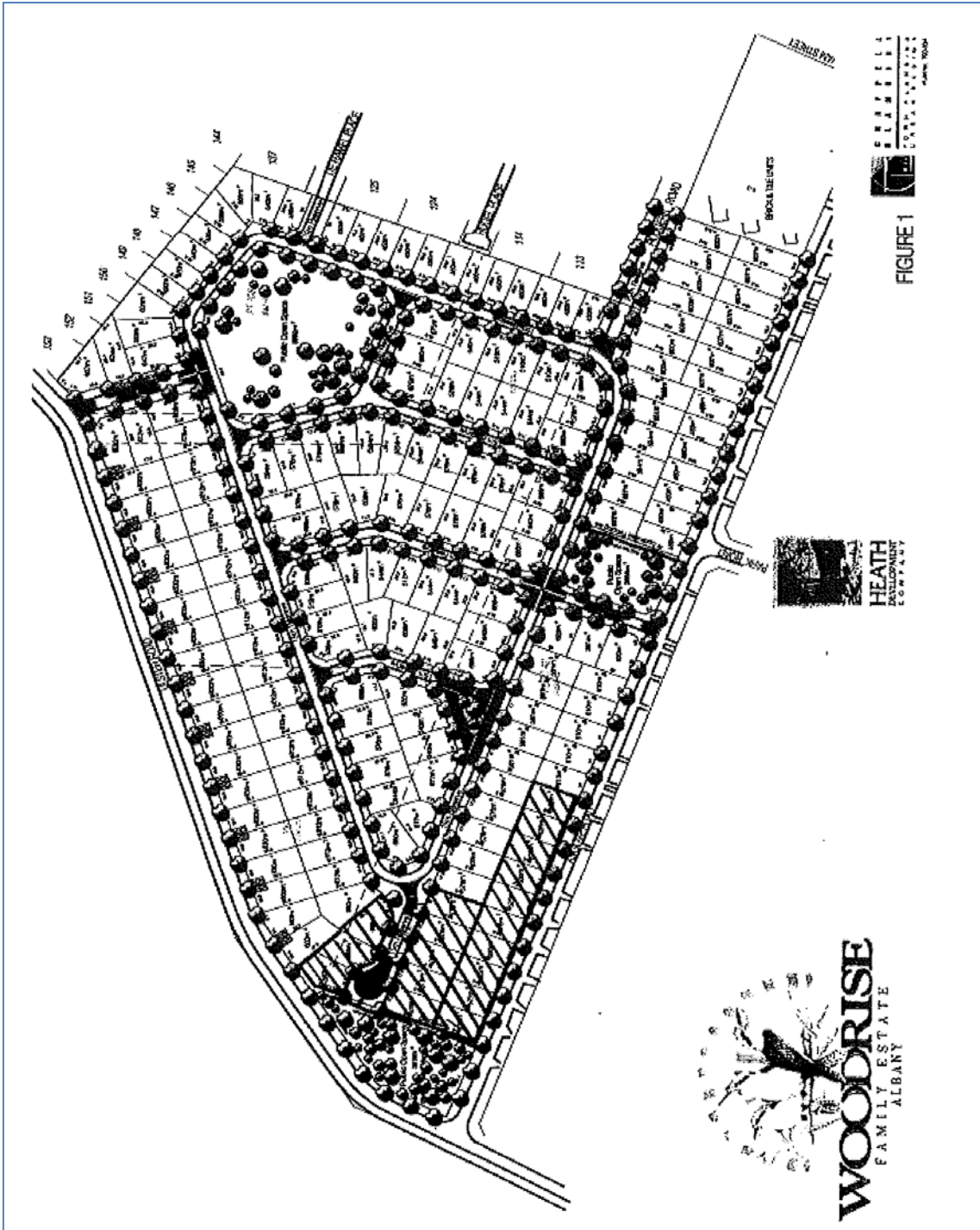
Consultation

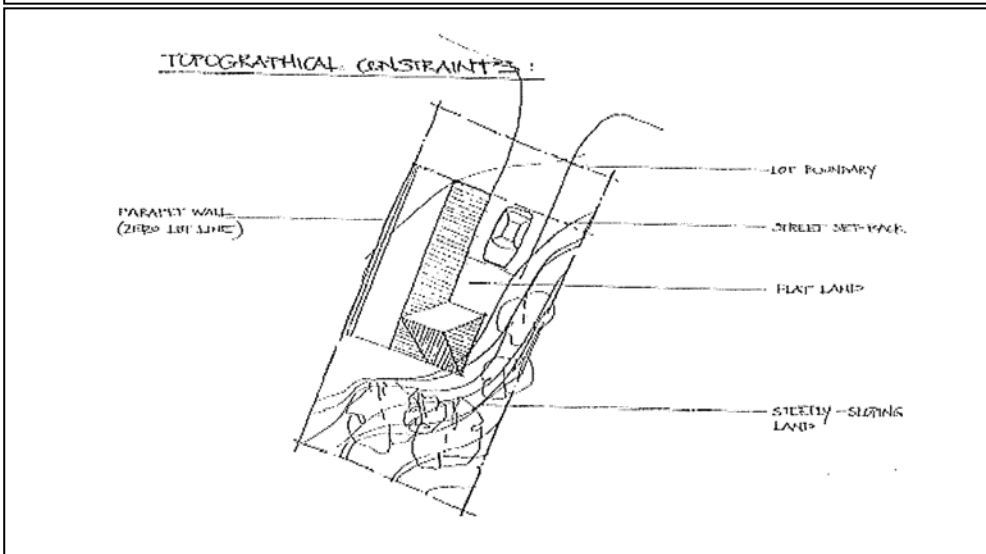
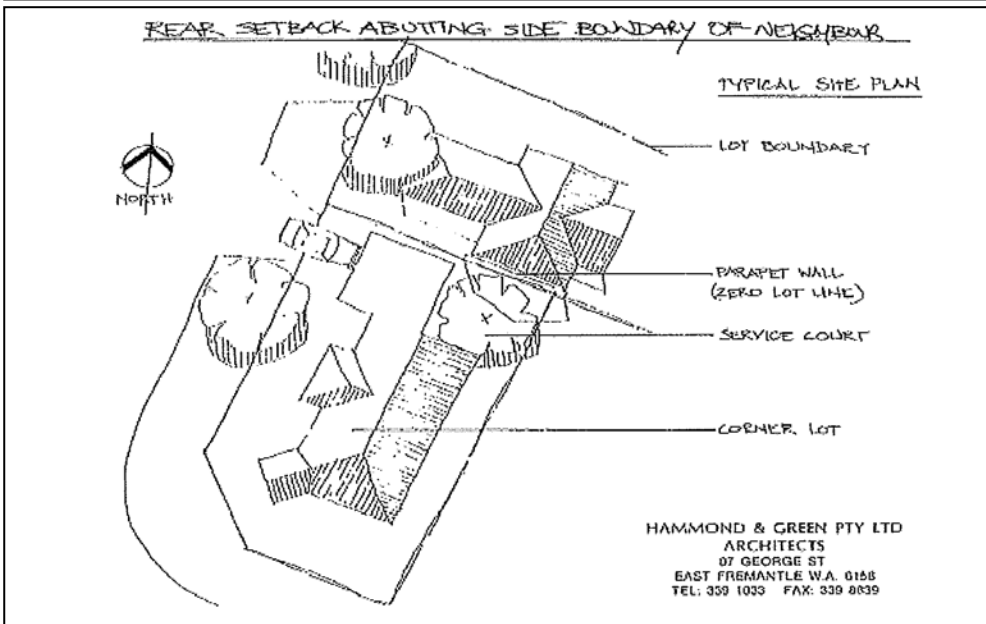
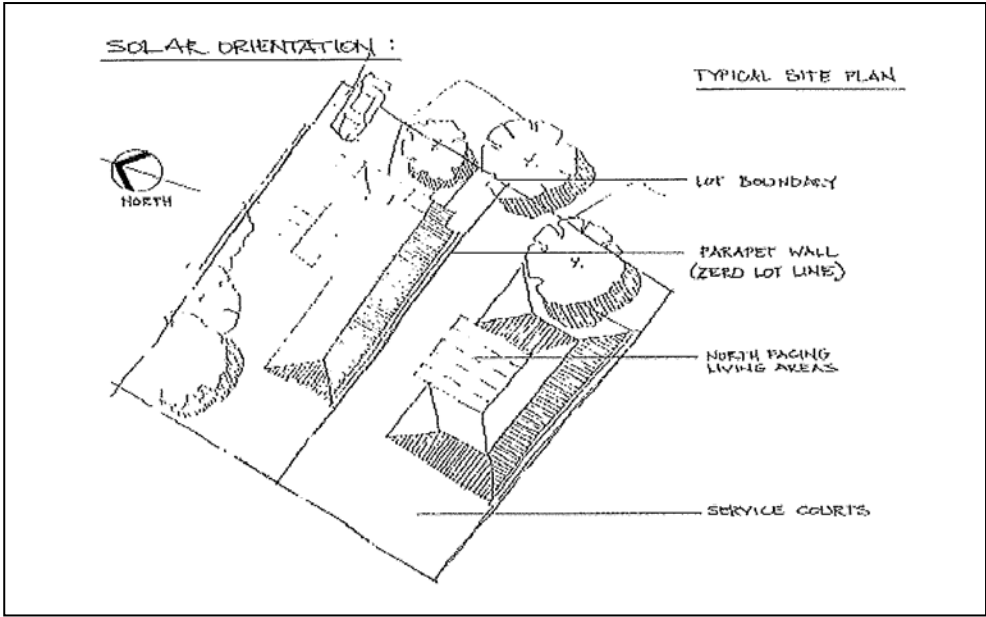
Land owners, architects, designers and builders should consult with the city's planning and building departments for information, advice and feedback on residential development proposals, especially those on difficult sites, prior to submitting formal applications for planning consent or building approval

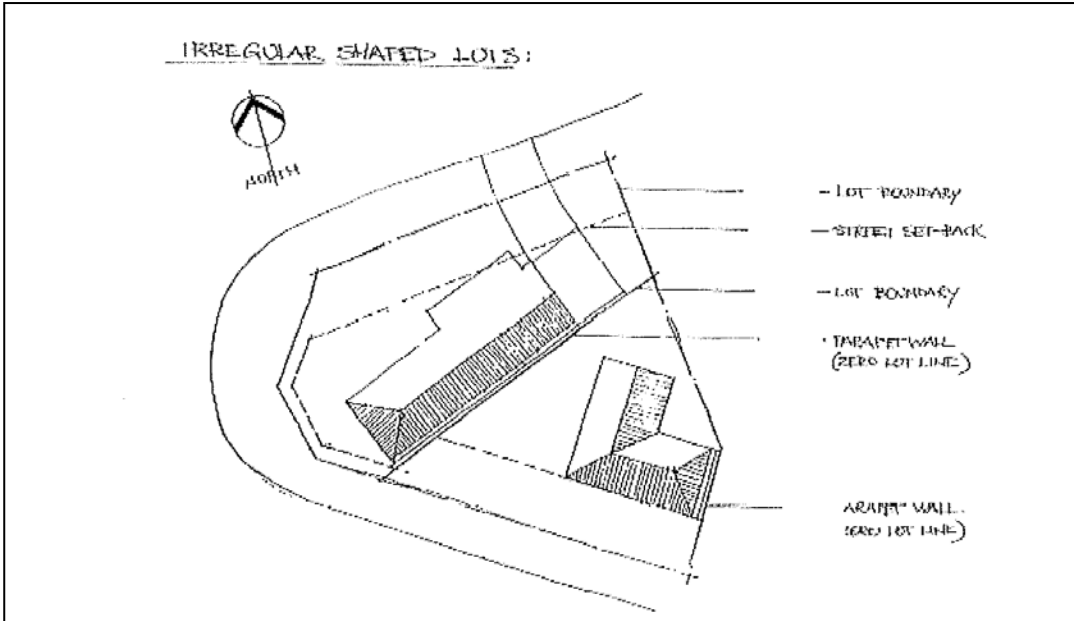
Bonus Building Heights For Lots 590 to 657

(On Slopes Greater Than 10%)

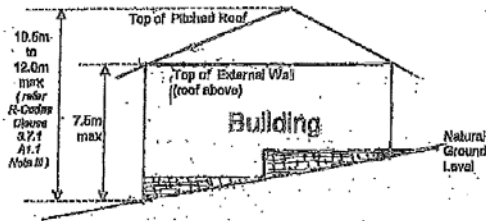
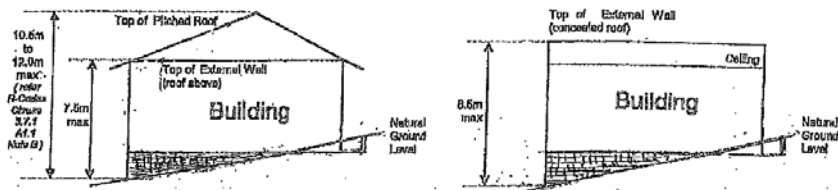
The height bonus will only be permitted if the house design complements natural site levels. This includes freestanding housing with skirting to cover any exposed lower structure or brick 1 stone build up housing, including split levels, within the dwelling footprint.







**BONUS BUILDING HEIGHTS FOR LOTS 590 TO 657
(On Slopes Greater than 10%)**



LOT 100 GREY STREET EAST

Objective:

- 1) ***Provide a set of guidelines for the proposed 4 Lots that adhere with the intent of the Albany Historic Town Design Policy.***
- 2) ***Provide certainty to anyone wanting to develop any of the sites.***
- 3) ***Are appropriate for these particular sites.***
- 4) ***Facilitates development of the sites to ensure the current streetscape is complemented.***
- 5) ***Facilitates development that does not dominate adjacent buildings.***
- 6) ***Facilitates development that contributes positively to the Rowley St and Grey St East community.***
- 7) ***Allows development with minimal impact on the existing Rowley St granite boundary retaining wall.***

Background

The existing site is a 1429m² Lot on the north east corner of Rowley Street and Grey Street East. An existing house on the southern corner of the site is not on the Municipal Inventory. The site however is within the residential area covered by the Albany Historic Town Design Policy. Refer Attachments 3 for site information and survey.

Subdivision approval (WAPC Ref 139254) has been granted to realign the northern boundary and to create a 4 Lot subdivision.

Policy Statement

Relationship to Albany Historic Town Design Policy

Except where amended by this policy, all development shall be in accordance with the Albany Historic Town Design Policy.

Scale and Mass of surrounding development

The existing house fronts Grey St East. The house and the adjoining two Grey St East houses have hipped roofs with a gable and verandah at the front. These three houses are built on a 1500mm to 1800mm plinth. There is a 3.3m (approx) pitching point above floor level. (Refer Attachment 5 – Grey Street East Street View). The adjoining Rowley St houses are also hipped or hipped and gabled houses with similar plinths and pitching points. (Refer Attachment 6 Rowley Street View).

Any development on the 4 Lots created on Lot 100 must be designed with hipped or hipped and gabled roofs to complement the scale and mass of the adjoining houses in Grey St East and Rowley St.

Roof Form and Pitch

The existing house and the adjoining houses in Grey St East and Rowley Street have hipped and gabled roofs that are generally between 25 and 40 degrees, therefore any roof that is visible from Grey Street East or Rowley Street must be designed to be hipped or hipped and gabled at a pitch between 25 and 40 degrees.

Streetscape

The existing houses in Grey Street East and Rowley Street present a consistent pattern with the houses presenting a strong traditional street front. Refer to Street Views - Attachments 5, 6 and 7 below.



GREY STREET EAST - STREET VIEW

VIEW 1

Attachment 5



ROWLEY STREET

VIEW 2

Attachment 6



LOT 100
ROWLEY STREET / GREY STREET EAST CORNER

VIEW 3



LOT 100
GREY STREET EAST - HARBOUR VIEW

VIEW 4

Attachment 7

Any development of new Lots B or C or redevelopment of existing house Lot A must maintain the pattern established by adjoining houses in Rowley and Grey Street East.

The development of Lot D is more flexible although it must meet the other requirements outlined in these guidelines.

Bulk and Scale

The existing adjacent houses are built on plinths that are 1.5m to 1.8m above the natural ground level at the front of the house, have pitched, hipped and gabled roofs, 3.0m to 3.3m pitching points above floor level and roofs that are 25 – 40 degrees. The adjacent houses generally have a hipped roof with 3.5m to 4.0m gabled front room and a front verandah across the balance of the front façade.

The development site is not adjacent to a heritage listed building.

Any development on Lots B and C or any redevelopment of Lot A should reflect the hipped roofs, articulate the concept of the gabled front room and the use of front verandahs. Any development of Lot D is more flexible in terms of where gables and verandahs are located but must reflect the hipped and gabled roofs.

New developments must meet the intent of these guidelines. Given that the development site is

not adjacent to a heritage listed building no guideline is appropriate. Extensions shall not significantly increase the form, size or height of a building when viewed from the street.

Building Orientation

The existing house on Lot 100 and the adjoining houses in Grey St East and Rowley St read strongly from the streets as hipped or hipped and gabled houses with verandahs. The front entry of the houses is generally from the street.

Any development of new Lots B or C or redevelopment of existing house Lot A must read with the front entry of the house from the street. The front entry to the development of Lot D is more flexible and can be to suit the development.

Open Streetscapes

The existing house is set back approximately 6.1m from the Grey Street East boundary. There is a retaining wall on the boundary with a garden bed between the boundary and the house. There is an open verandah across part of the front of the house. Adjacent houses have open picket fences along their front boundaries. There is a low granite retaining wall along Rowley Street.

Any development of new Lots B or C or redevelopment of existing house Lot A must read with the front entry of the house from the street. The front area should be landscaped. The low granite retaining wall on Rowley Street must be retained except where a new driveway is developed to service Lots C and D. Open picket fences along the boundary are acceptable provided the height, including any retaining walls, does not exceed 1.8m.

Street Setbacks

The existing House on Lot 100 is set back from Grey Street East by approximately 6.10m. The adjoining houses in Grey Street East are set back by a similar amount. The adjoining houses to Lot 100 on Rowley Street are set back approximately 2.58m.

Any development of new Lot C can have a setback from Rowley Street of 2.58m. Any development of new Lot B can have a setback from Rowley Street of 2.58m and 6.10m from Grey Street East. Any redevelopment of existing house Lot A can have a setback of 6.10m from Grey Street East.

Boundary setbacks along the North and East boundaries of Lot D are to be in accord with the Residential Design Codes. The south and west setbacks are to be in accord with the setbacks shown on Drawing A.04 – Attachment 8.

Front Fences

Lot 100 has a 800mm to 1000mm high granite retaining wall along the Rowley Street boundary and a 800mm to 1000mm brick retaining on the Grey Street boundary. Adjoining properties generally have an open picket fence or an 1800mm high open picket fence with a brick base and brick piers.

Any development must retain the existing granite retaining wall along the Rowley Street boundary except where a new access way is proposed. Open picket fences along the boundary are acceptable provided the height, including any retaining walls, does not exceed 1.8m.

Side Setbacks

The existing house and the houses on adjoining blocks are set back from the side boundaries.

Any development of new Lots B and C are to be in accord with the Albany Historic Town Design Policy except any development can abut the boundary of the access way to Lot D. If Lots B and C are developed as one integrated development, with the same floor levels, then a parapet wall on the boundary between the two Lots may be considered provided there is an articulation of the 2m zone between the two houses to ensure that the design of the two houses meet the other requirements of this policy.

Any redevelopment of Lot A will to be in accord with the Albany Historic Town Design Policy and development on Lot D will be in accord with the side setback provisions of the Residential Design Codes and in accord with the setbacks shown on Drawing A.04 – Attachment 8.

Topography

The Lot 100 site slopes approximately 6m from the north east corner of the site to the south west corner of the site. There is a further drop of 800mm to 1000mm from the top of the granite retaining wall along Rowley Street to the verge. The existing House has a floor level of 56.32. The house on the adjoining property in Rowley St has a floor level of 55.04.

Drawings A.01, A.02 and A.05 (Attachments 9,10 and 11) show, with a series of cross sections through the site, an analysis of the site. Proposed development guidelines for floor levels and possible cut and fill are outlined in Section K.14 Building Height. These guidelines indicate a sympathetic cut and fill outcome.

Retaining Walls

There is a granite retaining wall of 800mm to 1000mm high along Rowley Street.

The existing granite retaining wall along Rowley Street is to be retained except where it needs to be removed to provide an access way. With respect to retaining walls within the front setback any development on the 4 Lots created on Lot 100 is to be in accord with the Albany Historic Town Design Policy.

Floor Levels

The Lot 100 site slopes approximately 6m from the north east corner of the site to the south west corner of the site. There is a further drop of 800mm to 1000mm from the top of the granite retaining wall along Rowley Street to the verge. The existing House has a floor level of 56.32. The house on the adjoining property in Rowley St has a floor level of 55.04.

Any development of new Lots B or C or redevelopment of existing house Lot A must maintain the pattern established by adjoining houses in Rowley and Grey Street East. The development of Lot D is more flexible and can be to suit the constraints of the site and the other requirements of these guidelines.

Building Height

The existing house and the adjoining houses are generally built on a 1.5m to 1.8m high plinth with a 3.3m floor to eaves height and a hipped and pitched roof that rises approximately 2.25m above the eaves height. This gives an effective height of ground to ridge height of 7.35m.

These guidelines set maximum eaves and roof heights and are based on averaging the heights between the adjacent houses. Drawings A.01, A.02 and A.05 (Attachments 9, 10 and 11) indicate the various levels.

Any development of new Lot B must meet the other requirements of these guidelines and not have any point of the eaves higher than 59.19 or part of the roof higher than 61.44.

Any development of new Lot C must meet the other requirements of these guidelines and not have any point of the eaves higher than 58.77 or part of roof higher than 61.02.

Any re-development of new Lot A must meet the other requirements of these guidelines and not have any point of the eaves higher than 59.62 or part of roof higher than 61.87.

Any development of new Lot D must meet the other requirements of these guidelines and not have any point of the eaves higher than 63.40 or part of roof higher than 65.65.

If Lots B and C are developed as one development any development must meet the other requirements of these guidelines and not have any point of the eaves higher than 58.98 or part of roof higher than 61.23.

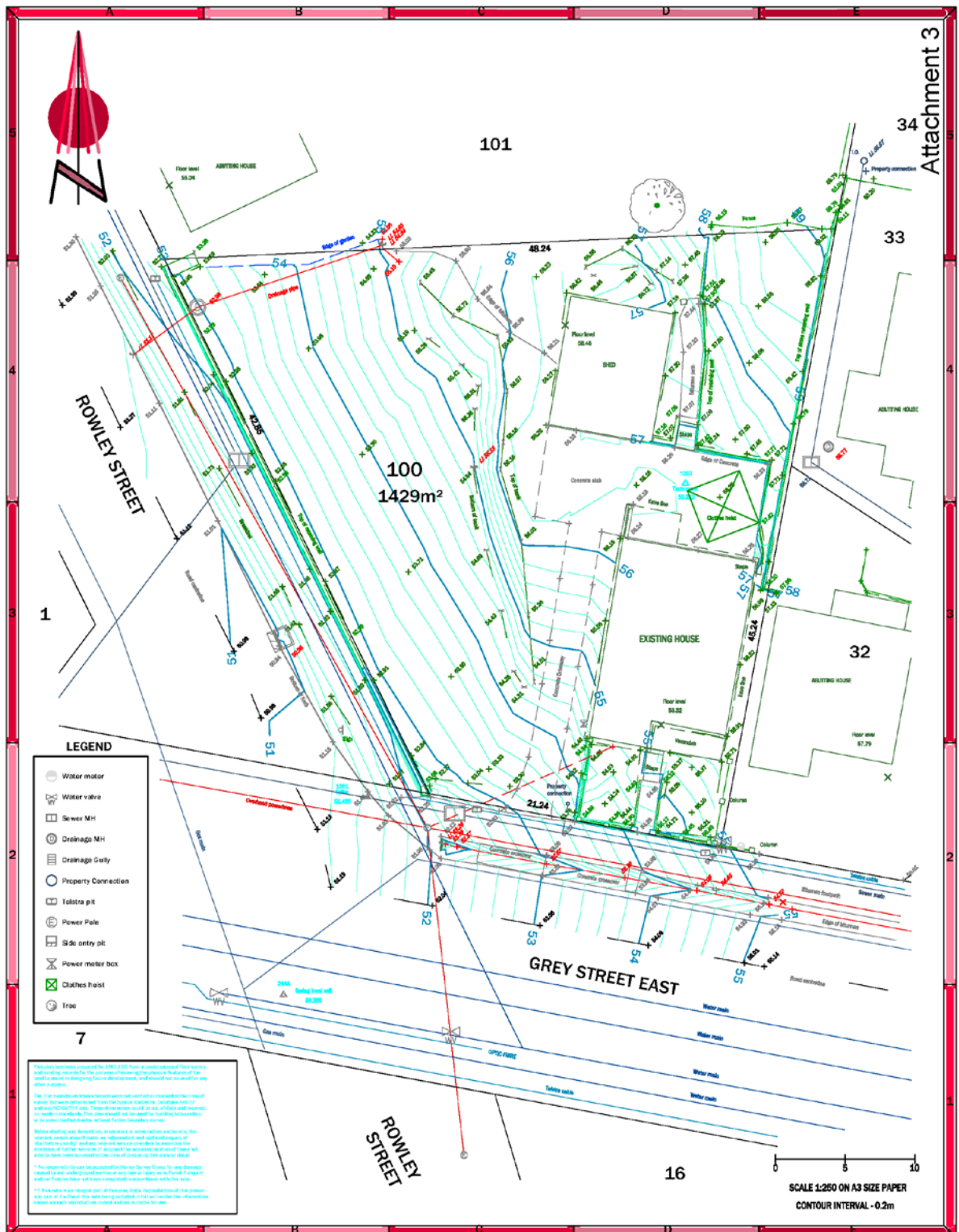
Other Variations to the AHTD Policy and the Residential Design Codes

Refer to Drawing A.05 (Attachment 11). This plan indicates the general footprints for any development.

To facilitate reasonable development of the Lots and to maintain privacy:

- 1) development of Lots B and C must be setback a minimum of 6.0m from the boundary with Lot D.
- 2) any redevelopment of Lot A must be set back a minimum of 7.0m from the boundary with Lot D.
- 3) any development of Lot D must be set back a minimum of 4.0m from the boundary with Lot B and C and 3.0m from the boundary with Lot A.

Access to Lots A and B may be from a shared driveway off Grey Street East located between Lots A and B or any other lawful driveway. Access to Lots C and D and the rear of the adjoining Lot 101 will be from a shared driveway off Rowley Street located on the North boundary of Lot 100 or any other lawful driveway.

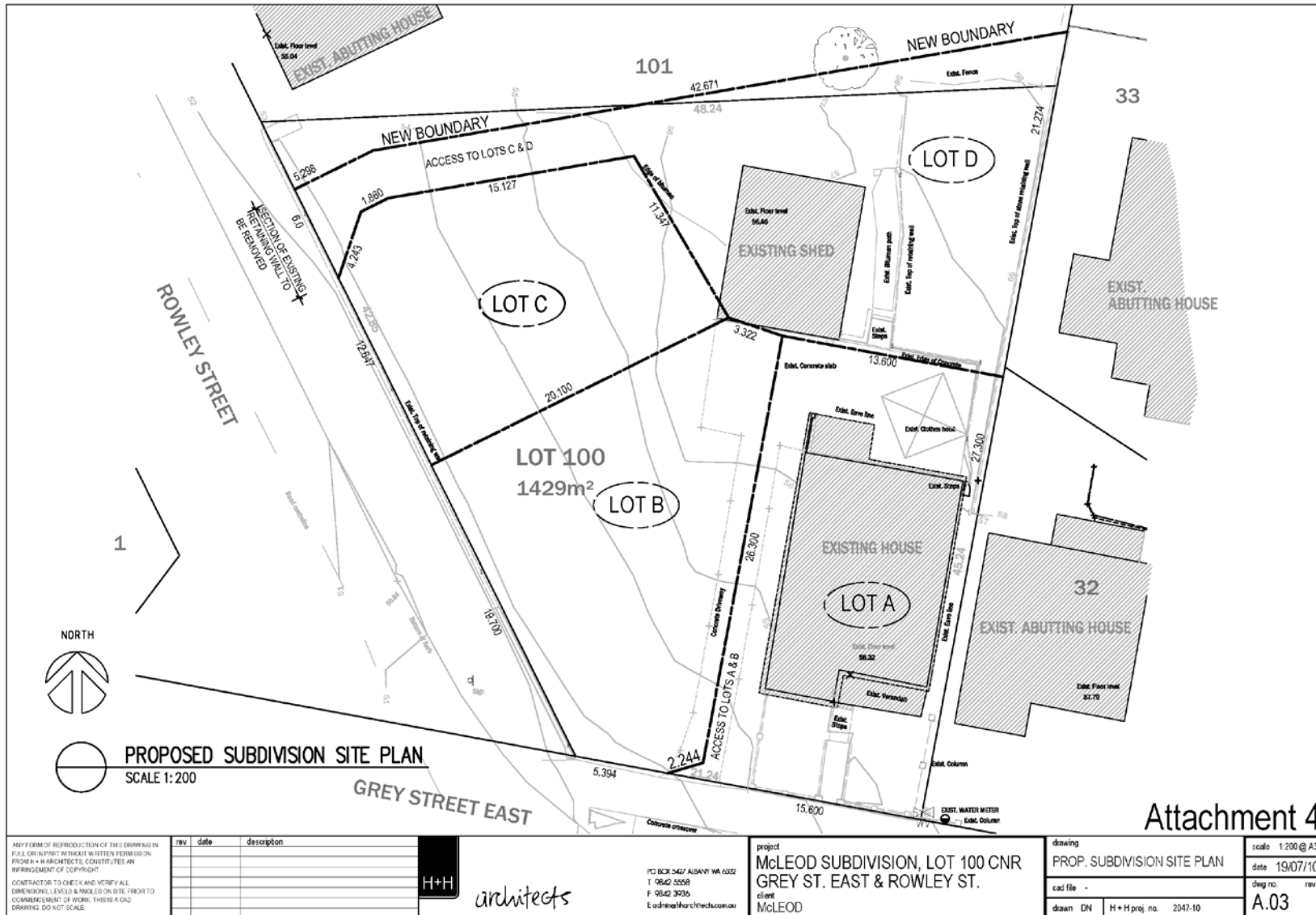


Attachment 3

- LEGEND**
- Water meter
 - Water valve
 - Sewer MH
 - Drainage MH
 - Drainage Gully
 - Property Connection
 - Telstra pit
 - Power Pole
 - Side entry pit
 - Power meter box
 - Clothes hoist
 - Trace

note:
 This plan has been prepared for A3000 from a combination of field survey and existing records. It is the responsibility of the client to ensure that the plan is suitable for the intended purpose. The client is advised that the plan is not to be used for any other purpose.
 The client is advised that the plan is not to be used for any other purpose. The client is advised that the plan is not to be used for any other purpose.
 Before starting any demolition, excavation or construction on the site, the client should consult the relevant authorities and obtain all necessary permits and approvals. The client is advised that the plan is not to be used for any other purpose.
 It is the responsibility of the client to ensure that the plan is suitable for the intended purpose. The client is advised that the plan is not to be used for any other purpose.
 If the client has any queries or requires further information, please contact the surveyor.

<p>note: this drawing is the property of harley survey group. It may not be copied or altered without the consent of the owner.</p> <p>Harley Survey Group Pty Ltd 118 Serpentine Rd, ALBANY WA 6330 T. 0841 7333 F. 0841 3643 E. hsg@harleysurveygroup.com.au Also at Bunbury & Busselton</p>	<p>PLAN 1</p> <p>Original drawing 13-02-08</p> <p>rev details date</p>	<p>survey MUS 9-02-08</p>	<p>col'd file 14384-01A.lcd</p>	<p>description FEATURE SURVEY LOT 100 ON PLAN 300027 10 GREY ST EAST, ALBANY</p>	<p>PYRMONT HOUSE, ALBANY</p>
		<p>drawn MUS 13-02-08</p>	<p>checked AJE 14-02-08</p>		
<p>scale at A3 all distances are in metres 1 : 250</p>		<p>horiz datum ALB94</p>		<p>level datum AHD</p>	



Attachment 4

ANY FORM OF REPRODUCTION OF THIS DRAWING IN FULL OR IN PART WITHOUT WRITTEN PERMISSION FROM H+H ARCHITECTS, CONSTITUTES AN INFRINGEMENT OF COPYRIGHT.
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rev	date	description

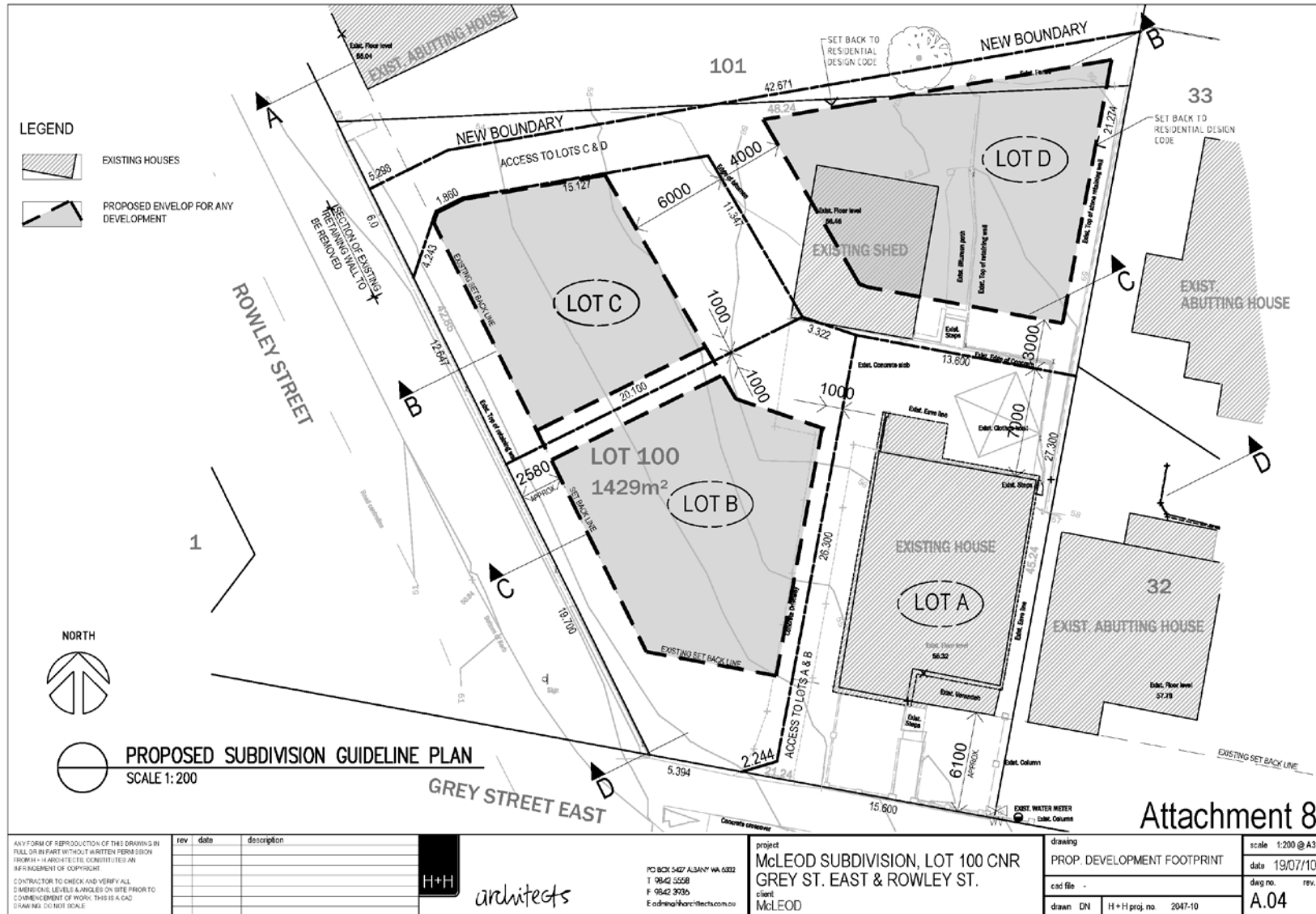
H+H architects

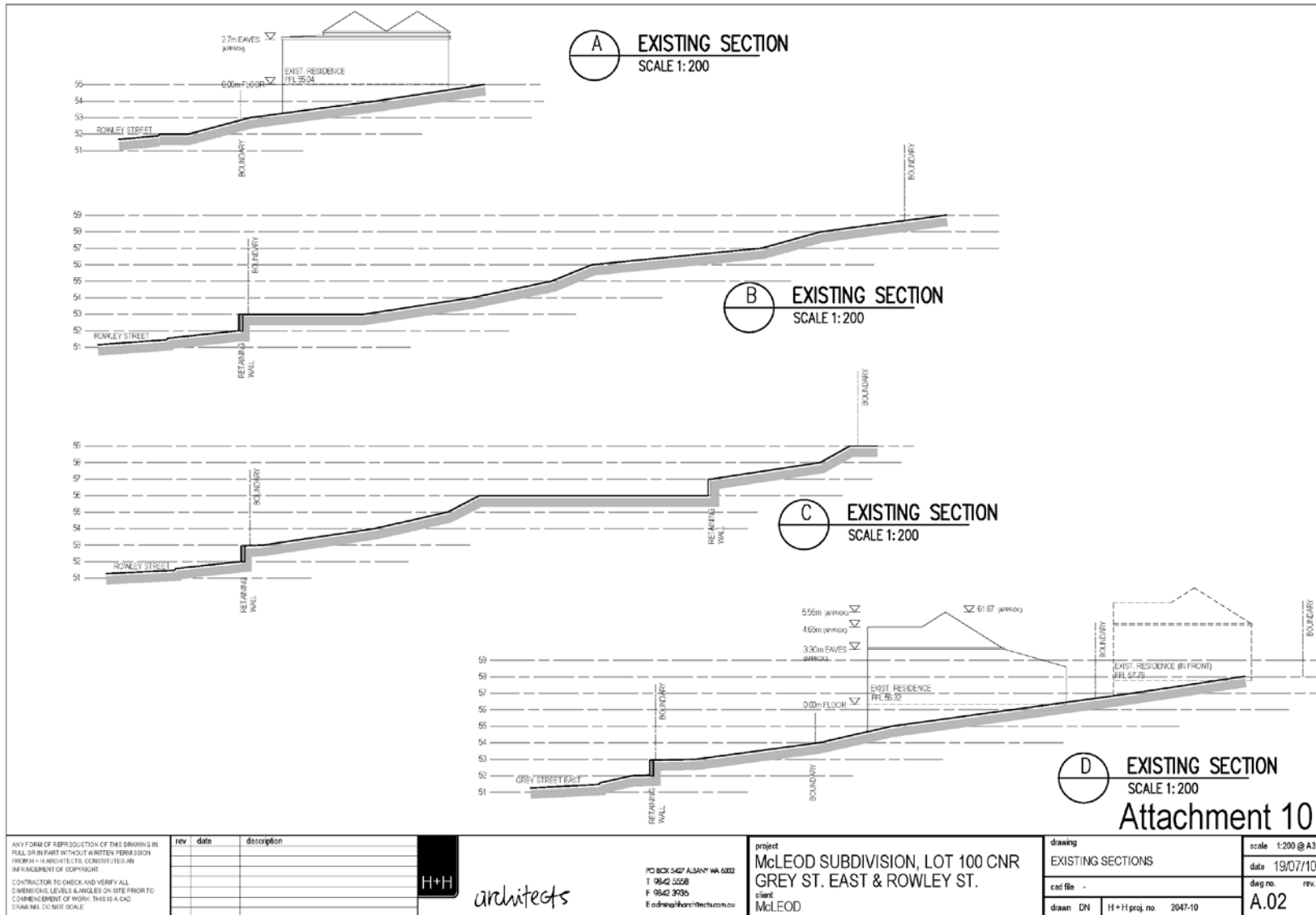
13 BCK 0467 ALBANY WA 6332
T: 9842 5558
F: 9842 3936
E: admin@harchitects.com.au

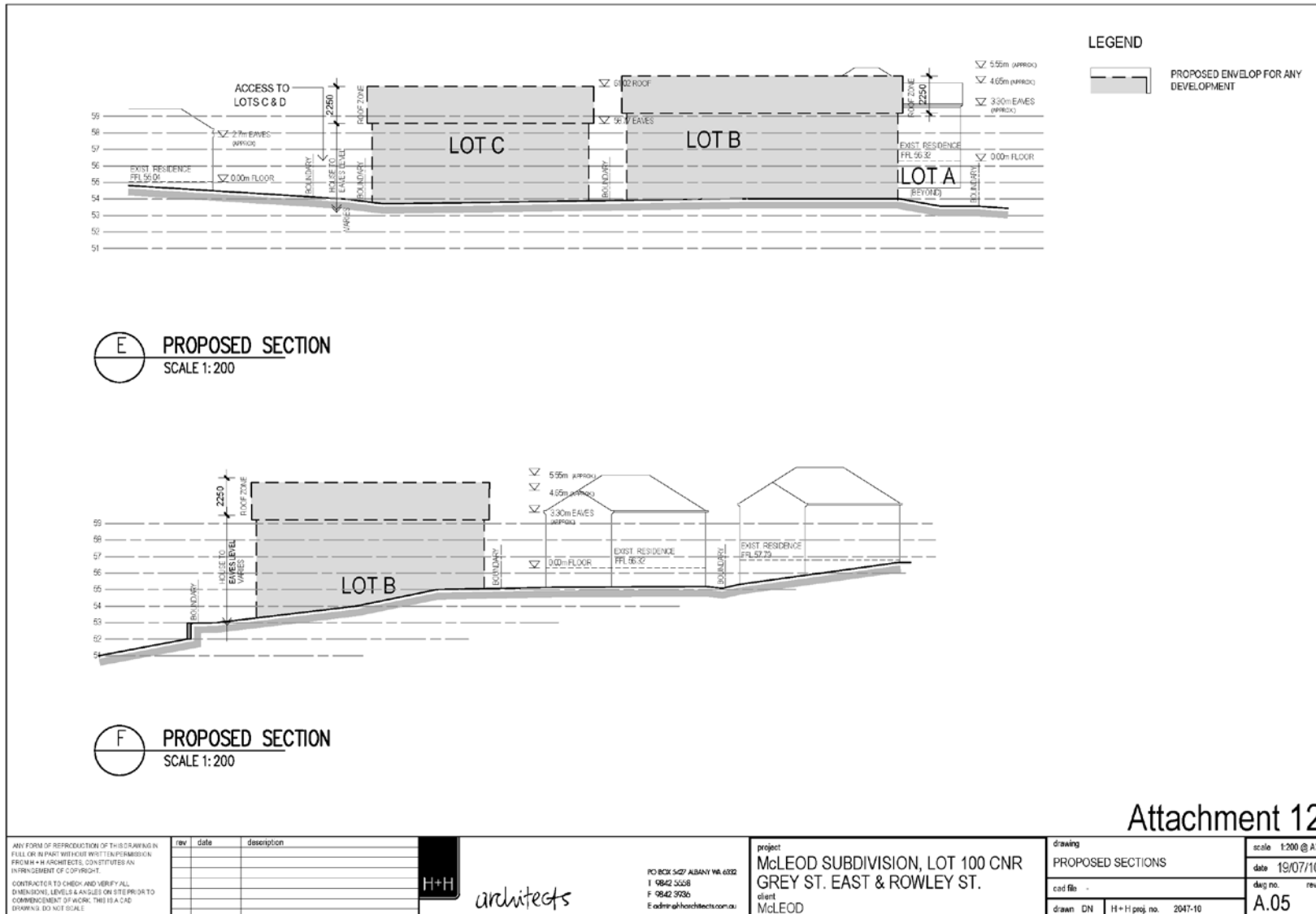
project
MCLEOD SUBDIVISION, LOT 100 CNR GREY ST. EAST & ROWLEY ST.
client
MCLEOD

drawing
PROP. SUBDIVISION SITE PLAN
cad file -
drawn DN H+H proj. no. 2047-10

scale 1:200 @ A3
date 19/07/10
sheet no. rev
A.03







PINES ESTATE SETBACKS

Objective:

To provide guidance on the location and positioning of structures at the pines estate.

Policy Statement

The following setbacks shall apply to all dwellings and outbuildings in “the pines estates” South Coast Highway, McKail:

- 1) from south coast highway – 30m;
- 2) eastern boundary of zone – 15m;
- 3) front of lots – 12m (average);
- 4) second street – 5m;
- 5) side of lots – 1.5m on one side and 5m on other side; and
- 6) rear of lots – 5m.

FRENCHMAN BAY ROAD RESIDENTIAL AND TOURIST RESIDENTIAL AREA

Objective:

This Policy has been prepared to provide guidance on subdivision, sizes of outbuildings and positioning of future dwellings.

Definitions

“Structure Plan” – A framework for the future use and development of land within a designated area.

“Outbuilding” – Any class 10a building under the Building Code of Australia (1996) Volume 2, which is not substantially connected to a dwelling

“AHD” (Australian Height Datum) - is the datum (adopted by the National Mapping Council of Australia) to which all vertical control for mapping is to be referred.

Scope

The Policy Area has been divided into three (3) precinct areas, being Precincts A, B and C.

Precinct A contains a mixture of higher land above the 2.64 metre contour line (particularly west of Frenchman Bay Road and immediately north of Harding Road), and lower lying land that is not suitable for closer subdivision. As the pocket of higher land has limited constraints and could support closer subdivision a conceptual structure plan is needed to guide a legible subdivision pattern in this area.

Precinct B between Harding Road and Bramwell will allow limited subdivision so long as the resultant lot can accommodate a dwelling above the 2.64m AHD line, with a minimum floor level of 3.02m AHD.

Precinct C is low lying land which is not recommended for closer subdivision, however larger outbuilding sizes are recommended.

The Policy will specifically resolve the following issues:

- 1) Ensure that any new dwellings are constructed at a level where the dwelling is not prone to flooding or influenced by the high ground water table.
- 2) Allow increased outbuilding sizes in areas where there is limited potential for further subdivision.
- 3) Postponing subdivision in areas where subdivision is desirable, but only at such time that structure plans have been adopted and the appropriate infrastructure and services are implemented and/or available.

Policy Statement

General

Precinct A

Land Above 2.64m AHD

No subdivision proposals will be supported until such time as a conceptual local structure plan has been prepared for that area of land above 2.64m AHD to ensure that the subdivision pattern of the locality is undertaken in an orderly and efficient manner

Council will require that the resultant lots utilise alternative effluent disposal systems, such as approved amended soil and/or aerobic systems

Land Below 2.64m AHD

No subdivision proposals will be supported on the balance of Precinct A until infrastructure services are extended to the Precinct.

Precinct B

Within Precinct B each existing lot as of the 1st May 2006, can be considered for subdivision to create one additional lot.

The subdivision proposals will only be supported by Council where the proposed lot has the ability to accommodate a single dwelling and associated outbuildings in a building curtilage located above the 2.64m AHD line as shown on the attached map.

The subdivider will need to demonstrate that the proposed new lot will be able to comply with the Draft Country Sewerage Policy (as amended 2003), specifically in relation to minimum lot sizes and the required clearance between the water table and the effluent disposal systems.

Council shall require the use of alternative effluent disposal systems, such as approved amended soil and/or aerobic systems.

In order to accommodate a legible road network (should Precinct B be identified for closer subdivision in the future) where a lot is to be serviced by a battle-axe leg, the location and width of that leg shall be in accordance with the attached diagram.

Precinct C

No subdivision shall be supported within Precinct C.

Dwellings

Precinct A

With the exception of a single house, no additional dwellings are permitted until such time as a structure plan has been endorsed and subdivision has taken place

Precinct B

Within Precinct B new dwellings are to be located above the 2.64m AHD line at a minimum floor level of 3.02m AHD.

Precinct C

With the exception of a single house, no additional dwellings are permitted.

Outbuildings

Precinct A and B

Within Precinct A and B outbuildings will be permitted in accordance with the Residential Zone Requirements of Council's outbuilding Policy.

Precinct C

Within Precinct C, outbuildings can be constructed in accordance with the Special Residential Zone Requirements of Council's Outbuilding Policy.

LAKE SEPPINGS DRIVE/LOFTIE & WRIGHT STREET

Objective:

The objective of this policy is to assist land owners, designers and architects prepare building plans and lot layouts which maximise the potential of the lots, without unduly encroaching on the rights and privacy of neighbours, whilst creating a development of small lots at a medium density.

Background

The Lake Seppings Drive/Loftie Street and Wright Street residential area is located on the southeast side of Collingwood Road, Seppings and covers 5.4098 ha. When subdivided, the policy area will produce approximately 100 residential (R30) lots and approximately 5,400m² of Public Open Space.

The land abuts Park and Recreation reservations to the northeast, northwest (opposite side of Collingwood Road) and to the southeast (which includes Lake Seppings).

'Future Urban' zoned land is located to the south and 'Residential - R20' zoned land exists to the southwest, north and west.

When seeking to rezone the policy area, landowners highlighted the need to approach subdivision and development in a co-ordinated manner to maximise the benefit for future residents and create a strong sense of community.

Unless otherwise required by this policy, site and building requirements shall be in accordance with the provisions of the Residential Planning Codes of WA and Council's normal development requirements.

Policy Statement

Subdivision Requirements

There are a number of requirements that Council will request the Western Australian Planning Commission (WAPC) to impose upon a developer at the time of subdivision. These are:

- 1) The subdivision shall generally be in accordance with the Subdivision Concept Plan attached;
- 2) Lot sizes shall be in accordance with the R30 requirements of the Residential Planning Codes of Western Australia;
- 3) Submission of indicative house plans to demonstrate capacity to design houses upon the proposed lots to meet the design guidelines.
- 4) Landscaping of the Public Open Space and the community open spaces, including road verges;
- 5) Streetscape treatments being undertaken at the time of subdivision and to include drainage design to meet AMCORD performance criteria. Within the subject area the entrance roads shall have road reserves of 14 metres wide, with carriageways 6.0 metres wide. The internal road system shall have road reserves of 12 metres with 5.4 metre carriageways.

- 6) On-street parking shall be provided with additional parking bays near the Public Open Space. There shall also be traffic calming devices installed at time of subdivision, adjacent to the Public Open Space. On-street car parking is to be provided as shown on Concept Plan;
- 7) Access to the development from the local road network shall be restricted to Lake Seppings Drive / Loftie Street and Wright Street; and
- 8) A memorial may be requested to be placed on the titles of newly created lots outlining that area is prone to mosquitoes.

Development Requirements

Front Setbacks

Dwellings

Internal Lots (Lots not fronting Lake Seppings Drive/Loftie Street or Wright Street):

- Minimum of 2 metres with an average of 3 metres.

Lots fronting Wright Street:

- Minimum of 2 metres with an average of 4 metres.

Lots fronting Lake Seppings Drive / Loftie Street:

- Minimum of 4 metres with an average of 6 metres.

For Lots with dual road frontage, setbacks to a secondary street shall be:

Internal Lots-

- Minimum of 1 metre.

Lake Seppings Drive-

- Minimum of 2 metres.

Carports and Garages

Shall be setback a minimum of 0.5 metres behind the main face of the dwelling or in-line with main face where a verandah, portico etc projects forward of the main face.

Where more than one parking space is required, single carports/garages shall be setback a minimum of 5.5 metres.

Carports and garages shall not dominate the streetscape. To prevent this double garages/carports shall not be permitted to face the primary street.

Setbacks to carports/garages, where they face the secondary street, shall be not less than half the setback to the street of any existing adjacent dwelling that faces the secondary street, provided that the setback is not less than that of the associated dwelling.

Rear Setbacks

Dwellings shall be setback a minimum of 3 metres.

Side Setbacks

Setbacks to the side boundaries shall be:-

- Minimum of 1metre setback from side boundaries;
- Where setback is not less than 1metre fascias, gutters, downpipes, eaves up to 0.6 metres, masonry chimneys, flues, pipes, domestic fuel tanks, cooling or heating appliances or other services may encroach beyond the building envelope (refer below);
- Pergolas, screens or sunblinds may have nil setbacks where Building Code of Australia (BCA) requirements can be met.

Zero Setbacks

Where considered appropriate for reasons including:

- better solar orientation of the house; and
- rear setbacks abutting side boundaries of neighbouring lots.

The Council may allow zero setbacks. This is subject to the walls built on side boundaries having:

- a maximum average height of 3 metres;
- a maximum height of 3.5 metres; and
- a maximum of 50% of the length of the adjoining side boundary.

Where two adjoining lots have zero setback boundary walls, they shall abut each other.

Lots adjoining the Public Open Space shall not be permitted to have zero setbacks to the Public Open Space.

Building Envelopes for Solar Access

All buildings shall be located within a 'building envelope'. This building envelope is illustrated in Figure 1 and 2 and determined by:

- At a height of 3.5 metres above natural ground level, a line is drawn at 45° to a height of 8.5 metres.
- This area does not include the front or rear setbacks.

Setbacks from Neighbouring Driveways

Walls of dwellings incorporating a habitable room are to be set back a minimum of 1.5 metres from neighbouring driveways. This may be reduced to 1 metre where there is an intervening fence 1.5 metres or greater, or where the windowsill is a minimum of 1.4 metres above the neighbouring driveway.

Private Open Space

Each lot shall have:-

- A minimum of 20% of the lot area set aside for private open space, this area shall have minimum width of 3 metres; AND
- There shall be a minimum area of 25m² with a minimum dimension of 4 metres and directly accessible from a living area of the dwelling with that area capable of being screened.

Other Requirements

Security

For those lots that adjoin the Public Open Spaces, the dwelling shall have at least one habitable room window with an outlook to the Public Open Space. These dwellings shall be oriented towards the Public Open Spaces.

Designing for Climate

All dwellings shall be sited and designed to maximise energy efficiency and solar access.

Streetscape

Carports, garages and screen walls shall not dominate the streetscape.

Fencing

Fencing shall accord with the following:-

- No fencing exceeding 600mm in height forward of the front setback (ie. 3 metres for internal lots); and

MODIFICATIONS TO SUBDIVISION GUIDE PLANS

Special Area No. 1C (Cape Riche)

Objectives:

To provide for rural residential subdivision and development in a manner that:

- 1) Minimises adverse impacts on and protects the natural resources of the site including the native flora and fauna and nearby water bodies;**
- 2) Is sympathetic to the picturesque landscape of the Cape Riche locality;**
- 3) Ensures adequate protection of life and property from bush fires; and**
- 4) Capitalises on the visual and other physical attributes of the site.**

Policy Statement

Subdivision

Subdivision of land within Special Rural Area 1C shall generally be in accordance with the attached Plan of Subdivision 6997-02A

Development

Single House and Associated Outbuildings are 'P' uses

The following uses are not permitted unless specific approval is granted by Council and advertising has occurred:

- 1) Home Occupation;
- 2) Cottage Industry;
- 3) Bed and Breakfast; and
- 4) Other incidental or non defined activities considered appropriate by Council that are consistent with the objectives of the zone.

All other uses not mentioned above are not permitted (X).

The keeping of stock is not permitted.

Within the Development Area of Plan of Subdivision 6997-02A building envelopes of a maximum of 3000m² are to be established. Building envelopes shall be setback a minimum of 15 metres from all roads and access ways and 10 metres from all other lot boundaries, with the exception of development existing prior to the adoption of this Policy

The location of all buildings envelopes is to be nominated by the landowner and approved by Council in consultation with the Department of Environment and Conservation to ensure that areas of rare flora and fauna are protected

All development including dwellings, effluent disposal systems, outbuildings and water storage shall be located inside the approved building envelope

Dwellings, outbuildings and water tanks shall be designed and constructed of materials that allow them to blend into the landscape of the site. Council will be particularly supportive of earth and

autumn tones. Council will not approve walls and roofs constructed of reflective materials such as, but not necessarily limited to unpainted 'Zincalume' and 'off-white' colours. Dwellings and all outbuildings shall not exceed 7.5 metres in height, to be measured from the natural ground level. No boundary fencing shall be constructed of fibre cement, metal sheeting or wooden picket. If fencing is utilised, it shall be of rural construction such as post and strand or 'Ringlock' (or similar) to the satisfaction of Council; and

Boundary fencing shall not be allowed outside of the approved Development Area. Where it is necessary to define a boundary within a vegetated area, bollards must be used.

No clearing of native vegetation shall occur except for:

- 1) Clearing to comply with the Bush Fires Act 1954 (as amended);
- 2) Limited clearing for fuel reduction to provide for the establishment of a Low Fuel Area.
- 3) Clearing to establish an approved building envelope;
- 4) Clearing to gain vehicular access to an approved dwelling; and
- 5) Any other clearing which may be permitted by Council.

Additional tree planting and revegetation may be required as a condition of development approval.

Each dwelling shall be provided with a water supply tank with a minimum capacity of 92,000 litres and adequate roof catchment to supply the tank

The following requirements shall be applied at the time of development approval:

- 1) Each property shall at all times store a minimum of 25,000 litres of water for fire fighting purposes in an area readily accessible to fire fighting appliances and each owner shall replenish water used by fire fighters at the owner's costs;
- 2) If the fire fighting supply forms part of the domestic supply the water outlet for domestic use shall have a take-off point above the bottom of the tank such that 25,000 litres of water always remains for structural fire fighting purposes; and
- 3) To enable standardisation of access to this supply, each private domestic vessel shall be fitted with a blanking cap and ball valve at the bottom of the tank. This coupling and valve shall be installed and maintained in a correct operating condition at all times at the property owners expense.

All residential development shall be connected to an on-site effluent disposal system designed and located to minimise nutrient export and/or release to waterways/body or groundwater approved for this purpose to the satisfaction of Council.

All residential development shall comply with Australia Standard 3959-1991 'Construction of Buildings in Bushfire Prone Areas.

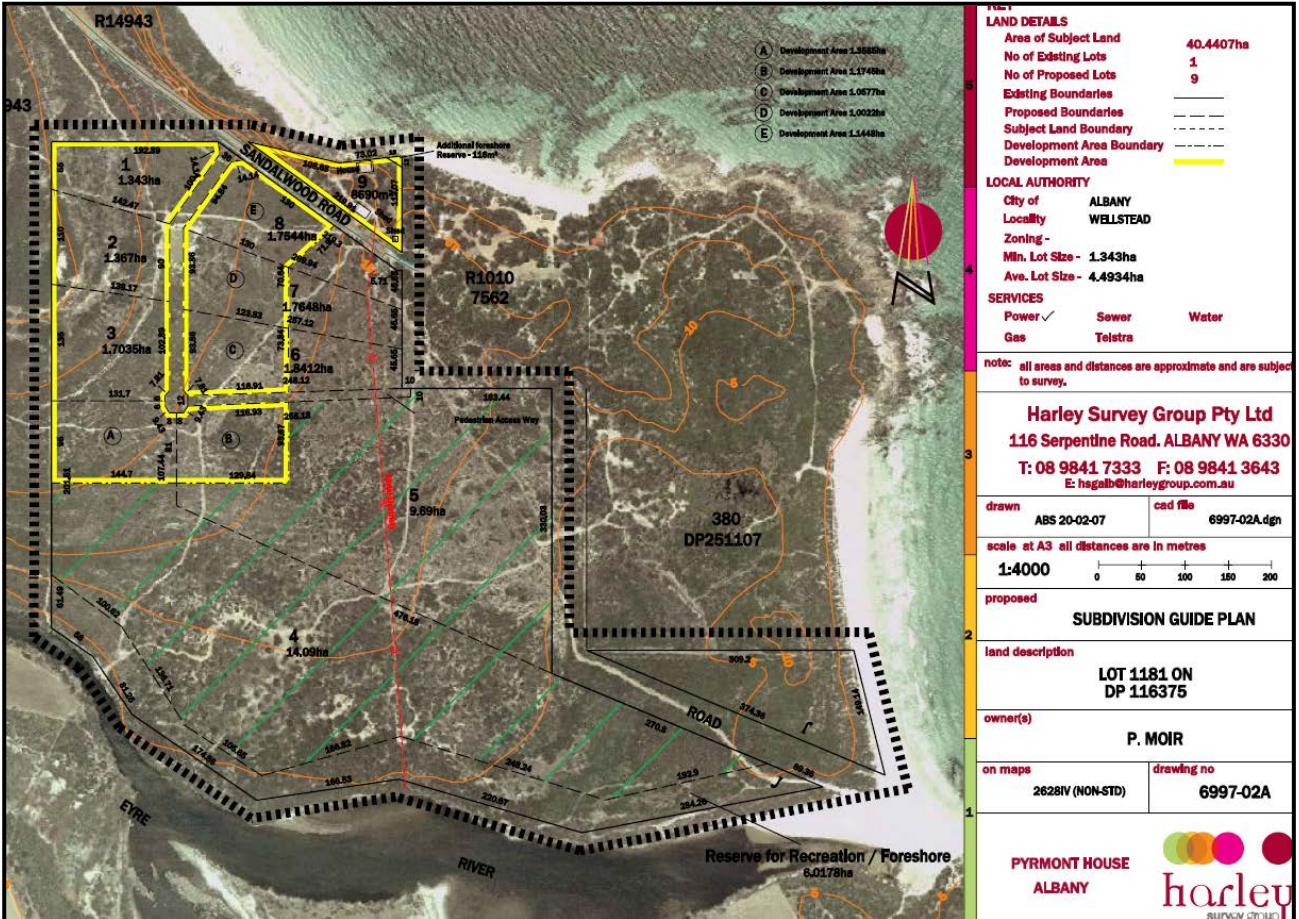
When submitting an Application for Planning Scheme Consent, the landowner shall include details on the species of plants to be used in a landscaping plan. This plan shall be prepared to the satisfaction of the Council. Species to be used in landscaping shall be endemic native species of the Cape Riche locality

A maximum area of 100m² of lawn/turf is permitted per lot.

Low Fuel Areas at least 20m wide shall be established and maintained around each building and shall be located wholly within the Development Area.

The Council may request the Commission to impose a condition at the time of subdivision for a contribution towards the provision of fire fighting facilities.

Provision shall be made to Council's satisfaction to ensure prospective purchasers of land within Special Rural Area No.1C are given a copy of these Special Provisions prior to entering into an agreement to acquire any property.



Special Rural Area No. 9

Objective:

This Local Planning Policy is intended to enforce a revised Subdivision Guide Plan for Lots 11, 300 and 1301 Nanarup Road/Gull Rock to accommodate a more efficient subdivision design.

Purpose of Policy

To adopt a new Subdivision Guide Plan for Lots 11, 300 and 1301 Nanarup Road/Gull Rock Road.

The Policy does not bind the Council in respect of any application or Planning Scheme Consent, but Council shall have due regard to the provisions of the Policy and the objectives which the Policy is designed to achieve before making its determination.

Background

A Subdivision Guide Plan was adopted by Council as part of the rezoning of the site to Special Rural. The developer now wishes to amend that Subdivision Guide Plan and increase the number of lots from 62 to 71.

The road pattern and physical constraints of the site have not changed from the original Subdivision Guide Plan. Additional Public Open Space is being provided as part of new Subdivision Guide Plan.

The attached plan forms part of this policy.

Policy Statement

Subdivision and development of Special Rural Area 9 is to comply with the provisions adopted for the area under Scheme 3.

The following plan is to be used as the guide for development and subdivision.

ALL AREAS AND DIMENSIONS ARE SUBJECT TO SURVEY

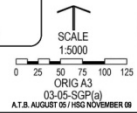


SUBDIVISION GUIDE PLAN

Lots 11, 30, 300, 1301 Nanarup Road / Gull Rock Road

This Subdivision Guide Plan has been adopted by Council and signed by the Chief Executive Officer for the City of Albany

C.E.O. Date.....



Special Residential Area No. 11 (Lots 201 and 202 Pony Club Road)

Objective:

This Local Planning Policy is intended to enforce a revised Subdivision Guide Plan for Lots 201 and 202 Pony Club Road, Willyung these lots are currently subject to the Subdivision Guide Plan of Special Residential Area 11

Scope

The adoption of this Policy revokes the previous Subdivision Guide Plan of Special Residential Area 11 relating to Lots 201 and 202 Pony Club Road, Willyung and replaces it with the attached plan. The previous plan still applies to the remainder of Special Residential Area 11.

The Special Provisions outlined in the Local Planning Scheme will continue to apply to the subject land.

Policy Statement

The attached Subdivision Guide Plan, being Drawing HSGRef14272-01J attached shall apply to Lots 201 and 202 Pony Club Road, Willyung, part of Special Residential Area 11.

The Special Provisions applying to Special Residential Area 11 are to continue to apply to Lots 201 and 202 Pony Club Road, Willyung.



Special Residential Area No. 8

Objectives:

Special Residential Area No 8 is to create a special residential living environment which preserves the landscape quality and visual amenity of the locality with particular attention given to:

- 1) The minimisation of erosion, soil and vegetation disturbance;***
- 2) Ensuring that buildings do not conflict with or detract from the landscape in terms of their design, location, scale, height or otherwise; and***
- 3) Minimising the impact of the development on the physical environment particularly in terms of foreshore management, bushfire control, on-site effluent disposal and other servicing requirements.***

Background

Lots 650 – 658 La Perouse Court, Goode Beach are included within Special Residential Area No 8. To protect the prominent ridge that runs across those lots the area available for building development needs to be controlled.

This Policy applies alternate building envelopes to those shown in the subdivision guide plan attached to Special Residential Area No 8.

Scope

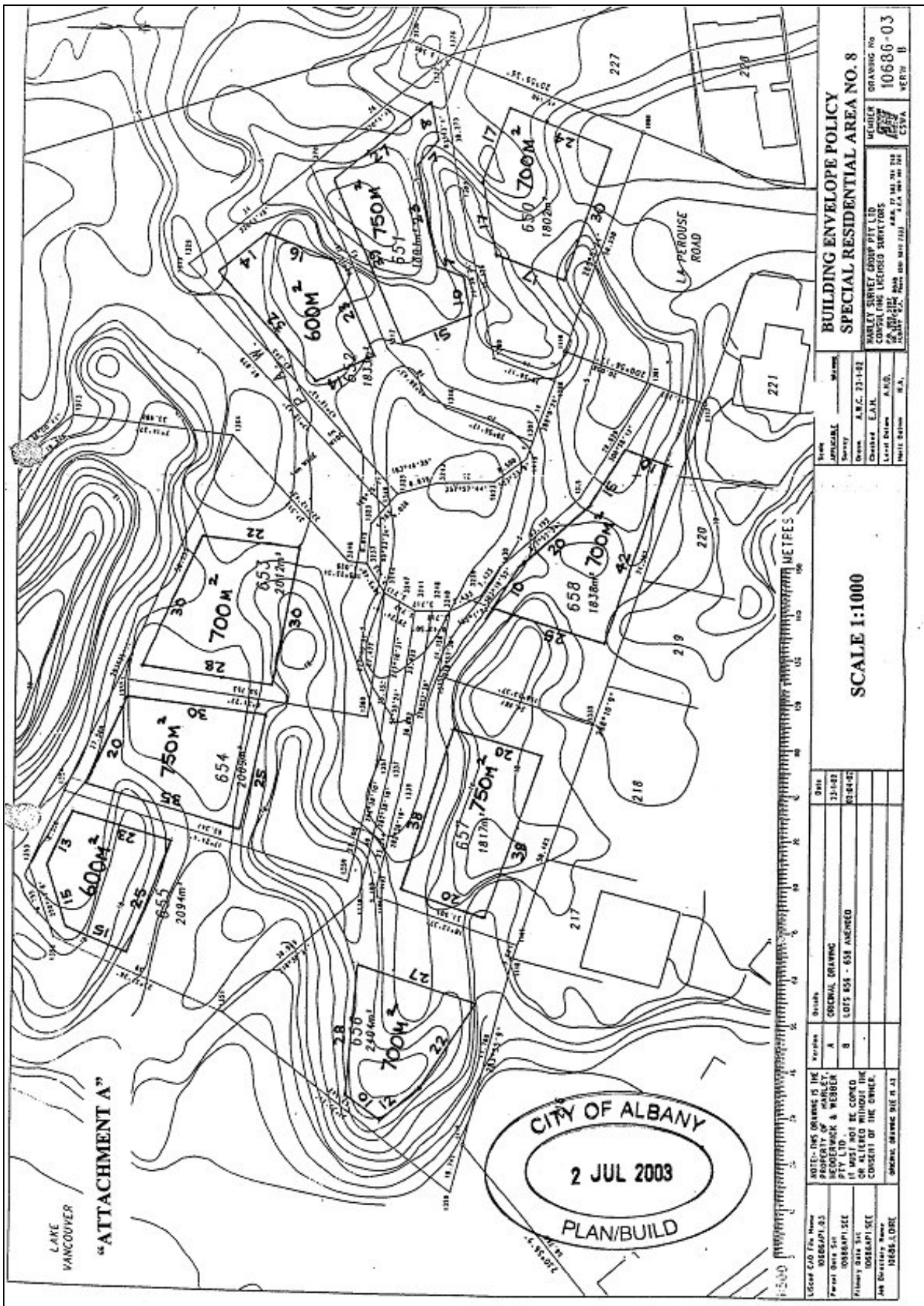
This policy is not intended to circumvent the zoning and development provisions of the scheme. The Policy seeks to provide additional information for Council, developers and the public to consider when dealing with development applications on Lots 650 – 658 La Perouse Court, Goode Beach.

Policy Statement

All buildings are to be located wholly within the designated building envelopes as shown on the attached plan (Refer to Attachment A).

Upon Lots 653 and 654 the following requirements are applicable:

- 1) Cut and fill of the site shall be kept to a minimum with preference to split level development so as to minimise disturbance through earthworks.
- 2) The development application shall include showing the proposed development in relation to the landscape on and off the site (particularly it's relationship with the ridge to the North).
- 3) The Landowner shall control storm water and drainage run-off from the ridges and buildings down into the gully in order to maintain the structural integrity of the dwelling.
- 4) Upon Lot 653, 654 and 655 the dwelling is to be constructed to Australian Standard 3959 – "Construction of Dwellings in Bushfire Prone Areas" and have installed an effective bush fire sprinkler system.



Special Residential Area No. 11 (Lots 104 and 105 Willyung Road)

Objectives:

This Local Planning Policy is intended to enforce a revised Subdivision Guide Plan for Lots 104 and 105 Willyung Road, Willyung these lots are currently subject to the Subdivision Guide Plan of Special Residential Area 11.

Scope

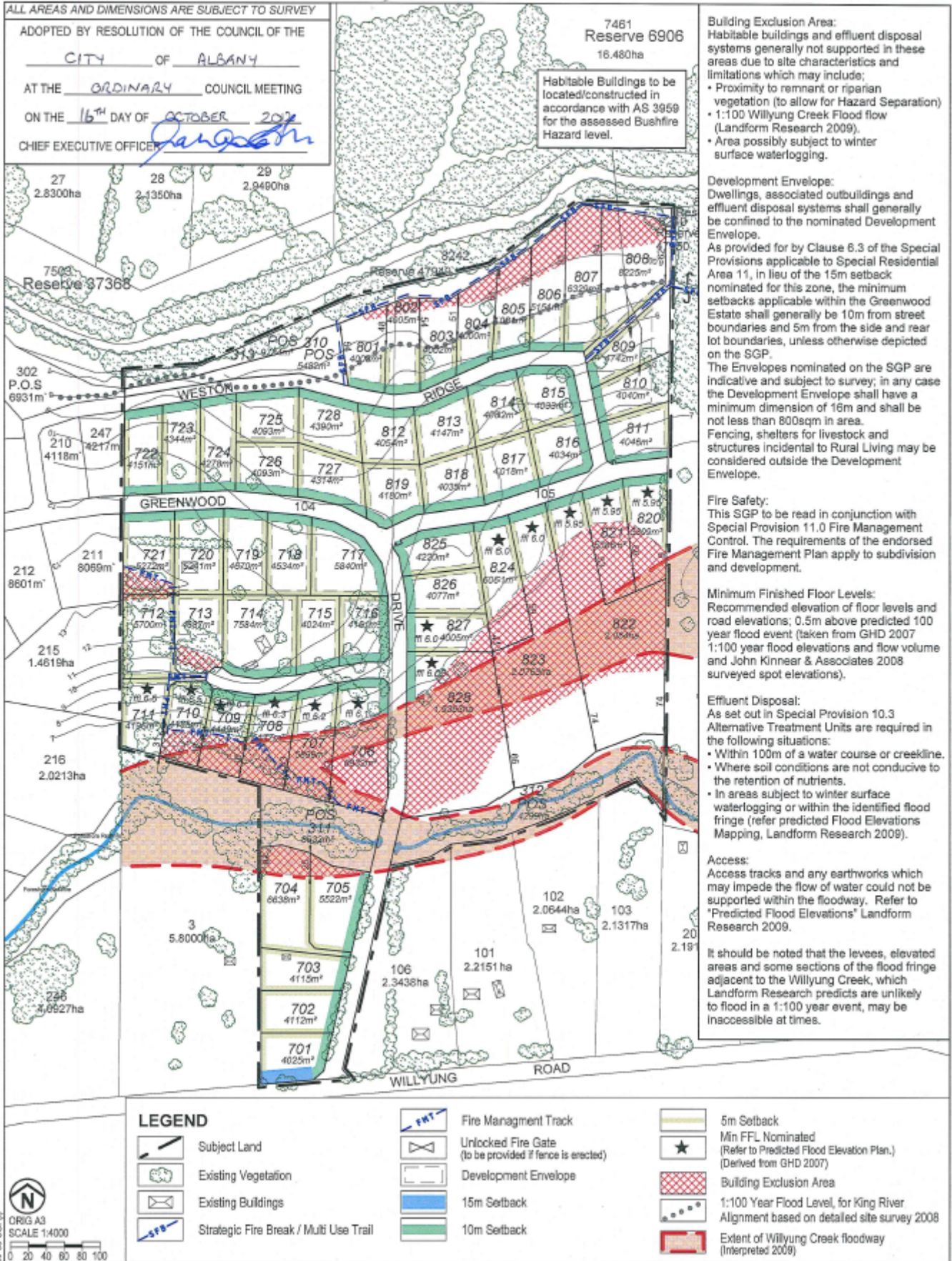
The adoption of this Policy revokes the previous Subdivision Guide Plan of Special Residential Area 11 relating to Lots 104 and 105 Willyung Road, Willyung and replaces it with the attached plan. The previous plan still applies to the remainder of Special Residential Area 11.

Policy Statement

The attached Subdivision Guide Plan, being drawing 08-34-sgp(e) attached at Appendix A, shall apply to Lots 104 and 105 Willyung Road, Willyung, part of Special Residential Area 11.

The Special Provisions applying to Special Residential Area 11, outlined in Schedule IV are to continue to apply to lots 104 and 105 Willyung Road, Willyung.

At the time of subdivision, the City of Albany will require a notification on the titles of all lots advising that the use of Alternative Treatment Units (ATU's) for effluent disposal may be required subject to the outcome of site-specific soil tests.



Norwood Road, Lower king – Subdivision Guide Plan

1. Purpose of Policy

To adopt the amended Subdivision Guide Plan that relates to Lots 87 and 520 Norwood Road, Lower King (subject site) as a City of Albany Town Planning Scheme Policy to allow the plan to be reviewed by the public and receive Council endorsement.

This Policy has been made in accordance with Clause 6.9 of the City of Albany's Town Planning Scheme No. 3. The Policy does not bind the Council in respect of any application for Planning Scheme Consent, but Council shall have due regard to the provisions of the Policy and the objectives which the Policy is designed to achieve in making its determination.

2. Provisions

Council shall have due regard to the following provisions in the determination of Planning Scheme Consent:

1. Subdivision of the amended Subdivision Guide Plan area shall be generally in accordance with the special provisions of Special Residential Zone 18 pursuant to Schedule IV of the City of Albany's Town Planning Scheme No. 3.
2. The attached amended Subdivision Guide Plan (P6009-SK03) forms part of this Policy.

3. Objectives

Council shall have due regard to the following objectives in the determination of Planning Scheme Consent:

1. To allow for a range of lots sizes base on land capability and landscape design considerations;
2. To provide for the protection of the King River, creeklines and associated floodplains;
3. To integrate development with the landscape, protect remnant vegetation and revegetate areas in order to minimise visual impact.

4. Explanation of Amended Subdivision Guide Plan

The original Subdivision Guide Plan was adopted by Council in January 1999 as part of the rezoning of the site from 'Rural' to 'Special Residential' zone and 'Parks and Recreation' reserve.

The amended Subdivision Guide Plan relates to an area of approximately 10 hectares of the north west corner of the original Subdivision Guide Plan. The original Subdivision Guide Plan shows a total of four (4) lots in this area (Lots 9, 10, 11 and 12). The amended Subdivision Guide plan creates a total of eleven (11) lots (Lots 1-11) in this area.

The amended Subdivision Guide Plan includes an artificial wetland and buffer of approximately 3.2 hectares in area for the purpose of public open space. The proposed public open space will operate as passive recreational and conservation uses for the purpose of the local community.

The internal road layout of the original Subdivision Guide Plan has not been modified. Lots 7, 8, 9, 10 and 11 of the amended Subdivision Guide Plan are accessed via the existing internal road and Lots 1-6 are to be accessed via the existing road reserve that abuts the western boundary of the subject site.

The amended Subdivision Guide Plan includes an adjustment to the north west boundary of the site. A total of 1471 square meters of land shown on the original Subdivision Guide Plan as being part of the subdivision has been transferred to the foreshore reserve for the purpose of visual amenity.

LEGEND

-  Wetland
-  Wetland Reserve
-  Vegetated Island
-  Sedimentation Basin
-  Building Envelopes
-  Proposed areas for re-vegetation
-  Strategic Fire Bresak
-  Pedestian Green Spine
-  Contours



SOUTH LOCKYER STRUCTURE PLAN

Objective:

The objectives of the SLSP area have arisen from the opportunities and constraints analysis found within the South Lockyer Structure Plan. The objectives of the plan are to:

- 1) support development and subdivision that provides for housing within the environmental parameters and character of the site and locality;**
- 2) To support a range of commercial uses in a 'Mixed Use Site' as a means to provide employment opportunities and local community support services;**
- 3) To respond to the natural constraints including the steep topography, the natural vegetation and the waterways, wetlands and cleared seepage areas;**
- 4) To provide safe and convenient vehicle and pedestrian access;**
- 5) To provide a stormwater system that minimises risk to public health and amenity; protects the built environment from flooding and water logging; protects existing waterways and wetlands and is economically viable in the long term; and**
- 6) To provide incidental open space, readily accessible to all residents and recreational open space in large units suitable for active leisure pursuits.**

Scope

This policy applies to all that land identified in the South Lockyer Structure Plan identified in Figure 15 attached. Development provisions discussed within the Structure Plan have been listed within this Policy to give them statutory effect.

Policy Statement

General

At the time of subdivision and/or development Council may request the submission of a detailed area plan to be adopted under the Scheme, as a Local Planning Policy, to define the positioning of building envelopes, vegetation protection and rehabilitation areas, visual amenity protection areas, fencing, vehicle access points and private open space.

In addition to requirement above, Council may request the submission of a wider subdivision concept plan, which is to be referred to the landowners affected, to be satisfied that the proposed subdivision/development will not adversely affect the subdivision and development of adjacent land parcels.

Land Use

Council will not support the following discretionary uses within the existing Industry zone in the Structure Plan Area, as these are not compatible with adjacent residential land uses: Car wrecking; General Industry; Hazardous Industry; Port Facilities; Stockyards; and Transport Depot.

Council will initiate appropriate changes to the Local Planning Scheme 1 to allow for additional uses compatible with adjacent residential uses to be permissible within this identified 'Mixed Use' area.

The areas illustrated as 'Residential' on Figure 15 'Structure Plan', are to be developed for residential living purposes. Community services may be supported within these areas subject to complying with principles detailed in the Western Australian Liveable Neighbourhoods document.

The lots at Mai Street located within the 'Original Wetland' area are susceptible to water inundation. Prior to supporting development on the lots, Council will require management plans and the implementation thereof for acid sulphate soils and water inundation.

Density

Council will support areas being developed or subdivided into lot sizes in accordance with the residential densities shown on Figure 15. In areas where the R20 density is applicable, a 300m² minimum lot size will be supported subject to an average of one lot or dwelling unit per 500m² being met.

Variation to the R40 density may be supported by Council in the applicable areas shown on Figure 15. This support is subject to compliance with the objectives of this Structure Plan; incorporation of innovative design; and in accordance with relevant provisions of the Western Australian Planning Commission's 'Liveable Neighbourhoods' document.

Note: The minimum lot size of 300m² is considered large enough (depending of topography) to accommodate a residential dwelling, storage space, car parking, solar access and private open space.

Smaller lots (smaller than the min residential R20) at an average of 500m² helps to provide economic and environmental viability (eg the same amount (to R20 coding) of lots can potentially be developed in an area susceptible to environmental constraints).

Access

Direct vehicle access onto the 'Main Link' and Hanrahan Roads may be restricted at subdivision and development stages.

A dual use path is to be constructed on one side of the 'Main Link' road.

Cuming Road is to be closed at a future date once access can be obtained from the 'Main Link' road.

Drainage

Stormwater management systems shall be designed in accordance with the objectives, principles and delivery approach outlined in the *Stormwater Management Manual for Western Australia* and in consultation with the DoW.

An Urban Water Management Plan (UWMP) shall be submitted with all subdivision and/or development applications.

All UWMP's submitted with subdivision and/or development applications shall be consistent with any Local Water Management Strategy or overall Water Management Plan applicable to the study area. prior to designing the UWMP, developers shall consult with the Department of Water (DOW), City of Albany and other relevant stakeholders.

As a means to manage nutrient inputs; design and development is required to retain the post development hydrology as close as possible to the pre-development hydrology. Adequate field investigations shall be undertaken to determine the appropriate hydrologic regime for the site.

Runoff from constructed impervious areas (e.g. roofs and paved areas) is to be retained or detained on site through the use of tanks, soak wells, pervious paving, vegetated swales and/or native gardens.

The creation of artificial lakes or permanent open water bodies and the dewatering of potential acid sulphate soils will not be supported.

Earthworks

Geotechnical surveys are required (especially in acid sulphate areas) to determine the capability of urban development.

For areas sloping greater than 1:10, the following shall apply:

- 1) the maximum height of a retaining wall on or within 4.0m of a property boundary is to be no higher than 2.0m, with a maximum change in the height of the natural ground level being limited to 1.0m.
- 2) Beyond 4.0m of the boundaries, retaining is to be no higher than 3.0m, with a maximum change in the height of the natural ground level being limited to 1.5m.
- 3) Where retaining is undertaken for the purpose of constructing a building, the external walls of the building shall be designed as retaining walls and therefore contain the soil created by the cutting and filling.
- 4) Where a proposed retaining wall is to be constructed on the outer boundary of the subdivision area, and it abuts an existing developed land parcel, the subdivider shall consult with the adjoining landowner to ensure the amenity of the neighbour's property is not compromised, that any drainage issues are resolved prior to the construction of the retaining wall and any overlooking of the neighbouring property is adequately addressed.

Buildings

Where limitations on cutting and filling produce a building located on a podium, the exposed underside of the building is to be screened utilising materials that compliment the remainder of the building and demonstrate connectivity of the building to the site.

Buildings on lots that front onto areas of open space are to be orientated to address the open space as a means to facilitate surveillance of the POS.

Buffers

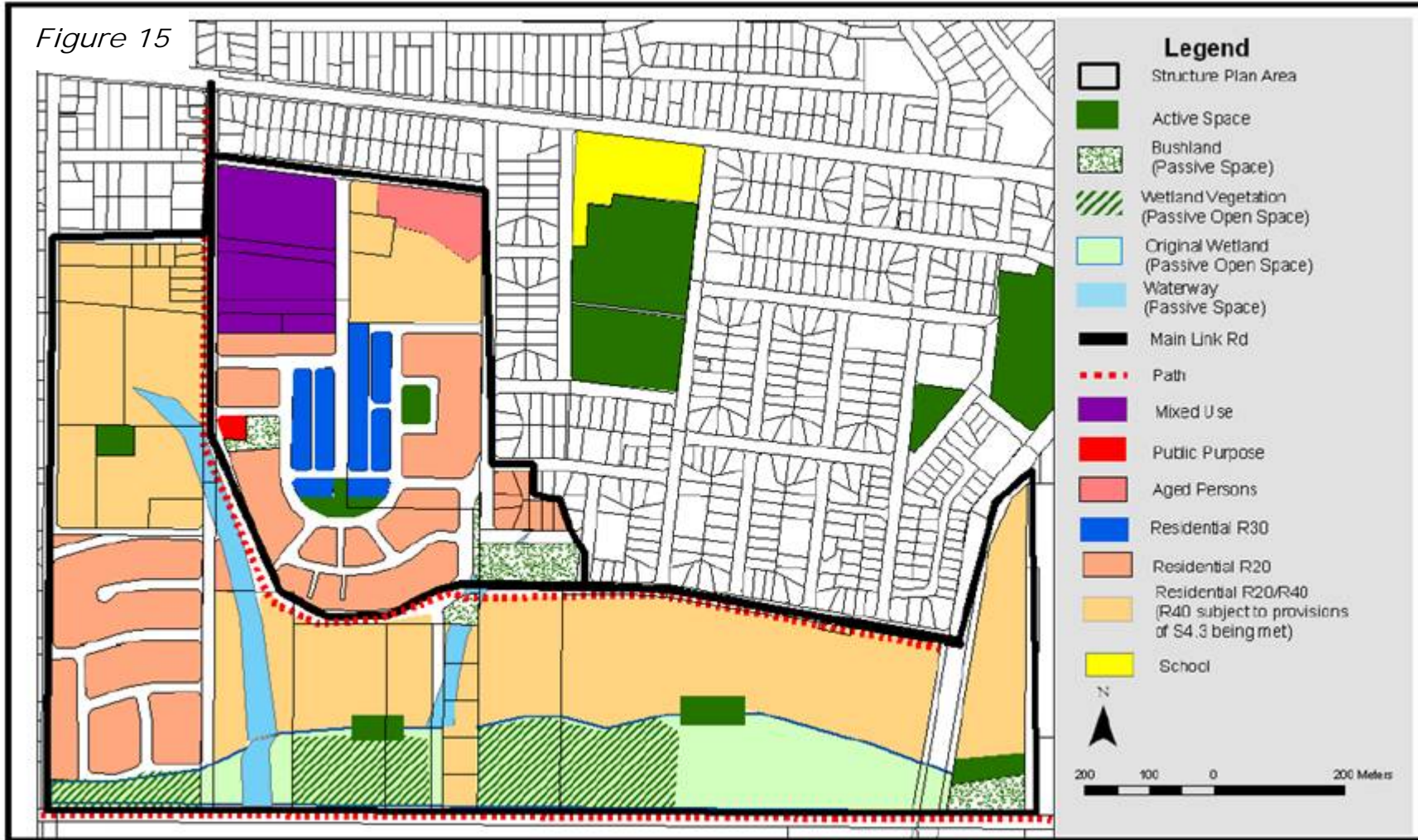
Appropriate measures (setbacks, brick wall or memorials on titles) are to be implemented at Lot 247 Cull Road to address any noise created by the industries located on Tate Street.

Appropriate setbacks are to be incorporated into subdivisional design and residential development adjacent to the 'Main Link' Road (Mueller and Cull Road).

Appropriate measures (setbacks, brick wall or memorials on titles) are to be implemented at Lot 236 Hanrahan Road to address any noise created by traffic on Hanrahan Road.

Appropriate measures are to be implemented in accordance with Environmental Protection Guidelines to address any discomfort that may occur as a result of the waste disposal site located east of Hanrahan Road.

Figure 15



LITTLE GROVE STRUCTURE PLAN

Objective:

The objectives of the plan have arisen from the opportunities and constraints analysis found within the Little Grove Structure Plan. The objectives of the plan are to:

- 1) Support development and subdivision that provides for housing within the environmental parameters and character of the site and locality;**
- 2) Protect existing vegetation, and promote revegetation, as a means of maintaining the character of the area and minimising impact on native flora and fauna values;**
- 3) Provide safe and convenient vehicle and pedestrian access;**
- 4) Provide a stormwater system that minimises risk to public health and amenity; protects the built environment from flooding and water logging; and is economically viable in the long term;**
- 5) Efficiently utilize and extend existing water and waste water infrastructure;**
- 6) Provide active open space central to the locality;**
- 7) Discourage the re-contouring of land and promote building and development outcomes that complement the natural features; and**
- 8) Mitigate the threat of bush fire to life, property and the environment within the plan area.**

Scope

This policy applies to all that land identified in the Little Grove Structure Plan identified in Figure 17 attached. Development provisions discussed within the Structure Plan have been listed within this Policy to give them statutory effect.

Policy Statement

General

At the time of subdivision and/or development Council may request the submission of a detailed area plan to be adopted under the Scheme, as a Local Planning Policy, to define the positioning of building envelopes, vegetation protection and rehabilitation areas, visual amenity protection areas, fencing, vehicle access points and private open space.

In addition to requirement as above, Council may request the submission of a wider subdivision concept plan, which is to be referred to the landowners affected, to be satisfied that the proposed subdivision/development will not adversely affect the subdivision and development of adjacent land parcels.

Applications for group dwellings are to be referred to the Water Corporation to assess the strategic planning of sewer infrastructure.

Reports for acid sulphate soils management, flood management and fire management need to accompany applications for development and subdivision within Precinct 3.

Landuse

The predominant land use throughout Precincts 1, 2 and 3 should be Single Houses.

Group Dwellings, Multiple Dwellings and small scale holiday accommodation proposals may also be considered having regard to their potential impacts on adjacent land uses and infrastructure in the locality.

Residential Development or Subdivision is not supported within Lot 8152, which is located within Precinct 3 and vested with the Water Corporation.

Development at Lot 3134 Frenchman Bay Road may only be supported in the area above the 5m contour line. Development of Lot 3134 is conditional on the following:

- 1) The balance of the lot (area below 5m contour) being ceded to the Crown free of cost for reservation;
- 2) The retention of ridge top vegetation as a visual backdrop to development;
- 3) Minimal impact on flora and fauna values;
- 4) Addressing fire safety;
- 5) Ensuring solar access for passive solar buildings; and
- 6) Providing surveillance to the adjacent oval area.

Development at Lot 2 Frenchman Bay Road is to be located within one building envelope of a size and in a location that retains vegetation adjacent to Frenchman Bay Road and Lot 8152.

Density

The density provisions as conferred by the Local Planning Scheme 1 are hereby varied such that the following density provisions apply:

- The Council will support land within Precincts 1 and 2 being subdivided into lot sizes not less than 300m² with a min average of 500m²;
- Land within Precincts 1 and 2 may be developed for residential purposes at a density of one dwelling per 500m²;
- To minimise the appearance of sealed areas, the Council will not support land being subdivided where the outcome will be or has the potential to result in more than two access legs or crossovers;

Access

The road network is to be safe in design and provide suitable connectivity north-south and east-west onto the existing road infrastructure.

The minor roads shown on the Structure Plan Map are conceptual only, with the final alignments and the extent of the connectivity between lots to be resolved as part of the final subdivision proves.

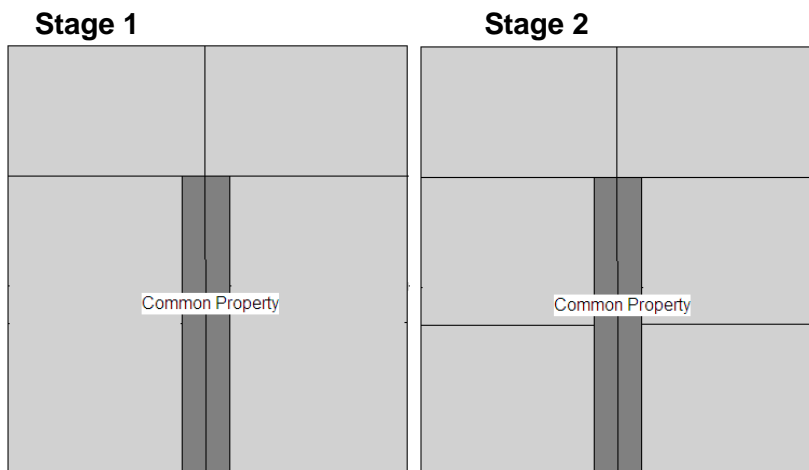
Battleaxe access legs are to be developed on the northern boundary of a lot where possible to help solar access to the lot.

In the cases where access legs are immediately adjacent to each other, a 3m width for each leg may be accepted.

Access arrangements involving more than 2 legs will not be accepted.

Common property access lots are favoured in order to minimise the number of access legs and crossovers onto the street.

Where an access leg adjoins a neighbouring property, consultation with the neighbour is encouraged as a means to provide common access.



Access onto Frenchman Bay Road (main distributor) is to be limited where possible.

Flora and Fauna

Vegetation which is within road reserves, within 5 metres of lot boundaries facing a road reserve, and on ridgelines is to be protected as part of a development or subdivision of the land. Mechanisms to ensure protection include dedication to the Crown as public open space, incorporation into Common Property in a strata titles subdivision, or via a Section 70A notice (record of factors affecting the use and enjoyment of land) on the title.

Where necessary revegetation in the road reserve verge or the land within 5 metres of the lot boundary may be required.

Clearing of road side vegetation shall be limited and is only supported as a means to access lots. Lots may be required to share crossovers and to locate building envelopes in cleared areas or areas with relatively sparse vegetation as a means to protect existing vegetation. Prior to the clearing of vegetation an applicant shall consult with the Department of Environmental and Conservation.

In future when the tea tree swamp on Lot 3134 is ceded as a reserve (and possibly combined with the adjacent Water Corporation Reserve to form an important conservation area) the LG will prepare a management plan to provide for strategic public access and public awareness and appreciation, and protection, of the area's flora and fauna values.

Drainage

Storm-water management systems shall be designed in accordance with the objectives, principles and delivery approach outlined in the *Storm-water Management Manual for Western Australia*.

Drainage management plans are required on application for development and subdivision.

Prior to design, developers shall consult with the Department of Water (DoW), local government authorities and other relevant stakeholders.

As a means to manage nutrient inputs, subdivision and development is required to retain the post development hydrology as close as possible to the pre-development hydrology. Adequate field investigations shall be undertaken to determine the appropriate hydrological regime for the site.

Runoff from constructed impervious areas (e.g. roofs and paved areas) is to be retained or detained on site through the use of tanks, soak wells, pervious paving, vegetated swales and/or native gardens.

The creation of artificial lakes or permanent open water bodies will not be supported when they involve the exposure of the groundwater.

Earthworks

The maximum height of a standalone retaining wall above natural ground level is to be no higher than 1.5m from natural ground level, except where the walls of a building are being used to retain material.

Where a proposed retaining wall is to be constructed on the outer boundary of a lot, and it abuts an existing developed land parcel, the proponent shall consult with the adjoining landowner to ensure the amenity of the neighbour's property is not compromised, that any drainage issues are resolved prior to the construction of the retaining wall, and any overlooking of the neighbouring property is adequately addressed.

Buildings

Buildings are to be developed within a building envelope allocated as part of an approved Detailed Area Plan or Planning Scheme Consent.

Where limitations on cutting and filling produce a building located on a podium, the exposed underside of the building is to be screened utilising materials that compliment the remainder of the building and demonstrate connectivity of the building to the site.

Development needs to be setback 6 metres from the front boundary of a lot and located off the dominant ridgelines, as depicted on the structure plan.

Fencing

Non visually permeable fencing is not supported within the front 6m of a lot/strata lot/building envelope boundary.

Fencing is generally not supported on the ridge lines or where it dissects significant stands of vegetation. The purpose being to protect the vegetation and to allow the movement of fauna.

Residential Design Codes

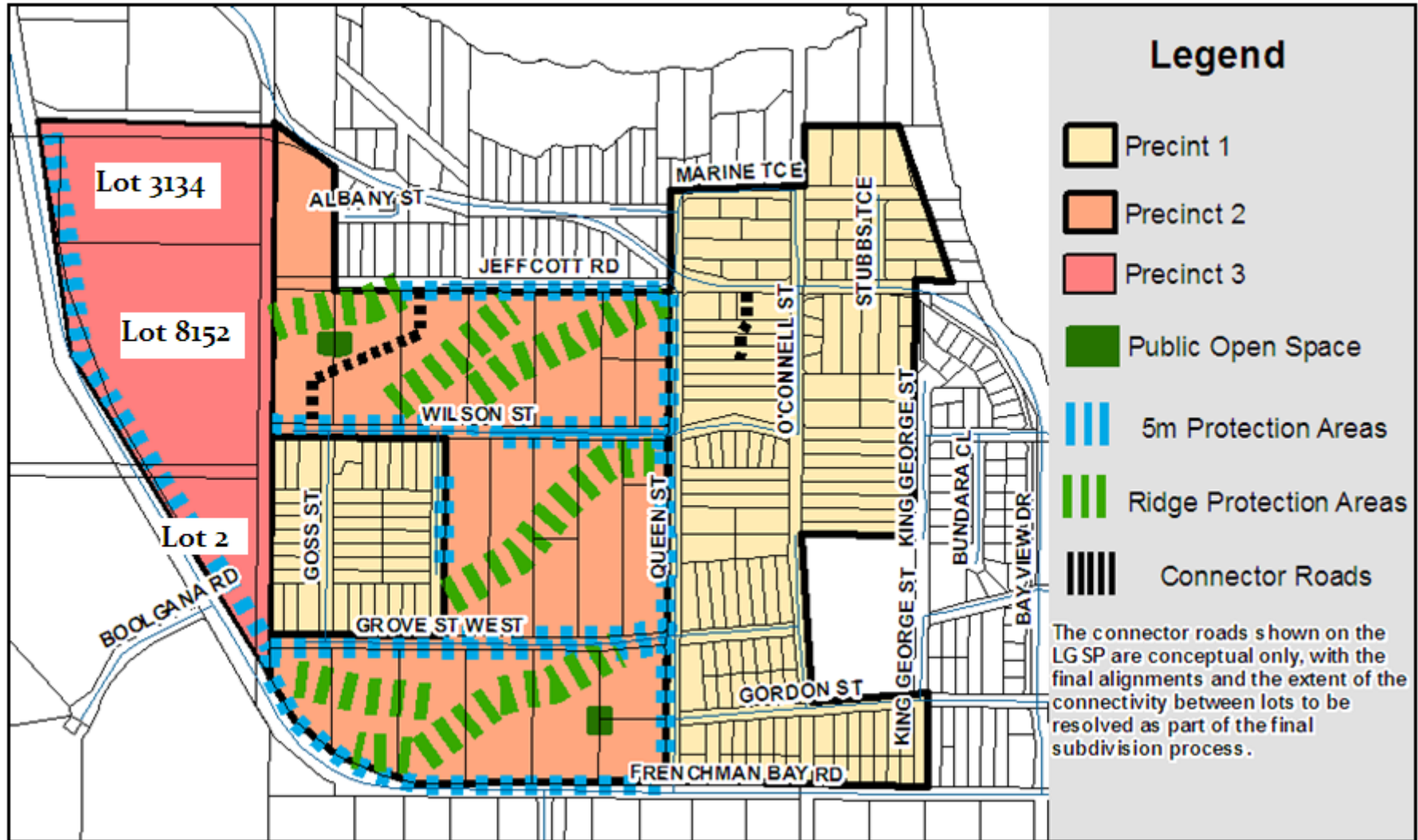
Unless stated otherwise in the plan, all development within the plan area shall comply with the adopted Residential Design Codes (2008) or any Act/order/document revoking or re-enacting the Residential Design Codes 2008.

Bushfire Protection

Building development and subdivisions in the area must comply with the requirements of 'Planning for Bush Fire Protection'.

The design of developments and subdivisions within the Structure Plan Area must consider the siting of buildings in relation to bush fire protection. Appropriate Hazard Separation Zones must be incorporated into the design of developments/subdivisions and all buildings must be surrounded by a Building Protection Zone. Where the desirable Hazard Separation Zone distance cannot be achieved, buildings must be constructed to the Australian Standard for the Construction of Buildings in Bushfire-Prone Areas (Australian Standard 3959). Buildings must not be constructed within 15m of an Extreme Bush Fire Hazard.

Figure 17



STRUCTURE PLAN – MCKAIL – BOUNDARY, LE GRANDE AND FLEMINGTON

Development and Subdivision

Development and Subdivision to be in accordance with the approved structure plan (No 14145-05F)

Drainage Contributions

Cost sharing measures, except those stated below, are to be as stated in the MLSP 99.

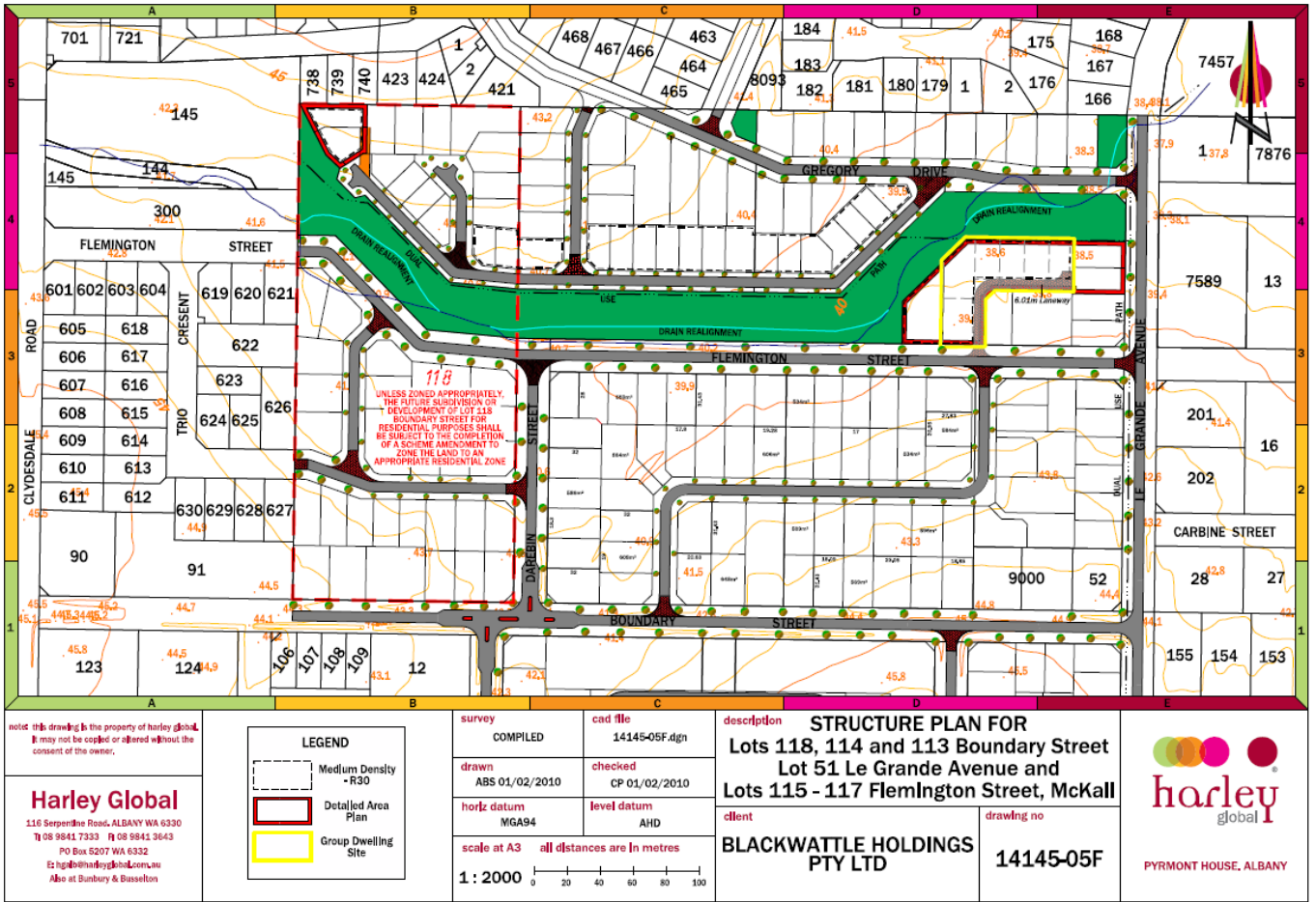
Each landowner shall contribute the following percentage to the enlargement of the proposed basin in Reserve 36517:

Drainage Basin Contributions	
Lot	Indicative cost
51	\$9,400
113	\$7,400
114	\$4,250
115	\$5,650
116	\$3,750
117	\$5,050
118	\$14,500
Total	\$50,000

Road and Footpath Networks

The following upgrades will be required for the various existing roads for the length of the development frontage:

- Le Grande Avenue – construction of the verge on the western side;
- Boundary Street – construction of piped drainage (with COA contribution), widening of basecourse, two coat sealing and kerbing the northern side, with a contribution to COA (of 50%) for the cost of asphaltting to a 7.4m wide standard.
- Recommend the construction of 5m to 7.4m wide (seal).for the length of the development frontage, provide:
 - 2.5m Dual Use paths – Western side of Le Grande Avenue, southern side of Boundary Street and through the linear park; and
 - 1.5m footpaths – eastern side of Darebin Street, northern side of Flemington Street, northern side of Gregory Drive, along various smaller internal roads as shown and through the PAW area.



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LEGEND	
	Medium Density - R30
	Detailed Area Plan
	Group Dwelling Site

survey	COMPILED	cad file	14145-05F.dgn
drawn	ABS 01/02/2010	checked	CP 01/02/2010
horiz datum	MGA94	level datum	AHD
scale at A3	all distances are in metres		
1 : 2000			

description	STRUCTURE PLAN FOR	
	Lots 118, 114 and 113 Boundary Street Lot 51 Le Grande Avenue and Lots 115 - 117 Flemington Street, McCall	
client	BLACKWATTLE HOLDINGS PTY LTD	
drawing no	14145-05F	



OUTLINE DEVELOPMENT PLAN - BIG GROVE

1) General Requirements

The purpose of the Big Grove ODP is to guide and coordinate future land use, subdivision and development for land within the plan area, in accordance with the provisions of the City of Albany's Local Planning Scheme 1. The plan area also includes land currently zoned 'Motel' and 'General Agriculture and Priority Agriculture' and reserved for 'Public Purposes' and 'Parks and Recreation', with the ODP also providing guidance on preferred future land use, subdivision and development for these areas.

Land not zoned appropriately (development zone) may require rezoning prior to subdivision and development in accordance with the ODP.

Minor variations to the requirements of the ODP may be supported subject to complying with the ODP Objectives described in Section 2 below.

1.2 Land Use

Land use within the ODP area is regulated by Table 1 of the City of Albany Local Planning Scheme 1, which nominates the permissibility of specific land 'Use Classes' within the various zones. The Big Grove ODP provides guidance to the City of Albany in the exercising of discretion for the location and layout of land uses within the ODP area.

Residential density as nominated on the ODP plan shall be in accordance with the provisions of the R Codes except where varied by this ODP.

Where there is a discrepancy between the provisions of the Scheme and this ODP, the provisions of the Scheme shall apply.

1.3 Subdivision

Subdivision within the ODP area is to be consistent with the objectives provided in Section 2, and the ODP plan with regard to the design of movement networks, distribution of public open space areas, residential densities and lot configuration.

Residential density as nominated on the ODP plan shall be in accordance with the provisions of the R Codes except where varied by this ODP.

1.4 Development

Council shall be guided by the ODP and any Detailed Area Plans within the ODP area when giving consideration to development which requires Council approval for all land zoned or reserved within the plan area.

2) Objectives

- To facilitate an urban form that provides for housing and associated community facilities which is responsive to the character of the site and the locality, as depicted on the ODP Plan;
- To respond to the natural features of the land including the natural vegetation, foreshore and visual amenity;
- To provide safe and convenient vehicle and pedestrian access;

- To provide a stormwater system that minimises risk to public health and amenity, protects the built environment from flooding and water logging, protects existing waterways, wetland and foreshore and is economically viable in the long term;
- To maintain vegetation, where possible, within road reserves, public open space, foreshore areas, and individual lots; and
- To provide a range of public open spaces catering for both passive and active recreational use by the local community.

3) Residential

Land designated Low Density Residential or Medium Density Residential on the ODP Plan shall be used predominantly for residential housing purposes, consistent with City of Albany Town Planning Scheme objectives for the 'Development' zone. In relation to the R25 density coding, the ODP amends Table 1 of the R-Codes by increasing the minimum average site area from 350m² to 400m².

Land designated 'Residential' (with no density indicator) is included within the South Coast Water Source P2 Protection Area and is to be combined with a building area / lot outside the P2 area. No further subdivision of this land will be permitted. Future land uses in this area must also take into account the Department of Water's Water Quality Protection Guidelines and Codes of Practice. Minor modification to the road layout will be required to facilitate this outcome.

Where an existing house is located within the foreshore (or future foreshore) as shown on the ODP, that house may be subdivided from that lot onto a lot of not less than 1ha subject to the provisions of section 10.

4) Mixed Use

Land designated Mixed Use should be used predominantly for residential purposes, with 'Home Business' and 'Home Occupation' uses also permissible (as provided for in the 'Development' zone under the Scheme).

5) Rural Residential

Land designated rural residential is located within the South Coast Public Drinking Water Source Protection Area and as such no further subdivision of these lots will be supported. Future land uses are also required to be in accordance with the Department of Water's Water Quality Protection Guidelines and Codes of Practice.

6) Tourism

Land designated Tourism is currently used as a caravan park. Continuation of this tourism use is provided for in the ODP. Redevelopment of the site for tourist purposes is also provided for in the ODP subject to meeting other applicable provisions of the ODP particularly height limits, visual amenity, retention of existing vegetation, the provision of reticulated water and reticulated sewerage, etc.

7) Village Centre

The ODP nominates that land designated 'Village Centre' for convenience shopping and commercial uses, along with complementary residential uses, consistent with those permitted by the Scheme within the 'Development' zone.

Development within the Village Centre shall be restricted to 3 storeys in height, and shall be required to accord with a Detailed Area Plan approved for the site. Adaptable residential and commercial use of the ground floor area shall be provided for through a minimum requirement for a 3m floor to ceiling height and provision of disabled access through primary entrances.

8) Primary School

A site for a new primary school is identified on the ODP Plan.

The Primary School shall be subject to an Access and Parking Strategy which shall be provided to the satisfaction of Council and the WAPC (upon advice from the Department of Education) prior to creation of this lot. There is to be no direct access from the school site to Frenchman Bay Road.

9) Public Open Space

The ODP Plan shows the indicative locations for public open space (POS) within the plan area. POS is to be located generally in accordance with the outline development plan. Variations to the location of POS may be supported subject to complying with the objectives of the Plan and State and local government policy.

POS Schedules have also been prepared. Updated POS schedules shall be submitted at the time of subdivision detailing the existing POS and the land proposed for POS in the ODP area at the time of subdivision. The indicative locations for public open space as shown on the ODP plan may need to be modified consistent with updates of the POS schedule. Modifications to the POS schedules shall be considered minor by the WAPC and not require advertising of the ODP.

Where a lot is not required by the ODP to provide at least 10% of the area of the lot as POS, a minimum of 10% of the subdivisible area is to be provided as either land if requested by Council or cash in lieu of land. Any monetary contribution paid to Council shall be used for the purpose of purchase of land for POS or improvements to POS in the ODP area.

10) Foreshore Reserve

A foreshore reserve shall be provided along the length of Princess Royal Harbour as shown on the ODP plan.

Land designated as 'Future Foreshore' on the ODP plan includes either:

- a part of a lot which contains an existing dwelling which may be retained on a lot of not less than 1ha in area; or
- part of the land within the existing caravan park.

Further intensification of land uses within the Future Foreshore area is not supported. The land owner is required to enter into an agreement to this effect at the time of subdivision of an existing house on a retained lot. A notification on the title of the retained lot shall also be required, advising of its vulnerability to coastal processes over the next 100years, and that upon further subdivision or development of the land the future foreshore area as shown on the ODP shall be ceded to the Crown free of cost.

Land designated Future Foreshore shall be dedicated to the Crown as Foreshore Reserve free of cost at the time that the retained lot is further subdivided in accordance with the ODP.

Once the Future Foreshore area has been ceded to the Crown free of cost as a condition of subdivision or development approval, development within the Future Foreshore area shall be in accordance with the approved Big Grove ODP Foreshore Management Plan.

A conceptual Big Grove ODP Area Foreshore Management Plan has been prepared for the ODP area. Development within the Foreshore Reserve shall be in accordance with this Foreshore Management Plan and include (ultimately) a continuous Dual Use Path and specified activity nodes with associated infrastructure (bins, seats etc). Implementation of the Plan shall be either in stages in accordance with subdivision of the adjoining land or via a contribution towards the cost of providing such works. The road abutting the Foreshore Reserve shall be provided with on-street parking and access to the foreshore restricted by bollards and gates / chains to the specification of Council.

Any existing structures within the land ceded free of cost as Foreshore Reserve shall be removed or retained for public use, as agreed with Council. Any buildings proposed within the Foreshore Reserve shall be designed to the satisfaction of Council to ensure acceptable visual impact.

11) Remnant Vegetation

The ODP retains significant remnant vegetation within the foreshore reserve and public open space areas as shown on the ODP plan.

Following detailed assessment by the proponent and State Government agencies the value of remnant vegetation on Lots 7 and 109 could not be determined. The proponent shall undertake further consultation with the EPA to confirm the value of remnant vegetation and appropriate land use prior to any further subdivision and development within that area shown as 'Remnant Vegetation' on the ODP plan. Should the existing ODP design remain appropriate, no further modification to the ODP shall be required.

12) South Coast Water Reserve

The south-western corner of the OPD area is included in the South Coast Water Reserve. A Water Corporation production bore is located within this reserve.

Three existing houses are located within the water reserve, and are shown as rural residential lots on the ODP. Two areas of vacant land are shown as Residential within the reserve which shall be combined with a lot (including building envelope) outside the water reserve to create one single lot each. These lots shall not be further subdivided. The balance of the area within the water reserve is shown as public open space.

Due to the need to protect the integrity of the water reserve, no additional subdivision other than that mentioned above is to be created within the reserve area. Development within the reserve area shall be required to address the water quality management objectives specified in the '*Land Use Compatibility in Public Drinking Water Source Areas*' Water Quality Protection Note and any other applicable policy to the satisfaction of the Council upon the advice of the Department of Water.

13) Road Infrastructure

Road alignments are generally to be located in accordance with the ODP. Variations to the locations may occur where local circumstances dictate in order to protect existing vegetation, provide a better traffic management outcome, refine lot orientations, increase public access to public open space and foreshore areas, etc.

To the extent that the creation of any road shown on the ODP requires any easements or other interest in that land to be extinguished, the proponent must at its cost (including any compensation that may be payable) arrange for the interest to be extinguished.

Intersection treatments are required for the roads within the ODP area intersecting Frenchman Bay Road.

Access to the foreshore is to be maintained from Panorama Road. The road abutting the foreshore shall be provided with on-street parking and access to the foreshore restricted by bollards and gates / chains to the specification of Council.

A Shared Use Path is to be constructed along the foreshore either within the reserve (subject to compliance with the approved Foreshore Management Plan and detailed plans) and/or along parallel roads. The path is to be constructed at the earliest opportunity (with the option for interim alignment/temporary arrangement for staged development). Paths are to be constructed or a contribution paid towards their future construction by each lot owner as a condition of subdivision or development.

Upgrading of Frenchman Bay Road contiguous with the ODP area to be defined by the City of Albany based on impact of development, with costs shared by Big Grove proponents. A proportionate contribution to upgrading other parts of Frenchman Bay Road including intersection treatments in accordance with a Road Contribution Policy to be adopted by Council shall also be required.

Frenchman Bay Road and Hanrahan Road intersection upgrade requirements are to be further defined by the City of Albany in consultation with MRWA, with costs based on apportioned impact of development.

14) Sewer and Water Infrastructure

All future development and subdivision (except for the creation of retained lots to excise existing dwellings adjacent to the foreshore and South Coast Water Reserve Priority 2 Protection Area) within the ODP area is to be provided with reticulated water and reticulated sewerage infrastructure. Subdivision and development within the ODP area shall not be supported unless the proposal can provide reticulated water and sewerage services.

15) Electricity

All future subdivision and development within the plan area shall provide underground reticulated electricity.

16) Urban Water Management

A Local Water Management Strategy (2011) has been prepared and approved for the ODP area.

An Urban Water Management Plan (UWMP) shall be submitted with all subdivision and/or development applications in accordance with the objectives, principles and delivery approach outlined in the Stormwater Management Manual for Western Australia and the principles of the Big Grove Local Water Management Strategy. Prior to designing a UWMP, developers shall consult with the Department of Water (DOW), City of Albany and other relevant stakeholders.

As a means to manage nutrient inputs; design and development is required to retain the post development hydrology as close as possible to the pre-development hydrology. Adequate field investigations shall be undertaken to determine the appropriate hydrologic regime for the site.

Runoff from the constructed impervious areas (e.g. roofs and paved areas) is to be retained or detained on-site through the use of tanks, soak wells, pervious paving, vegetated swales and/or native gardens.

17) Fire Management

A conceptual Fire Management Strategy - Big Grove has been prepared for the ODP area.

A detailed Fire Management Plan shall be prepared for any subdivision and development in the ODP area. Development shall accord with an approved Fire Management Plan in accordance with FESA/WAPC Planning for Bush Fire Protection Edition 2, and the City of Albany Fire Management requirements, which shall accord with the provisions of the Fire Management Strategy for the area, namely:

- Development abutting POS areas within which remnant vegetation is to be retained (namely POS area A, B, C and M) shall provide an adequate (21m) Building Protection Zone (which may include road reserve, foot or dual use path and setback area) and appropriate dwelling construction standard in accordance with AS 3959-2009;
- Development abutting the reserves outside the ODP area at the western and eastern ends of the ODP shall provide a 20m Building Protection Zone (which may include road reserve, foot or dual use path and setback area) and a 20m Fire Hazard Separation Zones (which may include road reserve and setback area as well as cleared areas of

Open Space) to adjacent lots. Buildings within these lots shall comply with AS3959-2009 *Construction of Buildings in Fire Prone Areas*

- Development abutting POS areas which are predominantly cleared (and proposed to remain so – below 2 tonnes fuel load / ha) shall be provided with either a road reserve between the lot and
- POS or an adequate Building Protection Zone, and to comply with an appropriate dwelling construction standard in accordance with AS 3959-2009;
- Development abutting the foreshore shall provide a 20m Building Protection Zone (which may include road reserve, foot or dual use path and setback area) where the adjoining foreshore is vegetated or a lesser setback (to be determined through the applicable Fire Management Plan) if the adjoining foreshore is cleared and designated in the approved Foreshore Management Plan to remain so. Buildings within these lots shall comply with AS3959-2009, with the applicable construction standard determined through the Fire Management Plan;
- A minimum of two entrance / egress points must be maintained from the site to Frenchman Bay Road at all times;
- During development construction, a 6 m wide gravel access (or other suitable buffer) shall be provided between development and non development areas;
- Fire hydrants shall be installed at each stage of development at 200m intervals;
- Remnant vegetation retained on lots shall be maintained below a maximum of 4.6 tonnes fuel load / ha.

18) Geotechnical Investigation and Acid Sulphate Soils Management

A Geotechnical Survey will be required for subdivision or development proposals to determine acidity, contamination and building capability.

The areas defined as having acidity present will need to be treated during the subdivision or development phases.

19) Visual Management

A Visual Amenity Impact Assessment (VAIA) has been prepared for the ODP area. The assessment contains recommendations for the management of visual impacts from the development. All subdivision and development within the ODP area shall be required to comply with the management recommendations of the VAIA including those listed below.

A vegetation screen/buffer is required adjacent to Frenchman Bay Road to screen development from the road. Development along Frenchman Bay Road will be required to be screened to minimise visual impact to the road. Fencing along Frenchman Bay Road to be low visibility and low maintenance to the satisfaction of the City of Albany.

Light colours (zincalume, off white, cream) for roofs of building are not permitted in the Outline Development Area. Preference is for dark tonings, particularly for building facades on the northern edge of the development, including black, dark blue brown, dark red, grey and dark green. Subject to later detailed site specific assessment buildings should be generally limited in height to 3 Storeys. This assessment should also deal with the need for measures (overhanging eaves, recessed windows) to minimise light reflection and glare.

Retention of existing trees (where practical) and planting of additional semi-mature trees along all roads is desirable, and shall be required along boulevard style roads shown on the ODP Plan. Rooflines shall not extend above Grove Hill / Snake Hill ridgeline when viewed from the panorama location identified in the Visual Amenity Impact Assessment.

Where potential for retention of native vegetation is identified on the ODP, native trees shall represent the predominant form of the POS. This may involve some remediation and revegetation,

and some landscape development, as approved in the POS applicable development concept. Areas with regionally or locally significant vegetation shall maintain and enhance this.

Active and passive areas of POS (including the foreshore) are to be developed with appropriated infrastructure and the cost of the developer in accordance with approved plans.

20) Detailed Area Plans

At the time of subdivision and / or development, Council may request the provision of Detailed Area Plans (to be adopted as a Local Planning Policy) for:

- The Village Centre,
- Medium Density Residential R40 sites;
- Mixed Use sites;
- Sites with direct frontage to Public Open Space and Foreshore; and
- Other sites considered significant in the ODP area.

DAPs should reference Requirements 34 to 36 of Element 3 of Liveable Neighbourhoods and may be required to address the following:

- Positioning of building envelopes;
- Orientation of buildings and provision of surveillance;
- Vegetation protection and rehabilitation areas;
- Fencing;
- Vehicle access points; and
- Private Open Space

Uniform fencing shall be provided along existing lot boundaries to protect the amenity of neighbouring landowners.

21) Subdivision

Subdivision applications shall be assessed against the provisions of this Plan and applicable State and local government policies.

Standard conditions expected to be imposed relate to:

- Provision and connection to infrastructure (power, water, sewer, telecommunications);
- Design and construction of road infrastructure and intersections;
- Provision, design (including retention of vegetation) and construction of public open space areas;
- Approval and implementation of a Fire Management Plan;
- Transfer of Foreshore and/or Future Foreshore areas to the Crown free of cost (whichever is applicable under 10);
- Approval and implementation of a Foreshore Management Plan
- Dedication of the land for the primary school or a contribution towards the primary school site acquisition; and
- Preparation of Detailed Area Plans.

Staged subdivision shall consider and address access arrangements, infrastructure co-ordination, fire management, foreshore upgrading obligations and integration with existing and future adjoining development.

Subdivision within the ODP area shall be accompanied by a staging plan to ensure there is sufficient access, egress and services to the site, as required by the Fire Management Plan and servicing agencies.

P1

Should the owner of Lot 17 wish to develop their landholding for residential purposes a re-zoning from 'Motel' to 'Residential Development' zone prior to any residential subdivision or development would be required. Any rezoning requires separate approval by the Minister for Planning.

P2

A Detailed Area Plan is required for the Village Centre prior to development and shall be in accordance with the City of Albany Residential Design Code Policy with car parking in accordance with the City of Albany Scheme.

P3

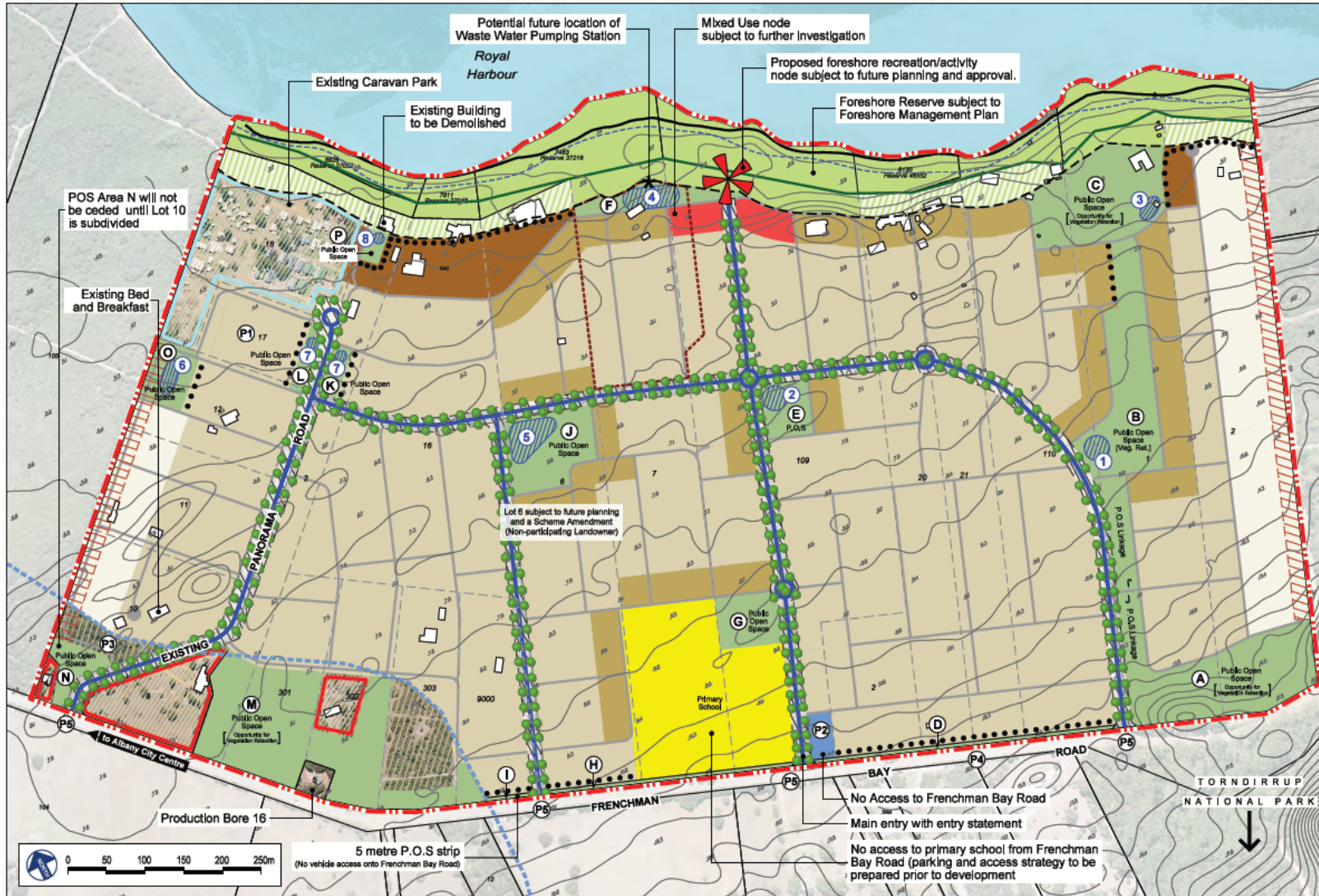
Land identified as 'Residential' to be retained for vegetation protection and added to one lot outside the Priority 2 Protection Area at the time of subdivision. Further subdivision, erection of a dwelling or waste disposal is prohibited.

P4

Should a need for widening of the Frenchman Bay Road reserve be identified, such widening will need to be accommodated north of Frenchman Bay Road (to meet the City requirements). Public Open Space schedule may require adjustment at subdivision stage.

P5









Frenchman Bay Road intersection treatments to be designed in accordance with the Traffic Assessment Report at the subdivision stage.












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
 Outline Development Plan Boundary

Land Use:









-  Low Density Residential (R10)
-  Low Density Residential (R17.5)
-  Low Density Residential (R25)
-  Medium Density Residential (R30)
- Requires Detailed Area Plan
-  Residential
-  Rural Residential
-  Tourism
-  Mixed Use R30

 Village Centre (R40 - R60)
- Requires Detailed Area Plan and POS Calculation Review



-  Primary School
-  Public Open Space (Cash In Lieu at subdivision stage for those lots that do not provide 10% open space of land)
-  Foreshore Reserve
-  Future Foreshore Reserve
-  Foreshore Node
-  POS / Drainage
- Infrastructure:**
-  Neighbourhood Connector
-  Access Street

 Dual Use Path (2m wide) Indicative alignment only
- refer to Foreshore Management Plan

Other:

-  South Coast Water Reserve
- Priority 2 Protection Area
-  Existing Buildings / Houses
-  Detailed Area Plan (DAP) for lots adjoining POS / Foreshore Reserve (permeable fencing, habitable room orientation etc)
-  Fire Protection
-  POS Identifier
-  Drainage Identifier
-  Development Plan Provision Identifier
-  Existing Parks and Recreation Reserve Boundary (as shown on TPS maps)

 HSD
- Horizontal Setback Datum

-  Physical Process and Foreshore Reserve Setback Required by the Department of Planning (M P Rogers / Coffey)
-  Remnant Vegetation

OUTLINE DEVELOPMENT PLAN - CATALINA

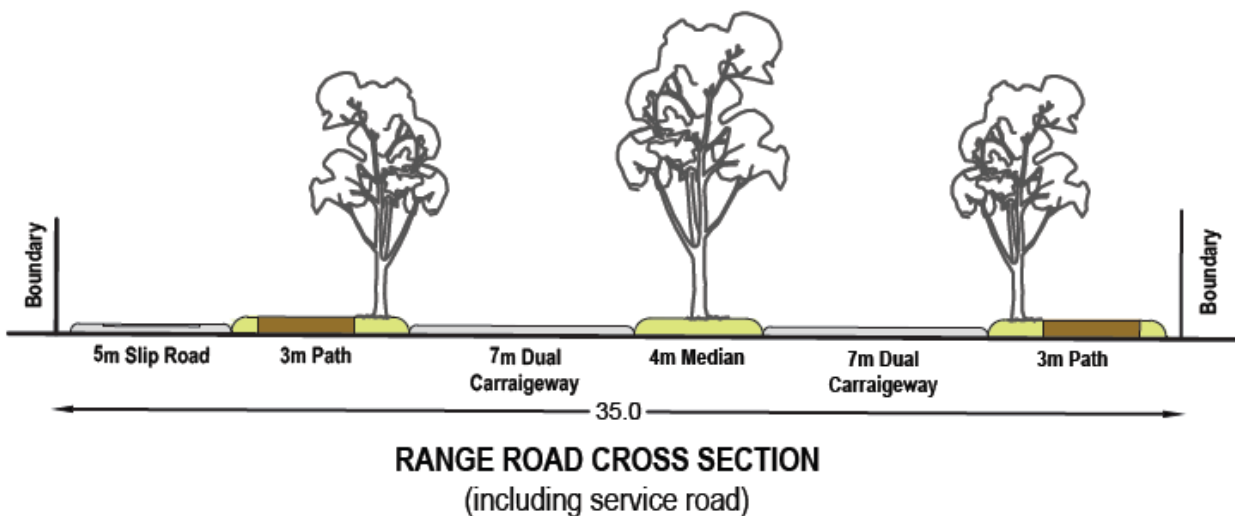
DEVELOPMENT REQUIREMENTS

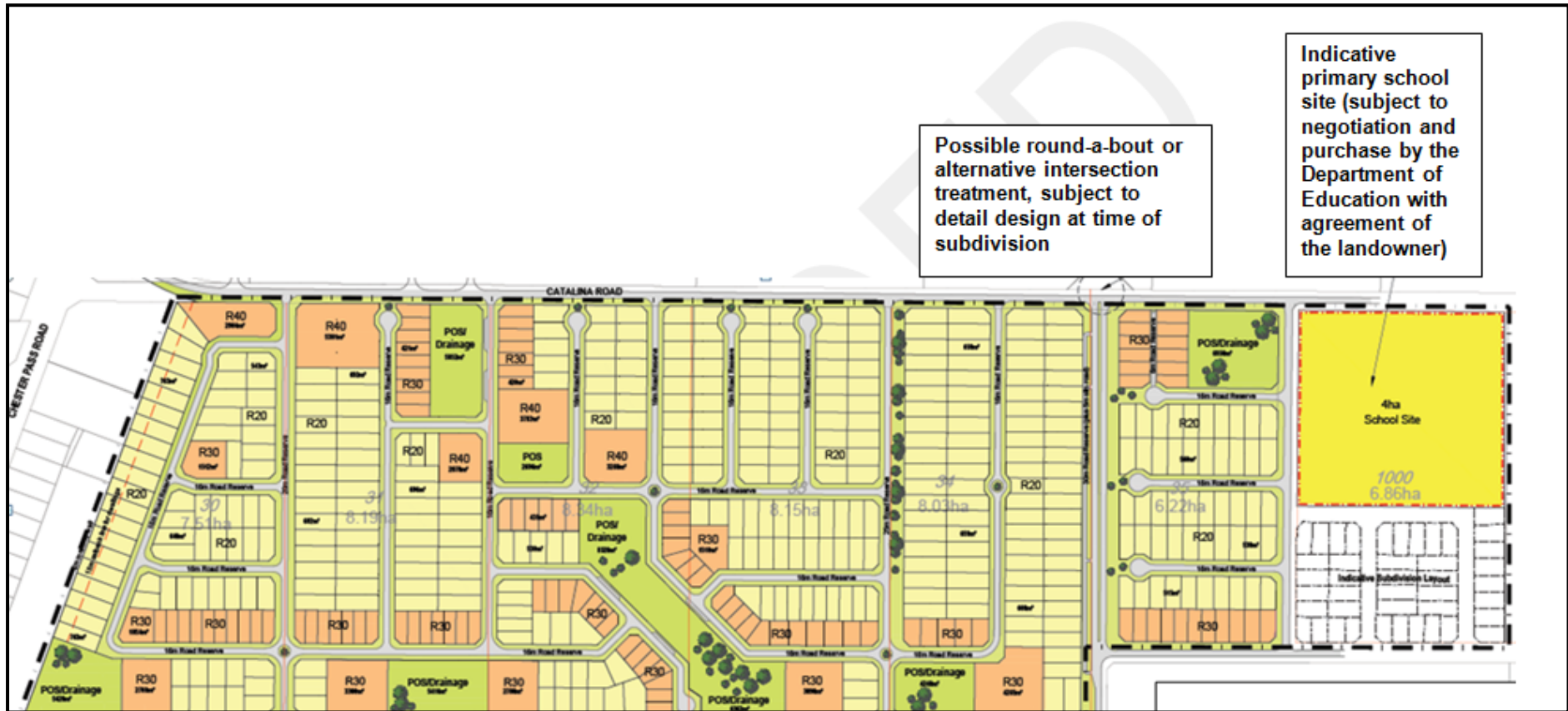
1. Catalina Road and Hudson Road will need to be constructed to an urban standard at the time of subdivision, including drainage to be piped. Road to be kerbed, road surface to be upgraded and traffic calming devices (Hudson Road) to be installed. Treatment of the Hudson Road and Chester Pass Road intersection is to be to the satisfaction of the City of Albany and Main Roads WA.
2. Pathways within the ODP area shall be required as follows:
 - A 2.5 m shared path along Hudson Road and Catalina Road.
 - A 2.5 m shared path along each of the connector roads between Hudson Road and Catalina Road.
 - 3.0 m pathways on either side of Range Road.
 - 1.5 m pathways where grouped housing lots are situated to connect to the shared paths, and
 - 1.5 m pathways along all other roads.
3. Parallel car parking bays are to be provided on the edge of the larger public open space areas, generally as depicted on the Plan.
4. Range Road will need to be developed as a two lane sealed road between Hudson Road and Catalina Road, as part of the subdivision under this ODP. Contributions to upgrade Range Road from Target Road to Catalina Road to a higher standard in future (i.e. 4 lanes) will be required from each subdivider within the ODP area in accordance with an agreed contribution schedule.
5. The 25m width road reserve connecting Catalina to Hudson Roads will need to be designed in a manner that ensures retention of the mature trees along the eastern side.
6. All lots interfacing with industrial land to the west will be subject to a detailed area plan requirement, which shall stipulate as a minimum: a 2.0m high masonry wall to the rear boundary, a 15m rear setback requirement for all dwellings, and notifications on titles advising of the adjoining land use. All such measures are to be certified by an acoustic engineer to satisfactorily protect the amenity of future residents.
7. All R30 and R40 areas shall be subject to a Detailed Area Plan requirement, particularly to ensure appropriate interface with road reserves, public open space and pedestrian networks.
8. Other than for a 'homestead lot' subdivision in accordance with Appendix E, Public Open Space areas shall be given up as part of the initial stage of subdivision on each lot. Cash-in-lieu shall be paid for any shortfall in Public Open Space, whereas Public Open Space that exceeds the 10% requirement shall be set aside as a separate Public Open Space lot for acquisition. In areas identified as Public Open Space on the ODP, existing mature jarrah and

marri trees are to be retained.

9. At the time of subdivision, an Urban Water management Plan is to be submitted addressing the following requirements:
 - i. Late winter groundwater testing.
 - ii. The use of groundwater and/or stormwater (not scheme water) to irrigate areas of Public Open Space, and
 - iii. Infiltration at site rather than the standard pipe to detention basin.
10. At the time of subdivision, a dust management plan is to be prepared and implemented to the satisfaction of the City of Albany.
11. Lot 1000 is currently zoned 'Rural' and is to be rezoned in its entirety to Future Urban by the City as part of the review of its Draft Local Planning Scheme No. 1.
12. Interim subdivision to separate the school site from the parent lot in accordance with the ODP being permitted.

PUBLIC OPEN SPACE SCHEDULE					
Lot No	Lot Area	POS/Drainage	Drainage	POS Less than 50% Drainage	Variation POS
30	7.51 Ha	5420m ²	2500m ²	4170m ²	-3340m ²
31	8.19 Ha	11268m ²	1600m ²	10468m ²	+2278m ²
32	8.34 Ha	11024m ²	Nil	11024m ²	+2684m ²
33	8.15 Ha	6362m ²	1100m ²	5812m ²	-2338m ²
34	8.03 Ha	4248m ²	2250m ²	3123m ²	-4907m ²
35	6.22 Ha	6950m ²	1400m ²	6250m ²	+30m ²
Sub Totals	46.44 Ha	45273m²	8850m²	40848m² (8.8%)	-5592m² (1.2%)





KALGAN RURAL VILLAGE STRUCTURE PLAN

Objectives

General Objectives

As set out in Local Planning Scheme 1 the general objectives for the Rural Village Zone are to:

- (i) To facilitate the orderly and proper subdivision and development of Rural Villages in a socially, economically and environmentally sustainable manner
- (ii) Create a strong sense of community by providing for residents to work, live and recreate within the zone;
- (iii) Accommodate development of rural villages to support the community, educational and sporting assets within those communities;
- (iv) Provide for a range of lot sizes and activities within the zone to achieve self-buffering of uses within the rural settlement to adjoining General Agriculture and Priority Agriculture zones;
- (v) Provide for subdivision and the development of rural villages in accordance with individual Structure Plans;
- (vi) Allow for a mix of residential, commercial, industrial and other uses appropriate to the needs of the community within the rural village zone;
- (vii) Achieve self-sustaining settlements by requiring self-reliance of individual lots in drainage management, the provision of water supplies and effluent disposal and other infrastructure needs; and
- (viii) Retain the amenity of rural villages in terms of character and landscape values.

Key Objectives

In order to conserve the village character of Kalgan and meet the Scheme objectives for the Rural Village zone, the structure plan has the following aims and objectives:

Key Objectives for the Kalgan Rural Village are to:

- (i) Create a strong sense of community by providing for residents to work, live and recreate within Kalgan;
- (ii) Recognise, Protect and Enhance the rich and diverse Natural and Cultural Heritage of Kalgan. Proposals to comply with Aboriginal Heritage Act, SPP 3.5, applicable State and Local Policies and referral to relevant agencies;
- (iii) Accommodate controlled expansion and growth of the existing rural townsite to support the community, through staged coordinated development;
- (iv) Recognise the function of South Coast Hwy as a State Haulage Route;
- (v) Address traffic Safety through the preparation and implementation of a Roads and Access Plan.
- (vi) Relocation of Hunton Road intersection to be a priority. Land requirements and widening of reserves to be contributed by subdividers on a pro rata basis. Until such time as a requisite framework is in place per SPP 3.6 upgrading of the South Coast Highway intersection to be the responsibility of Main Roads.
- (vii) Provide for a range of lot sizes and activities in response to site characteristics and capability;
- (viii) Allow for a mix of residential, commercial, industrial and other uses appropriate to the needs of the community;
- (ix) Ensure protection of Rural Village amenity and minimise land use conflict;
- (x) Achieve self- sustaining settlement, encourage self-reliance of lots in drainage management, water supplies and effluent disposal and infrastructure needs.

General Provisions

The following provisions apply generally to development proposals in the Kalgan Rural Village Structure Plan area.

Precinct-specific provisions apply to development proposals in the Kalgan Rural Village in addition to the over-arching provisions below. Where a discrepancy exists, the precinct-specific provisions shall take precedence.

Building Design, Materials & Location

- Dwellings and outbuildings shall be designed and constructed of materials in keeping with the amenity of the site. The Council will be supportive of traditional Australian farm style dwellings with wide verandahs, simple forms and passive solar orientation. Walls and roofs with natural, muted tonings will be supported.
- Sheds are to be designed and constructed of materials and colour schemes which are complementary to the main dwelling on the site. Where shed walls are constructed of concrete, it shall be coloured or bagged in appropriate earthy tones.
- Dwelling houses and sheds shall not exceed 7.5 metres in height which is measured vertically from the natural ground level. The maximum height of all outbuildings will be at the discretion of Council in order to minimise the visual impacts of such buildings when viewed from surrounding roads.
- Notwithstanding the provisions contained elsewhere in the Scheme and this Structure Plan, the variations to the setback and siting requirements will be considered on the basis of existing structures, vegetation, visual amenity and/or fire safety, provided such variation is consistent with the objectives of the zone.
- Tree Planting/Landscape screening may be required as condition of development approval.

Service & Drainage Requirements

- No dwelling shall be constructed or approved for construction unless a supply of potable water (from roof catchment area of not less than 250m², an underground bore or well or alternative source) and a minimum of 92kl storage capacity/supply have been incorporated into the approved plans
- On-site effluent disposal shall be the responsibility of the individual landowner. The disposal of effluent shall be by way of an approved wastewater system in accordance with the Health (Treatment of Sewerage and Disposal of Effluent and Liquid Waste) Regulations 1974.

Bushfire Management Control

- Individual landowners are responsible for the maintenance of a 20m wide Building Protection Zone around approved Habitable Buildings and any strategic firebreak where it crosses the landowner's lot.
- Where fences are erected on those lots designated with Strategic Fire Breaks, unlocked gates shall be installed where the fence crosses the SFB.

Land Uses

- In determining applications for discretionary uses listed in the zoning Table, the Council shall have regard to the general objectives of the zone, the key objectives and provisions of the Kalgan Rural Village Strategy and the Precincts Document.
- In order to ensure non-residential uses provide for the protection of rural village amenity the Council will not grant planning consent unless it is satisfied that the proposed use would not have an adverse impact on Rural Village amenity;
- In addition to the general development provisions, in granting development approval, the Council may assess and where appropriate apply conditions in relation to any of the following matters:
 - advertising signage,
 - vehicle access and parking,
 - Building location and setbacks,
 - External appearance, colours and finishes,

- Size and scale of non-residential buildings and land-uses,
- Storage and disposal of wastes,
- Emission of noise, dust and odour,
- Extent and standard of landscape screening,
- Hours of operation.

Development Provisions for Specific Precincts

Introduction

Sustainable and co-ordinated growth and development is supported. The Rural Village zone allows

a range of land uses with the majority being at the discretion of Council. The Council will ensure protection of Rural Village amenity is paramount, as is avoidance of land use conflict.

Proposals for subdivision and/or land use changes shall be evaluated against the general Objectives of the zone contained in the Local Planning Scheme 1 and the General and Key Objectives and Provisions set out in the Structure Plan Report as well as the requirements specific to the precinct.

Due regard is to be given to the measures to be undertaken on the land to achieve long term sustainable land uses, inclusive of:

- The method of collecting and storing potable water on-site;
- The method of disposing of solid and liquid wastes generated and the level of recycling of solid and liquid wastes to be undertaken on the land;
- The provision of infrastructure to generate, store and export energy;
- The design, location and finishes to be applied to buildings and structures where this reduces energy demands required for use or maintenance.

Foreshore Management, where applicable, may include biophysical assessment, ceding of land, fencing riparian vegetation, tree planting and appropriate measures to mitigate nutrient export.

- In order to achieve the objectives of this Structure Plan, the Kalgan Rural Village is divided into precincts. The specific provisions applicable to individual precincts apply in addition to the general provisions. Where a discrepancy exists the precinct-specific provisions shall take precedence.
- In addition to conditions relating to the matters required to be addressed under this Structure Plan, approval to develop land within Kalgan Rural Village may be subject to other relevant conditions in order to achieve the specific aims and objectives of the individual Precincts.

Precinct 1 – Historic Village Core

Management Issues

The historic community node is to be protected and enhanced as a local activity centre subject to consideration of the following additional Management Issues:

- Review and rationalisation of Crown Reserves tenure and purpose;
- Establishment of a road hierarchy, review of traffic safety, access and intersection treatments;
- Strengthening of trails network within this precinct and the linkages to Precinct 2 through enhancement of the Luke Pen Walk to complement the proposed Kinjarling Trail; and
- Preferred landuses include residential, commercial (tourism and business), industrial, civic and cultural.

Notwithstanding the general consolidation and efficiency objectives, given the extent of remnant vegetation, proximity to the water courses and the position of existing structures any intensification of development in the historic village core will need to be sensitively managed to address fire safety, water management, protection of landscape values and enhancement of village character.

Aims and Objectives

- To recognise, protect and enhance the Indigenous and European cultural heritage assets and values of the Precinct.
- To encourage development and/or land uses that complement the heritage assets and values of the Precinct
- To retain Kalgan Community Hall as a focal point of the Precinct and enhance interpretive information at the Hall site.

Precinct 1 - Development and Land Use

- (i) Development standards within Precinct 1 are to be consistent with the R5 standards of the Residential Design Codes.
- (ii) In the event of subdivision in accordance with 11.5.3 Precinct 1 (vii), on lots less than 1000m² in area, the development standards are to be consistent with the R20 standards of the Residential Design Codes.
- (iii) Approval to develop within Historic Village Core may be subject to conditions relating to heritage matters such as ethnographic surveys; preparation and implementation of heritage conservation plans; retention, protection and/or refurbishment of areas, buildings and/or other structures of heritage value; and/or ceding of land for construction of heritage/multiuse trails as shown on Figure 1 and referred to elsewhere in this Section.
- (iv) All site works, development and/or refurbishments of the Kalgan Community Hall shall have regard to the aims and objectives of this structure plan, the natural and cultural heritage of the Place, the requirements of the Aboriginal Heritage Act, Heritage of Western Australia Act and other relevant legislation.

Precinct 2 – Rural Village Activity Centre

Management Issues

Consolidated growth of the settlement south and east of the Kalgan River and Highway is supported. Development proposals are to address the following constraints and Management Issues:

- Land not previously assessed is subject to detailed capability assessment and planning prior to development;
- Foreshore/Creekline Setbacks, Care and Control;
- Protection and enhancement of Cultural Heritage;
- Visual Amenity and Identified Local Character;
- Upgrading/extension of Infrastructure;
- Provision of community facilities. Options include relocation of the Fire Brigade Shed and emergency Water supply, development of Country Club, Sports Pavilion, Oval or the like;
- Fire Protection; and
- Preferred landuses include residential, General Agriculture and Priority Agriculture living, employment generators/commercial (tourism and business), industrial, civic, cultural and intensive General Agriculture and Priority Agriculture (horticulture, viticulture, equestrian).

Rural Village Activity Centre Sub Precincts 2A and 2C

Aims and Objectives

- To facilitate development of a consolidated local activity centre around the historic village core in which village centre land uses predominate.
- To ensure residential development within the Precinct occurs in a complementary manner to village centre land uses and does not undermine or detract from development of the village centre.
- To encourage development and/or land uses that enhance the function of the Precinct as a village activity centre.

Sub Precincts 2A and 2C - Development and Land Use

- (i) Development standards in Precinct 2A and 2C are to be generally consistent with the R5 standards of them Residential Design Codes and the R10 standards of the

Residential Design Codes for lots created in Precinct 2A in accordance with Precinct 2 (iv).

Rural Village Activity Centre Sub Precinct 2B

Aims and Objectives

- To preserve the existing character and amenity of residential development and land use within Kalgan Rural Village.
- To facilitate establishment of residential and other complementary land uses within the Precinct.
- To effectively manage land uses that would impact negatively on existing and future residential development within the Precinct.
- To encourage, where appropriate, provision of alternative services and infrastructure for residential and other developments where these can be demonstrated as reliable, sustainable and environmentally acceptable.

Sub Precinct 2B - Development and Land Use

- (i) Development standards within Precinct 2B are to be consistent with the R2.5 standards of the Residential Design Codes where lots are larger than 4000sqm, and the R10 standards of the Residential Design Codes for lots created in Precinct 2B in accordance with Precinct 2 (iv).

Precinct 3 – Rural Village North

Management Issues

Development proposals are to address the following constraints and Management Issues:

- Controlled access onto South Coast Highway and no additional access without the prior approval of Main Roads WA;
- Commercial node at existing Tea Room/Local Store and immediate surrounds to be enhanced as local activity centre;
- Provision of stock proof fencing of areas of Riparian and Remnant Vegetation; and
- Preferred landuses include food production (horticulture, viticulture, equestrian, aquaculture, keeping of livestock), General Agriculture and Priority Agriculture living, commercial (tourism and General Agriculture and Priority Agriculture industry), home business and value adding enterprises, tourism.

Aims and Objectives

- To encourage development of existing lots for the purposes provided for under the Rural Village zone, particularly those land uses that would generate employment opportunities, whilst minimising and managing potential conflicts between land uses.

Precinct 3 –Development and Land Use

- (i) Buildings shall be setback from lot boundaries as follows:
 - a. Front: 20m
 - b. Side and Rear: 10m
- (ii) Where a non- residential land use and/or development has been approved this shall, wherever possible, be designed, sited and/or screened appropriately in order to minimise impacts on existing residences within the Precinct.
- (iii) Approval of land use and/or development within Precinct 3 to be subject to the Local Government, in consultation with Main Roads WA, being satisfied that detrimental impacts on South Coast Highway have been minimised. Approval may be subject to conditions that sufficiently address and/or resolve any identified impacts on South Coast Highway.

Subdivision

Introduction

Proposals for subdivision are to be evaluated against Objectives of the Rural Village zone, the Key Objectives for the Kalgan Rural Village, the Management Issues relevant to the precinct and the indicative layout nominated on the Structure Plan. Master Planning for the

Historic Village Core and adjacent areas of Precinct 2 is anticipated to refine the Structure Plan.

Subdivision to create new lots in Kalgan Rural Village is to be in accordance with the draft Country Sewerage Policy. Creation of lots below 2000m² as per S5.4 of the Policy may be supported to complement the historic village core and encourage establishment of a nodal village activity centre. Once the total number of lots below 2000m² within Precincts 1 and 2 reaches 100 (excluding any lots created under Precinct 1 (viii) that are connected to reticulated sewer or a limited effluent scheme), further subdivision to create lots below 2000m² will not be supported.

A comprehensive and detailed capability assessment is required for those Lots not previously the subject of the capability assessment (refer Assessment Areas Plan – Attachment 7 and Fig 3 by Landform Research). This may include soil testing and analysis of hydrology, vegetation, fire safety and visual amenity and is to be undertaken prior to consideration of subdivision. The results of any such assessment may reduce land use, subdivision and/or development potential of the land currently afforded by existing provisions in the Structure Plan.

Subdivision Provisions

The following guidelines apply generally to subdivision proposals in the Kalgan Rural Village Structure Plan area. Precinct-specific provisions contained in this Structure Plan, also apply to subdivision Kalgan Rural Village. Where a discrepancy between the provisions exists, the precinct-specific provisions shall take precedence.

Servicing and Access

- (i) Subdivision within Kalgan Rural Village is to satisfy the requirements of the Health (Treatment of Sewerage and Disposal of Effluent and Liquid Waste) Regulations 1974 as well as any other relevant provisions of the Local Planning Scheme 1 relating to onsite effluent disposal. Late winter land capability/geotechnical assessments for onsite effluent disposal may be required to support applications for subdivision.
- (ii) Approval to subdivide land within Kalgan Rural Village may be subject to ceding of land for construction and/or road widening purposes, including implementation of multi use trails as shown on Figure 10 (Roads and Access Plan); and/or payment of pro-rata contributions toward construction/augmentation of the Kalgan Rural Village road network as shown on Figure 10.
- (iii) New subdivisional roads are to be sited and designed having regard to the heritage, environmental, character and amenity values of Kalgan Rural Village, without compromising road safety or stormwater drainage. Such measures may include but not be limited to traffic calming features; reduced pavement widths and/or alternative pavement materials; and alignment of pavement and services to avoid vegetation and/or visual impacts.
- (iv) Approval to subdivide land within Kalgan Rural Village may be subject to ceding of land for construction of heritage/multi-use trails as shown on Figure 1 and referred to elsewhere in this Section.
- (v) A Water Management Strategy/Plan, in accordance with the relevant water management guidelines/best practice manual may be required to be lodged at the time of application for subdivision.
- (vi) The Council may request the Commission impose a condition at the time of subdivision requiring the submission of a Local Water Management Plan, appropriate to the scale and nature of subdivision.

Fire Safety

- (i) Preparation of a Fire Management Plan may be required at the time of subdivision.
- (ii) The Council may request the Commission impose a condition at the time of subdivision requiring the preparation of a Fire Management Plan (FMP's) as a condition of subdivision approval. Individual FMP's to address particulars relative to individual proposals, but also reflect and incorporate the relevant components of the FMP

- appended to this Structure Plan. This requirement shall be waived if sufficient justification is provided, and the relevant authority agrees, that the fire hazard is sufficiently minimal for an individual FMP not to be required.
- (iii) Subdivision is to be designed so as to minimise, where possible, clearing of remnant or foreshore vegetation for Building Protection zone purposes.
 - (iv) Approval to subdivide land within Kalgan Rural Village may be subject to conditions relating to fire safety matters including but not limited to:- installation of strategic firebreaks and water storage for emergency purposes; carrying out of relevant developer responsibilities of the FMP appended to this Structure Plan and/or FMPs prepared for individual subdivision proposals; and notifications on lot titles advising of fire safety/management measures that may be required.
 - (v) In cases where only part of the zone is developed, an interim firebreak network may be required to be installed to the satisfaction of Council and the FESA.

Waterways and Remnant Vegetation

- (i) Planting, establishment, maintenance, stock proof fencing and suitable protection of vegetation corridors may be required as a condition of subdivision on those lots containing identified vegetation corridors.
- (ii) Ceding of land for establishment and/or increase of areas of foreshore reserve may be required as a condition of subdivision for those lots abutting or containing waterways, wetlands and/or existing foreshore areas.
- (iii) In addition and/or as an alternative to - Waterways and Remnant Vegetation (ii), as appropriate, the establishment, maintenance, rehabilitation and/or suitable protection of creek line protection areas may be required as a condition of subdivision.

Culture and Heritage

- (i) In the event that the indicative Community Facilities site shown on Figure 1 is ceded at the time of subdivision, the City of Albany may seek cash contributions from subsequent subdividers within the Kalgan Rural Village towards the development and maintenance of community facilities, as set out in SPP 3.6.
- (ii) Subdivision proposals within Kalgan Rural Village may be referred to the Department of Indigenous Affairs and/or the Heritage Council of WA for comment, as appropriate, in accordance with the Aboriginal Heritage Act and the Heritage Act of Western Australia.

Subdivision within Precincts

In order to achieve the objectives of this Structure Plan the Kalgan Rural Village is divided into Precincts, with specific aims and objectives for the individual Precincts. The specific provisions and guidelines applicable to individual precincts, as set out below, apply in addition to the general provisions.

Precinct 1 – Historic Core

Infill and consolidation through the subdivision of freehold lots is supported, subject to capability assessment and detailed design to address the following additional specific constraints and Management Issues:

- (i) Review and rationalisation of Crown Reserves, boundaries, tenure and purpose;
- (ii) Establishment of a road hierarchy, review of traffic safety, access and intersection treatments;
- (iii) Strengthening of trails network within this precinct and the linkages to Precinct 2. Enhance Luke Pen Walk and complement the proposed Kinjarling Trail;
- (iv) Detrimental impact on riparian and remnant vegetation to be minimised – Retention of remnant native vegetation is supported. Removal of significant vegetation is not supported and is subject to relevant Clearance of Native Vegetation Regulations.
- (v) Subdivision shall generally be in accordance with the R5 standards of the Residential Design Codes, subject to detailed capability assessment, vegetation assessment and may require comprehensive planning and design within the Precinct 1.
- (vi) The minimum size of lots created by subdivision in Precinct 1 shall be 2000m².
- (vii) Notwithstanding clauses (v) and (vi) of this subsection, subdivision within Precinct 1 in accordance with the R20 Residential Design Code may be entertained subject to

reticulated sewerage connections being provided; or an existing approved limited effluent scheme being in place to service the proposed lots.

- (viii) Approval to subdivide land within Precinct 1 may be subject to conditions relating to heritage matters including but not limited to ethnographic surveys; preparation and implementation of heritage conservation plans; retention, protection and/or refurbishment of areas, buildings and/or other structures of heritage value; and/or ceding of land for construction of heritage/multi-use trails as shown on Figure 1.

Precinct 2 – Rural Village Activity Centre Sub Precincts 2A & 2B

- (i) Consolidated growth of the settlement south and east of the Kalgan River and Highway is supported through staged subdivision and development of sub-precincts A B and C, generally in accordance with the road network and indicative lot layout shown on the Structure Plan. The preferable lot size is 2000 – 5000m², based on vegetation & site characteristics. Those lots not previously assessed are subject to planning and detailed capability assessment, as set out in parts 11.5.1 and 11.5.2 Servicing and Access (i), prior to subdivision.
- (ii) Subdivision shall generally be in accordance with the R5 standards of the Residential Design Codes.
- (iii) The minimum size of lots created by subdivision in Precincts 2A and 2B shall be 2000m².
- (iv) Notwithstanding (iii) of this subsection, in areas contiguous with Precinct 1 boundary and/or other subdivision carried out in accordance with these provisions, the minimum size of lots within Precincts 2A and 2B created by subdivision may be 1000m², subject to late winter land capability/geotechnical assessments for onsite effluent disposal being prepared and lodged with all such applications for subdivision; and these demonstrating that onsite effluent disposal is achievable in accordance with the draft Country Sewerage Policy as well as any other relevant provisions of the Local Planning Scheme 1.

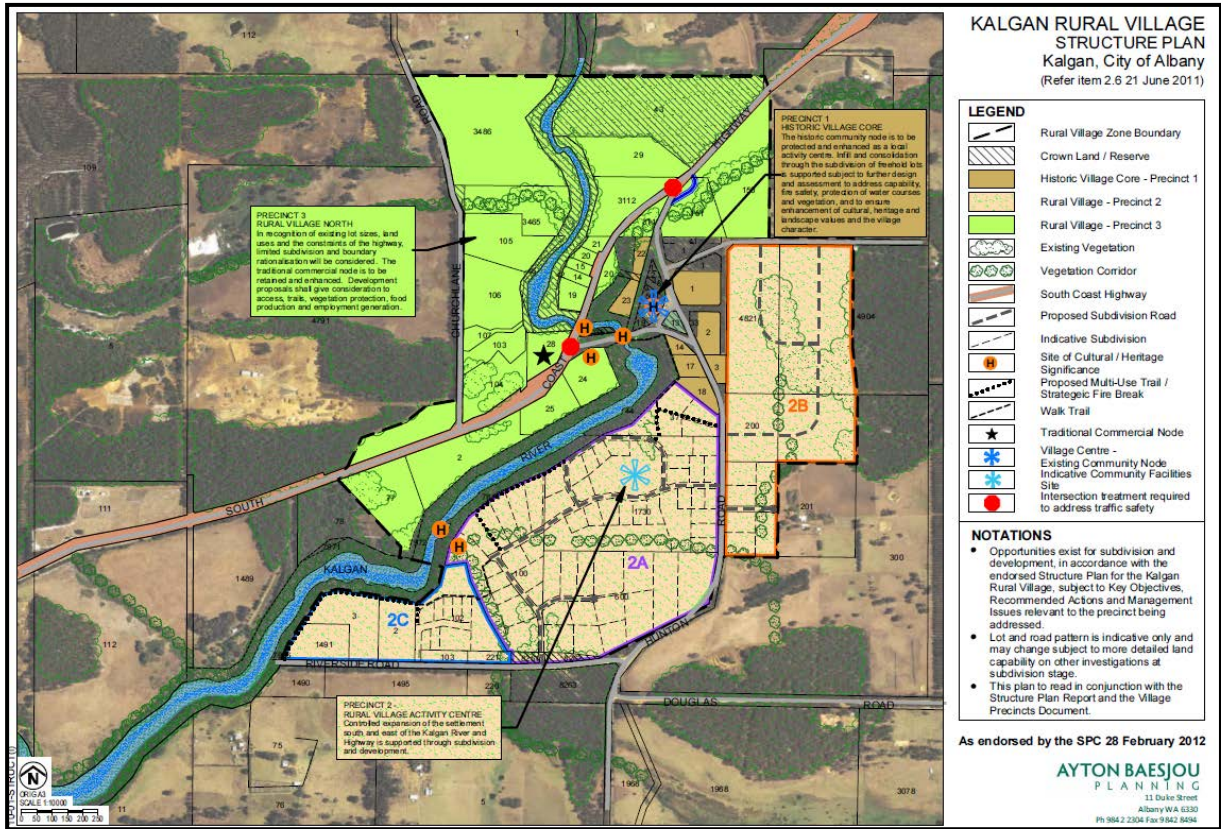
Precinct 2 – Rural Village Activity Centre Sub precinct 2C

- (i) Subdivision shall generally be in accordance with the R5 standards of the Residential Design Codes.
- (ii) The minimum size of lots created by subdivision in Precinct 2C shall be 2000m².
- (iii) Subdivision of land may be considered where:
- a. It is in accordance with the indicative lot layout shown on the endorsed Structure Plan; or
- b. subject to comprehensive planning and design for the balance of the precinct to address road layout upgrading of Riverside Road and provision of parking, together with detailed capability assessment as set out in parts 11.5.1 and 11.5.2 Servicing and Access (i).

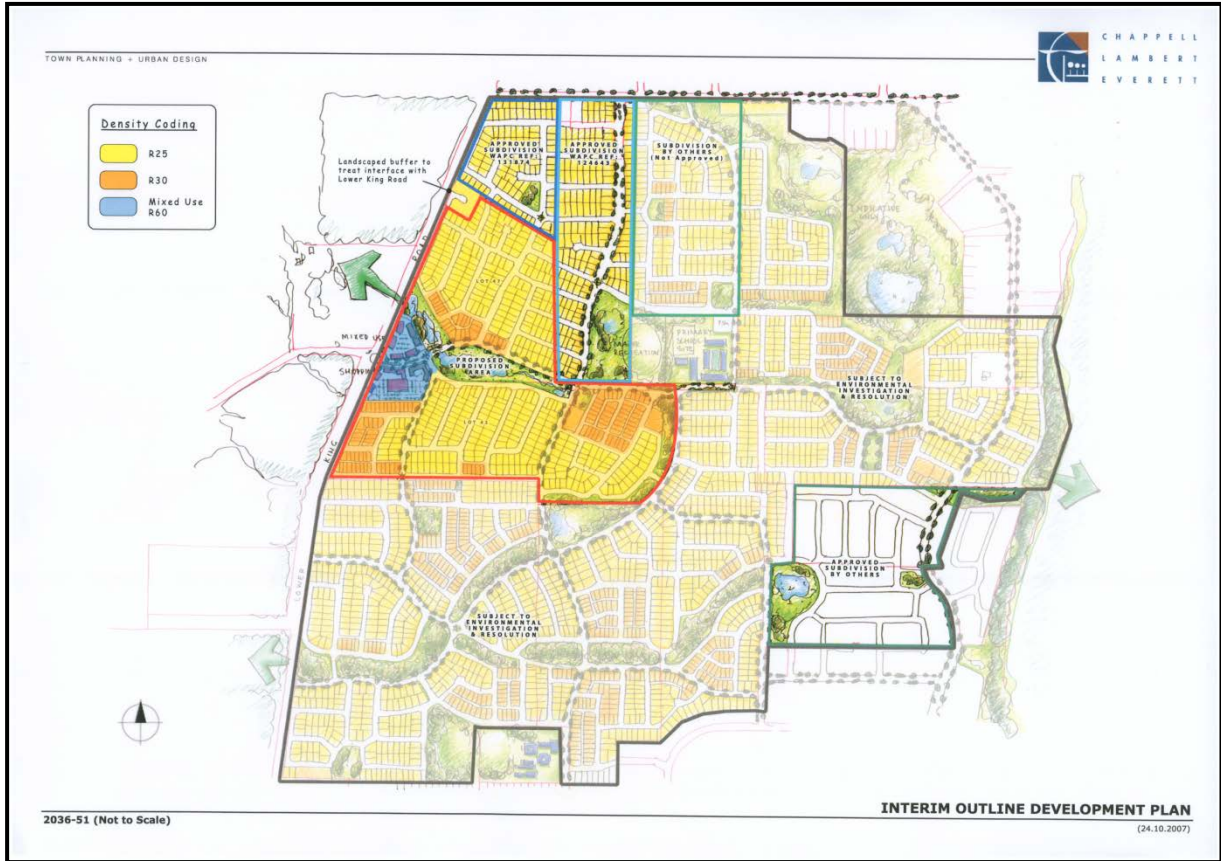
Precinct 3

Subdivision of land will not be supported in Precinct 3 except where:

- a. It is a realignment of existing lot boundaries with no additional lots being created, and meets the relevant objectives and provisions of this Structure Plan: OR
- b. The subdivision is necessary to facilitate provision of infrastructure such as road widening or realignments, utility services or other community facilities: OR
- c. It is subdivision of a lot that existed at the time of this Structure Plan being endorsed by the WAPC; and i Only one additional lot will be created, OR if more than one additional lot is proposed, all lots including the balance of the parent lot are a minimum of 2HA in size; and ii The purpose of the subdivision is to excise an existing approved land use; and iii The lot containing the existing land use is sufficiently sized to contain the use, as well as contain any required buffer distances within the lot; and iv The balance lot(s) are sufficiently sized to accommodate land uses that may be approved by the Local Government within Precinct 3; and v Access arrangements onto South Coast Highway are resolved to the satisfaction of Main Roads WA, the Local Government and the WAPC; and vi The proposed subdivision meets all other relevant objectives and provisions of this Structure Plan.



BAYONET HEAD INTERIM OUTLINE DEVELOPMENT PLAN



BROOKS GARDEN OUTLINE DEVELOPMENT PLAN

Subdivision and Development

Subdivision and development will be in accordance with the Outline Development Plan shown in Figure 7. It is noted that the WAPC must have due regard to the provisions of the ODP, and may only approve a subdivision that conflicts with the Plan in very limited circumstances. Notwithstanding, the movement systems, general configuration and zonings will be determined by the ODP.

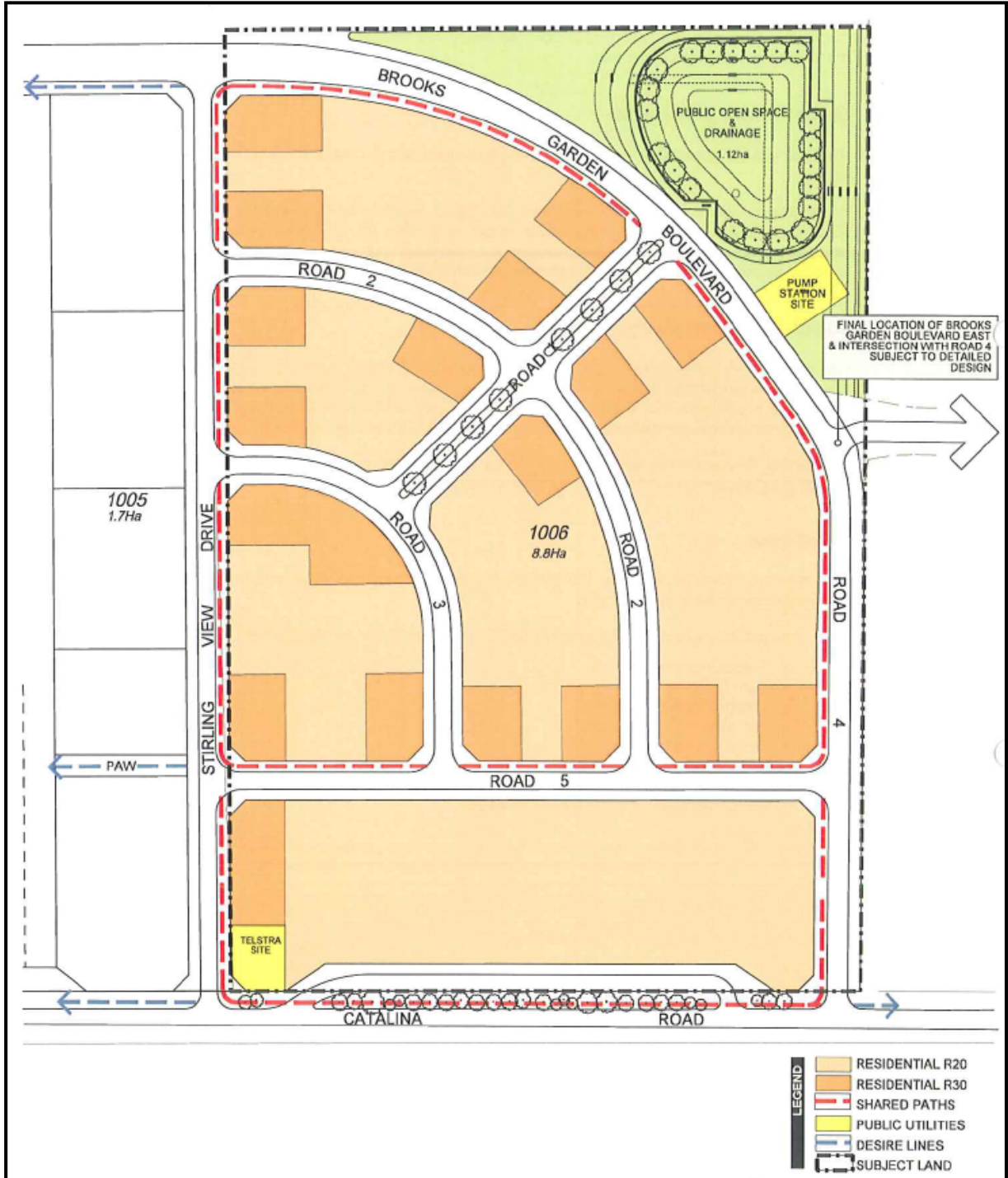
Residential Development will be determined through the application of the Residential Design Codes in accordance with the density coding applicable in the ODP.

Subdivision

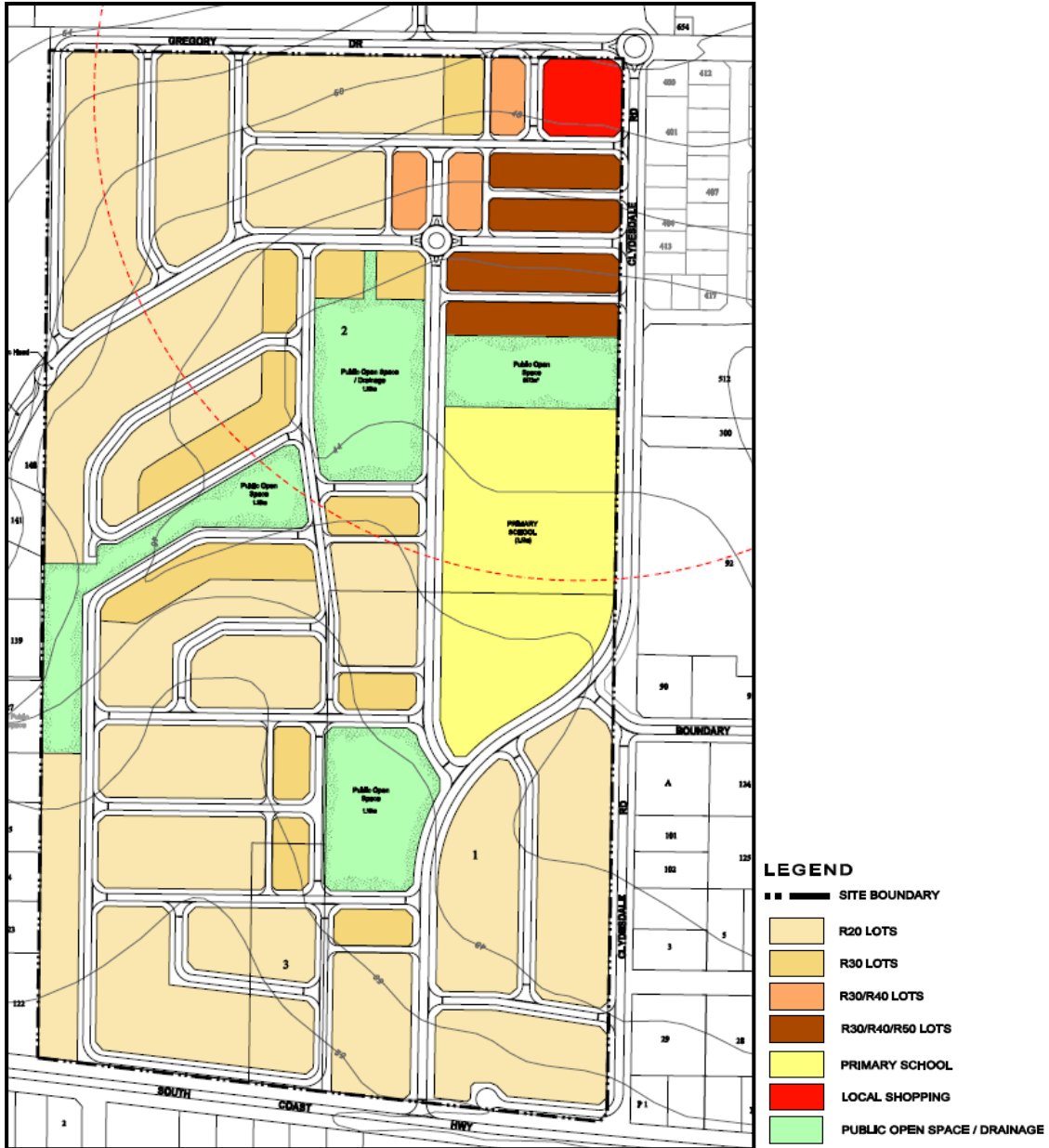
Proposals for subdivision to the Residential R30 density may be supported by Council where the following requirements are satisfied:

- a) The proposal is supported by a Detailed Area Plan to the satisfaction of Council addressing:
 - Solar Orientation.
 - Zero lot lines.
 - Garaging and access.
 - R-Code variations, and
 - Frontage to both streets

- b) A presumption against battle axe lots applies. Each lot is to have a minimum frontage of 10 metres, unless rear lane access is provided.



LOTS 1, 2 & 3 SOUTH COAST HIGHWAY, MCKAIL STRUCTURE PLAN



OUTLINE DEVELOPMENT PLAN – MORGAN PLACE

Overall Aim:

To provide for the coordinated development of the subject land, encompassing key planning principles and practices regarding water sensitive urban design and traffic management.

Provisions

- Only one road crossover onto Lancaster Road.
- 10 percent Public Open Space in a central, accessible location, which is to be fully landscaped and include drainage infrastructure.
- 16 metre wide road reserves and 12 metre road reserves fronting Public Open Space.
- 'R20' base residential density for the subject land with 'R30' residential density overlooking Public Open Space.
- A Detailed Area Plan (DAP) shall be required as a condition of subdivision for lots abutting Public Open Space / foreshore areas.
- Development to proceed only when connection to deep sewer is established.
- The majority of drainage to be retained onsite and dispersed in accordance with water sensitive urban design principles.
- Simple, uncomplicated subdivision pattern that fully utilises the opportunities and constraints of the subject land.
- No driveway access to Morgan Place from ODP area.
- A Foreshore Management Plan shall be submitted and implemented and a Living Stream shall be implemented as a condition of subdivision.
- An Urban Water Management Plan is required to be submitted at the subdivision application stage.



CONCEPTUAL DISTRICT STRUCTURE PLAN

Objective:

To provide a progressive framework for coordinated growth of the City.

Scope

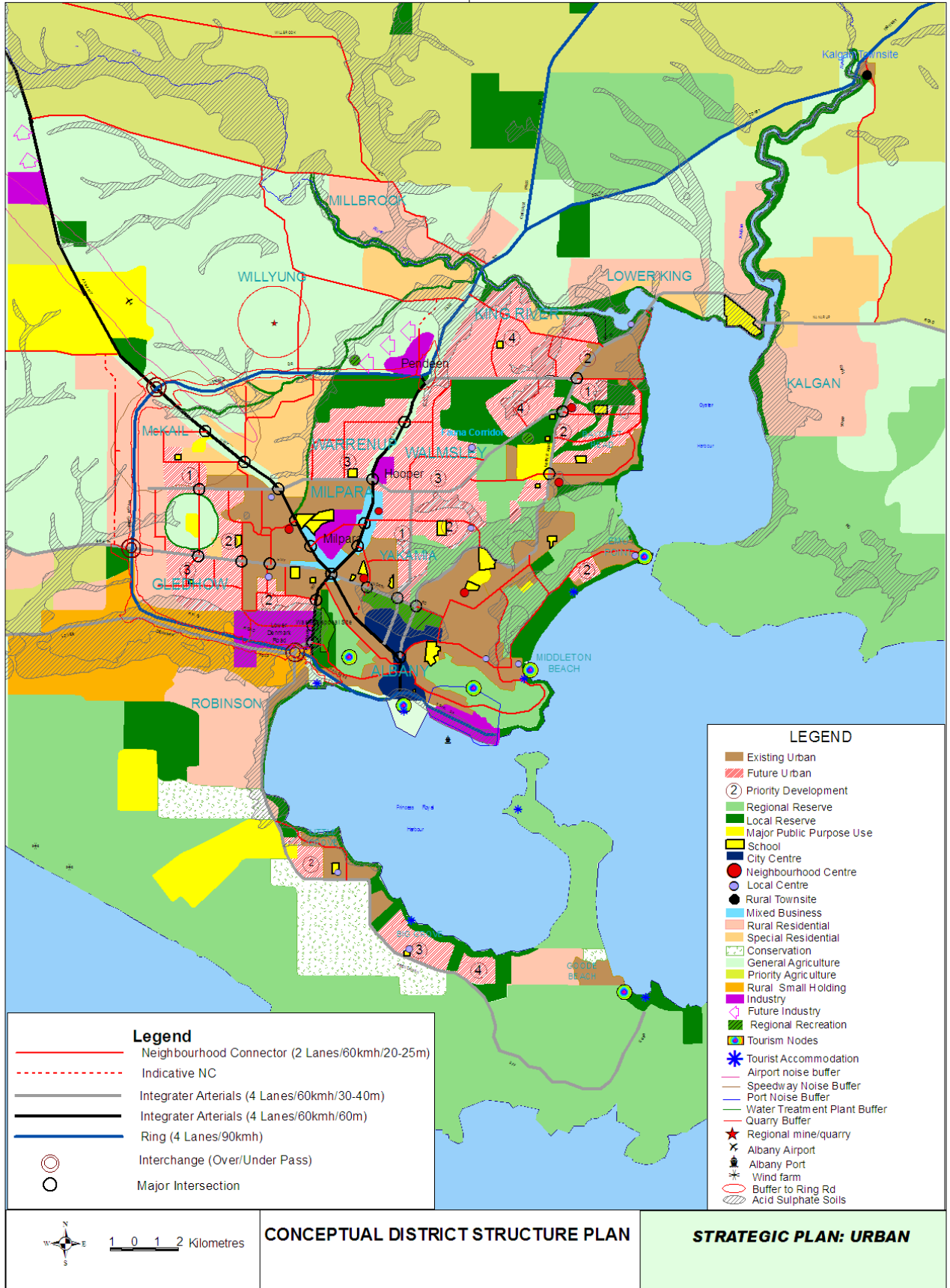
The Conceptual District Structure Plan identifies the growth strategy in more specific spatial terms that is advocated in the Albany Local Planning Strategy (2010). It is intended that the conceptual plan be used as an overall guide to more detailed structure planning to ensure that important land use priorities, transport connections, infrastructure provision and environmental corridors are considered and taken into account.

Of particular importance the plan has developed an overall road hierarchy for the future growth of the City which has been tested as part of the Albany Traffic Modelling prepared by the Department of Planning in 2010.

Policy Statement

This District Structure Plan shall be used as a tool to guide the preparation of Structure Plans throughout the City.

It is envisaged that as more detailed analysis is undertaken the plan will be further updated and used as the basis to prepare a 'Developer Contributions Plan' to secure future infrastructure for incoming residents of the City in accordance with Western Australian Planning Commission's SPP No. 3.6.



SPECIAL
DEVELOPMENT
CONTROL AREAS
(NON-
RESIDENTIAL)

BARKER ROAD INDUSTRIAL AREA

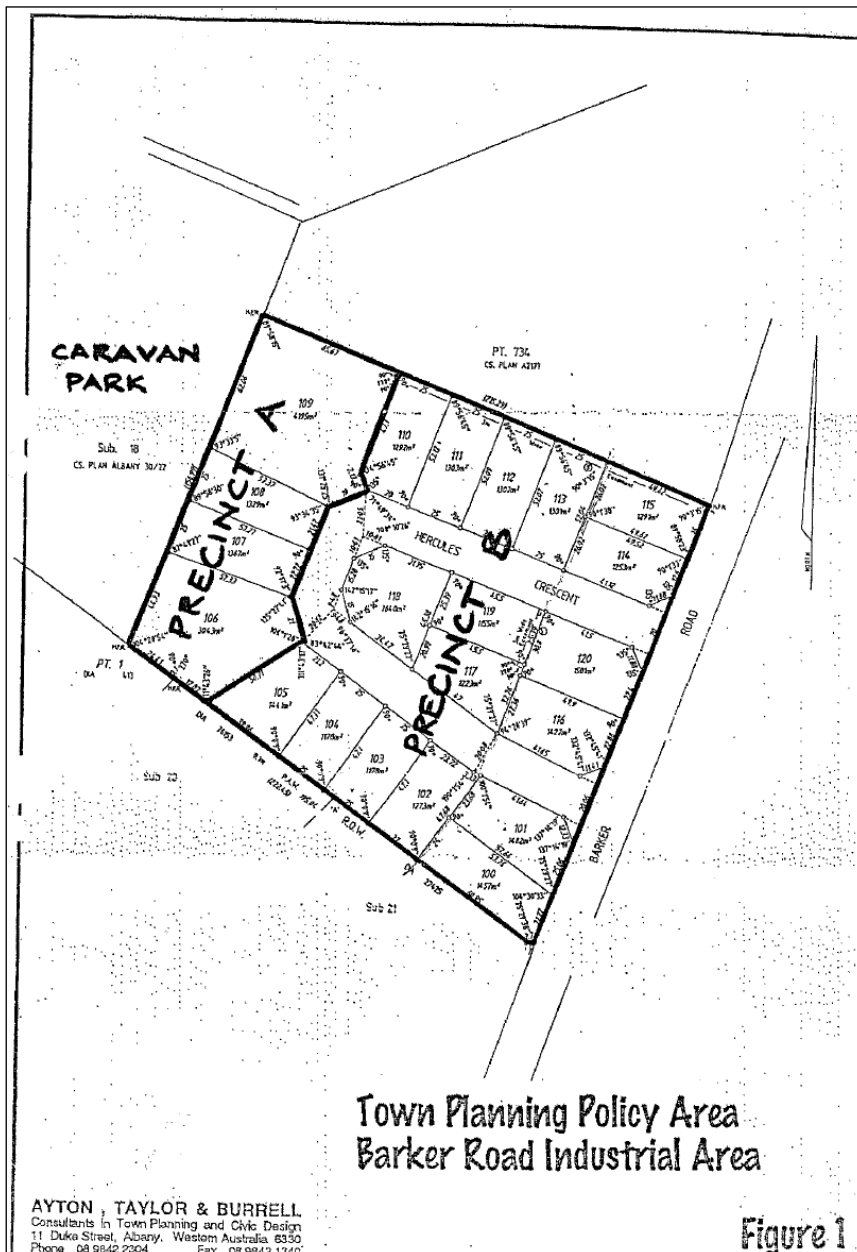
Objectives:

- 1) **To designate the subject land for light industrial, service industrial, showroom and warehouse development that will be compatible with adjoining uses such as the caravan park and sports centre.**
- 2) **To preclude uses that would prejudice the amenity of adjacent uses because of noise, odour, fumes, vibration, light, electrical interference, soot, ash, dust, grit, oil, liquid waste or waste products and heavy vehicle movement that may be associated with such uses.**

Policy Statement

- 1) For the purpose of assessing proposed development with the Barker Road Industrial Area, the area has been divided into two precincts. Figure 1 refers.
- 2) Precinct A immediately abuts the Caravan Park which has a number of park homes located close to the common boundary. Uses proposed within Precinct A will be most stringently controlled by Council to ensure they comply with the definition of light industry and do not impact on the amenity of the caravan park.
- 3) Within Precinct B, because of the greater separation distances from the Caravan Park and the potential buffers provided by development located between a proposed use and the Caravan Park, Council will give consideration to a broader range of uses providing they can demonstrate there will be no impact on the amenity of the Caravan Park.
- 4) Development proposed within either Precinct A or B of the Barker Road Industrial Area shall provide a detailed description of proposed uses, materials, machinery, hours of operation, by products and potential impacts on adjoining landuse. Measures proposed to address any impacts shall be detailed and Council may require expert advice to ensure such measures will be effective. Council shall also have regard to the recommended buffer distances and Codes of Practice prepared by the EPA in assessing proposed uses.
- 5) Within either Precinct A or B, Council shall also have regard to the following measures which may minimise potential impacts:
 - a) the design of the development and extent to which all activities, outside storage areas, lighting, car parking, loading and vehicle manoeuvring areas are buffered by the building from the caravan park;
 - b) the insulation qualities of the building materials and screen walls;
 - c) the hours of operation.
 - d) Uses such as car wrecking, transport and fuel depots, concrete batching plants, metal fabrication and seafood processing would not be acceptable in either Precincts A or B.
 - e) Uses such as panel beating, spray painting, small good manufacturing, dry cleaners, joinery and wood working would not be approved in Precinct A but, depending on their location and scale, may be permissible in Precinct B.
 - f) To effectively screen the industrial estate from the caravan park by providing:
 - i) a 1.8 meter high mist green coloured sheet metal fence on the boundary adjacent to the caravan park and pt lot 1 Albany Highway;
 - ii) a 3 metre wide landscaped buffer area which is planted and maintained with suitable vegetation adjacent to the sheet metal fence to effectively screen the industrial estate; and
 - iii) a landscaping easement 3 metres in width upon the titles of those lots affected the by the landscaped buffer area and the placement of pine log barriers on the boundary of the easement to prevent vehicles or stored goods encroaching into the easement.

- 6) The fence and landscaped buffer area shall be provided by the developers to Council's specification and satisfaction.
- 7) To encourage a high standard of development fronting Barker Road with facades being constructed predominantly of brick and glass. All development to be constructed of new materials.
- 8) To coordinate landscaped setback areas to Barker Road, with a minimum width of three metres adjacent to the road reserve being planted as a continuous strip.
- 9) To coordinate access, egress and car parking along the Barker Road frontage in order to minimise the number of driveways onto Barker Road and create safe and convenient car parking in front of proposed developments.
- 10) Applications to develop lots fronting Barker Road will be required to design car parking and landscaping areas so that they can be coordinated with adjoining lots and reciprocal rights of access will be required in order to achieve this objective. Direct access onto Barker Road from individual lots will generally not be supported.
- 11) To control future uses of the subject land, Council reserves the right to serve notice in accordance with the City of Albany's Local Planning Scheme 1, where any activity is viewed as not being in accordance with the Policy.



RICHARD STREET LIGHT INDUSTRIAL AREA

Objective:

To ensure the development of the Richard Street Light Industry area is based on low-key small-scale light industrial development with inoffensive activities (i.e. minimal visual impact, noise, odour, fumes, vibration, light, electrical interference, soot, ash, dust, grit, oil, waste emissions and/or traffic impacts) arising from their development that will be compatible with adjoining residential lots on the south side of Richard Street between Turner and Broughton Streets.

Background

The subject lots were zoned Residential under the City of Albany's Local Planning Scheme 1, and form a peripheral component of the Milpara Light Industrial Area where the boundary between light industrial activity is effectively Richard Street.

The subject lots derive public road access from Richard Street (north side) and Charles Street (west side), Milpara and adjoin what was the municipal boundary between the former Shire of Albany and Town of Albany. In June 1997, Council resolved to rezone the subject lots from the Residential zone to Light Industry zone.

The rezoning of the lots from Residential to Light Industry was endorsed, subject to the preparation of design guidelines to address development issues that would apply at the interface of an industrial and residential area.

The north side of Richard Street east of Charles Street is developed Light Industrial land, while the north side of Richard Street west of Charles Street is vacant cleared bushland. There are several developed industrial properties in Charles Street, and the south side of Richard Street is fully developed with residential single houses.

In view of the existing circumstances, the subject lots were virtually:-

- Incapable (economic feasibility) of development for residential purposes; and
- Incapable (planning constraints) of development for light industrial purposes; and
- Unsaleable as vacant residential land given the nature of potential future land use of adjoining lands.

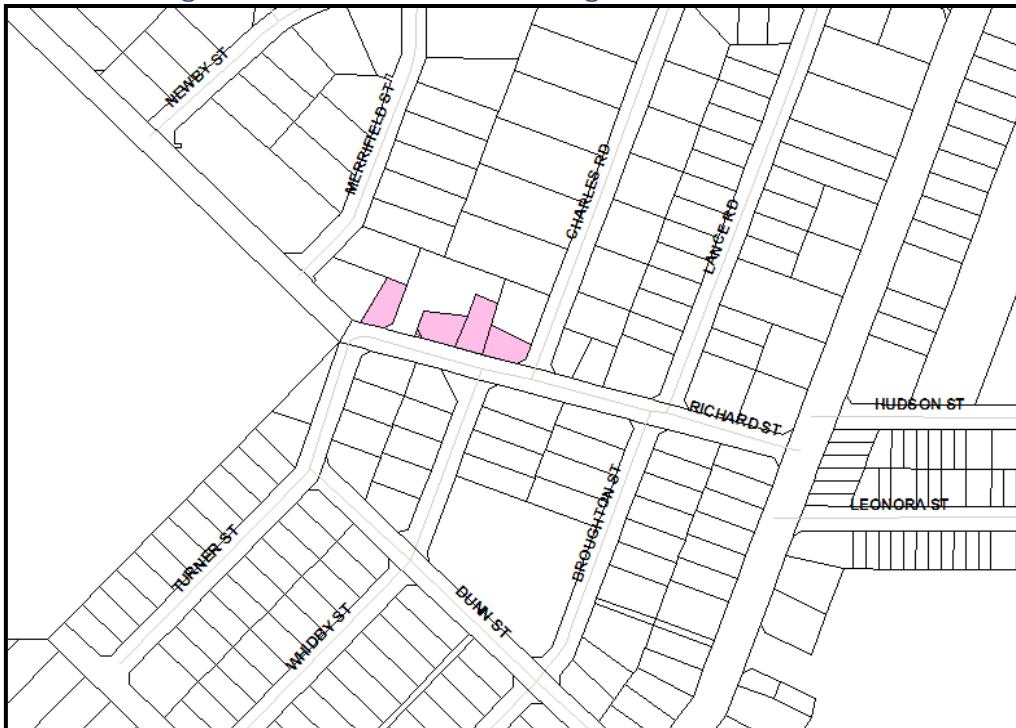
Policy Statement

- 1) The policy applies to those lots identified in Figure 1 below.
- 2) Notwithstanding the zoning/land use provisions of the City of Albany's Local Planning Scheme 1 the development of the following land uses on the subject lots will be treated as 'AA' uses pursuant to the scheme:
Light Industry, Rural Industry, Service Industry, Fish Shop, Milk Depot, Motor Repair Station, Sports Ground, Radio TV Installation, Public Recreation, Winehouse, Rural Storage Yard.
- 3) All other landuses shall be subject to the requirements of the Scheme.

In accordance with the Scheme, Council may relax the scheme provisions to allow:- buildings to maintain a minimum five (5) and average ten (10) metre front setback to Richard Street on the subject lots.

- a) buildings to have a nil setback from side and rear boundaries where vehicle access is provided internally within the building or to one side.
 - b) a minimum front landscaping area of 5% of the total site area with a minimum width of ten (10) metres and a minimum depth of five (5) metres as measured from the Richard Street frontage.
- 4) All buildings shall not exceed eight (8) metres in height above natural ground level.
 - 5) All waste water products shall be either retained and stored on-site in an appropriate receptacle for later disposal or discharged to reticulated sewer in a safe effective manner.
 - 6) Each lot shall be limited to one (1) vehicle crossover with access to Charles Street in preference to Richard Street and provision of internal turning areas such that all vehicles enter and leave the premises in a forward gear.
 - 7) All carparking and accessways are to be constructed, drained, edged with kerbing

Figure 1 - Richard Street Light Industrial Area



DOWN ROAD TIMBER PROCESSING PRECINCT

Objective:

Protect the operations and opportunities for industrial and agriculture uses in the Down Road industrial areas and reduce noise and visual amenity impacts on surrounding rural homesteads.

Background

As part of the approval process for the Down Road Timber Processing Precinct (the Precinct), an Environmental Management Plan has been prepared to identify an appropriate noise and hazard separation area for industries within the Precinct.

The indicative noise contours for the Precinct are based upon industry best practice management. Those industries are not currently operating and there is a need to prevent any permanent habitable structures from being developed within the area affected by the hypothetical 30dB(A) noise contour until a timber processing industry has been constructed.

A review of this policy is to be undertaken with the aim of deciding the alignment of the 35dB(A) noise contour on what is known at the time. The following items will be considered at the review stage;

- What industries have established and/or are proposed in the Precinct; and
- If the industries are not operational, engineering detail of the proposed industry will provide more information than is currently available to determine if a variation to the policy area is required; or
- The existing industry, at the time of the review, should be monitored to ground truth the modelling.

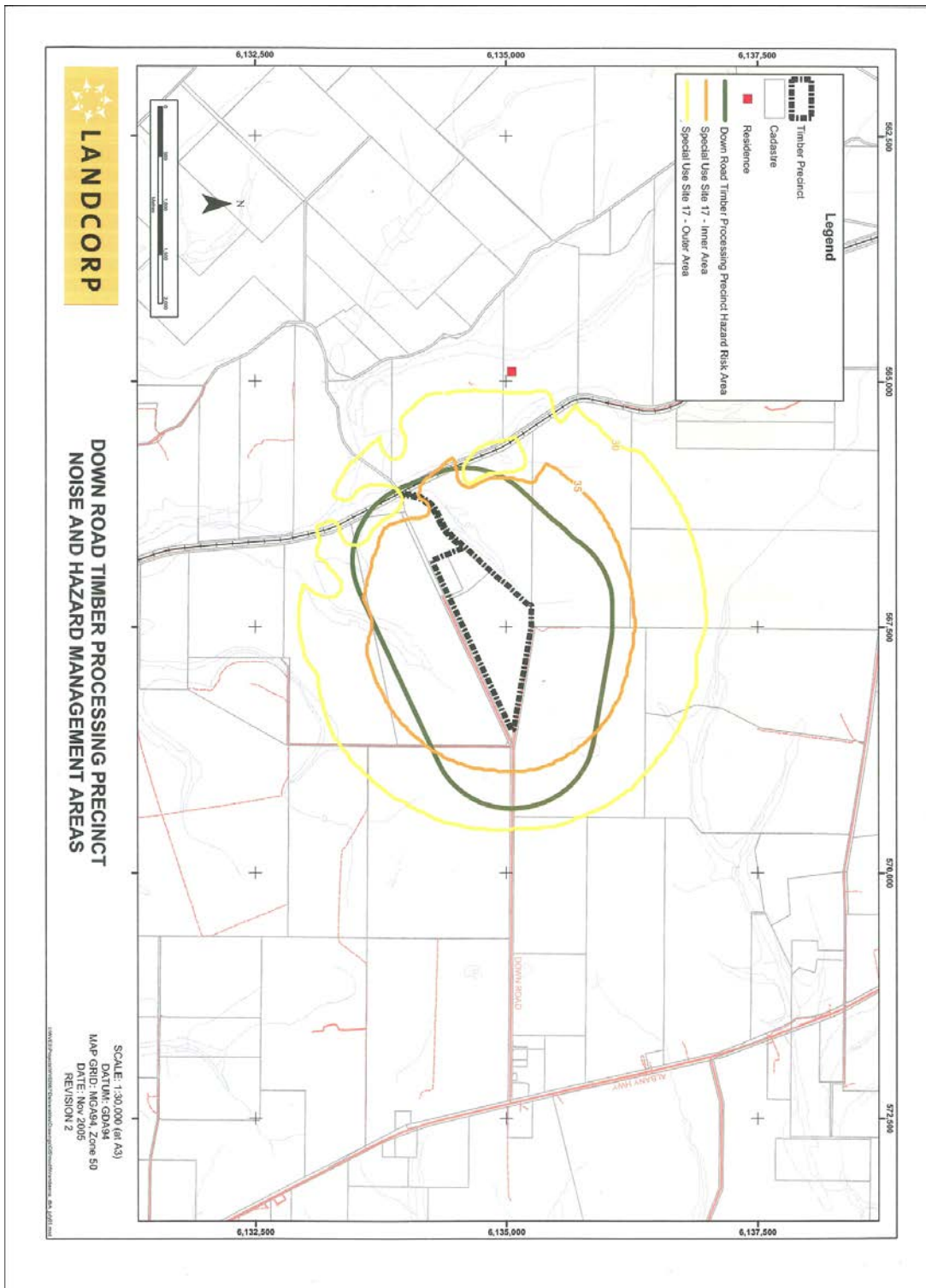
If proposed industries meet the expected noise levels at the Special Use - Inner Area, then the Special Use - Outer Area could be removed. Alternatively, if proposed industries require the repositioning of the Special Use - Inner Area, the 35dB(A) contour shall be redefined and evaluated in consultation with the City of Albany and the Environmental Protection Authority.

A risk assessment is being prepared and a predictive acceptable risk separation area defined in the Mirambeena Timber Processing Precinct Environmental Management Plan (2005).

Policy Statement

- 1) The development of proposed lots within the Special Use Area (Down Road Timber Processing Precinct) shall be undertaken in a manner which ensures the noise generated by the development meets the assigned sound power levels for that lot, as identified in the Mirambeena Timber Processing Precinct Environmental Management Plan (2005).
- 2) The Special Use – Inner Area, the Special Use – Outer Area and the Down Road Timber Processing Precinct Hazard Risk Area are those areas identified on the plan appended to this policy.
- 3) Prior to 2009, on those portions of lots identified in the scheme policy as being within the Special Use – Inner Area, Special Use - Outer Area or Down Road Timber Processing Precinct Hazard Risk Area, no dwelling house, permanent dwelling units or habitable structures shall be developed on that part of the lot.

- 4) Commencing the 1st January 2009, no dwelling house, permanent dwelling unit or habitable structure shall be constructed within that area of a lot identified as being within the Special Use – Inner Area or the Down Road Timber Processing Precinct Hazard Risk Area.



ALBANY TOWN CENTRE

Objectives:

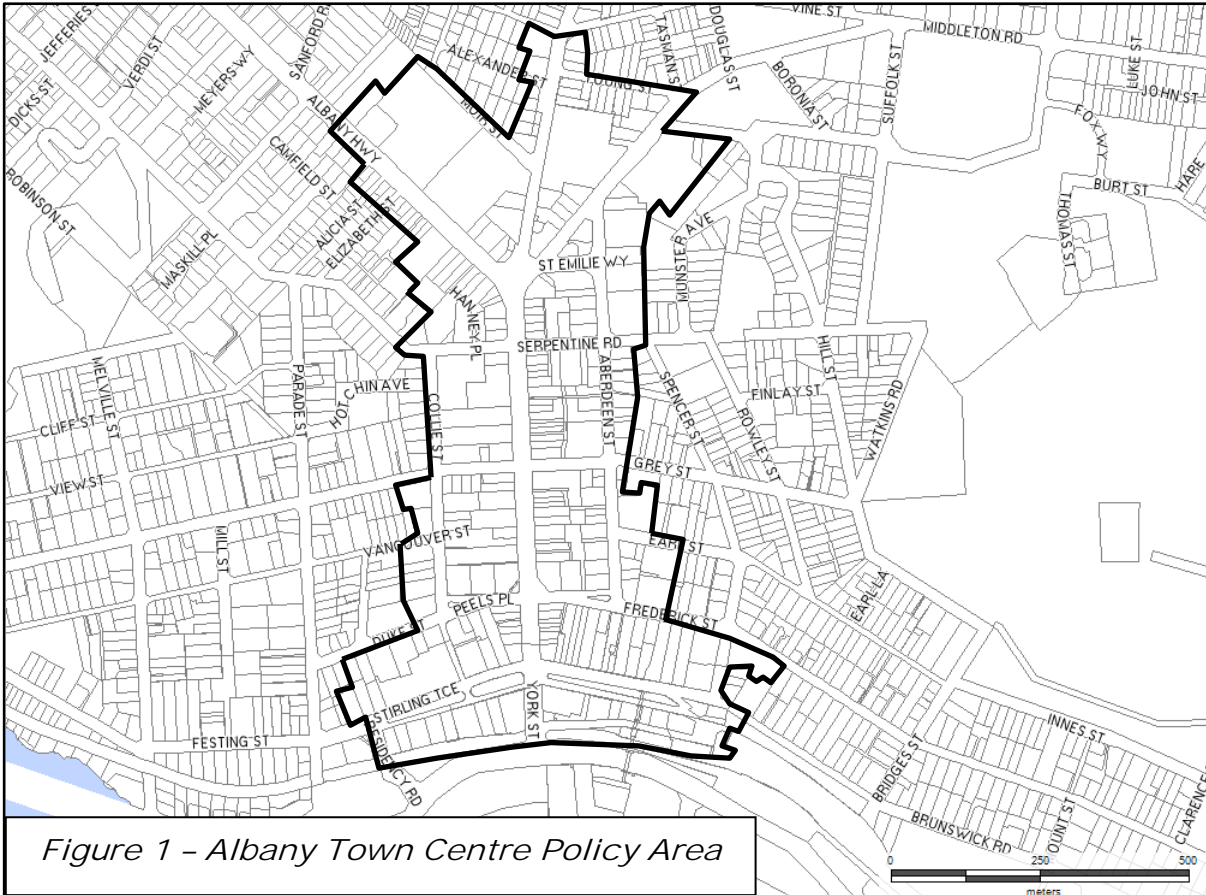
- 1) To ensure that the conservation of heritage buildings and places and compatible development is not prejudiced by onerous or undesirable on-site car parking requirements.**
- 2) Reinforce the existing townscape which is characterised by buildings with similar massing, common building lines and relatively uniform height and scale.**
- 3) Ensure that new development is articulated to respond to the scale of the existing townscape – particularly when seen looking down from the surrounding residential areas.**
- 4) To ensure that the height of new buildings is not out of scale with the existing fabric of the central business district.**
- 5) To establish streets with continuous built edges clearly defining the public domain and, where appropriate, the continuity of cover over footpaths.**
- 6) To facilitate the development of adequate parking facilities within the Albany Central Area;**
- 7) To facilitate appropriate new private development within the Albany Central Area through the implementation of a contemporary, flexible and multi-faceted car parking strategy;**
- 8) To ensure the adequate provision of parking for new non-residential and residential developments, and to efficiently manage parking supply and demand;**

Definitions

See Appendix 2 of the local planning policy manual.

Scope

The policy applies to the CBD precinct identified below in Figure 1.



Policy Statement

Urban Design / Built Form

Urban Setting and Context

New development should respond to the scale and mass of surrounding buildings and unsympathetic contrasts of scale should be avoided.

Roof Forms

Roof forms in the Central Business District (CBD) will be seen from above and shall be articulated to ensure that the scale of individual roof elements is comparable with the scale and form of existing roofs in the locality.

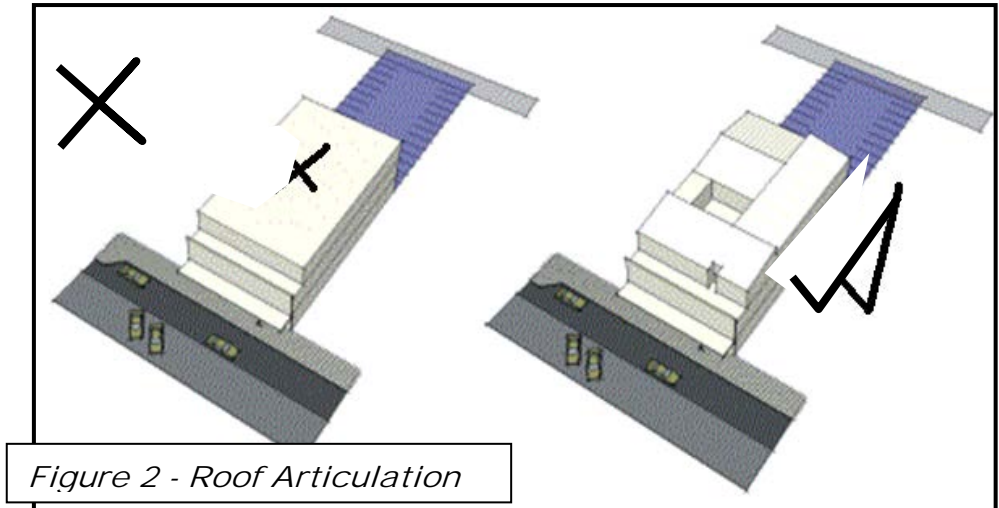


Figure 2 - Roof Articulation

Built Edges

In order to strengthen the streetscapes in the Central Business District buildings shall generally be built up to the street boundary(s) in the areas designated on Figure 3.

Limited setbacks may be provided on the ground floor for building entries or where they support active commercial use such as restaurants and are provided within the building envelope.



Figure 3
Built Edge



Figure 4
Pedestrian Cover

Attached buildings

To ensure continuity of the urban edge buildings shall generally be built boundary to boundary.

Where breaks in the continuity of the urban edge are necessary for access they shall generally be limited to less than 3m and preferably be provided within the building envelope.

Covered Footpaths

Developments with frontages to streets indicated on Figure 6 shall provide pedestrian shelter a minimum of 2.5 metres wide over the pavement in the form of awnings, canopies, balconies or verandahs. Such structures shall comply with the Local Government (Miscellaneous Provisions) Act 1960.

Relationship to Street

Buildings to address the street, with facades generally parallel to the street, windows facing the street, with clearly defined entry points visible and accessed from the street.

Buildings should establish an interesting and attractive edge to the public domain with ground floor uses which promote activity and informal surveillance of the street. While the demarcation between public space and private space is to be clearly established blank walls, heavy planting, screen walls, or opaque roller shutters are to be avoided.

Where existing streetscapes have strong patterns of either vertical or horizontal emphasis new buildings should to respond to this character.

Built Form

Articulation and Modelling

A variety of architectural expression to be encouraged with strong emphasis on promoting high quality design. Development should however establish sets of design elements, and materials which break down the bulk of developments, and provide visual interest through the articulation of their built form (refer Figure 5).

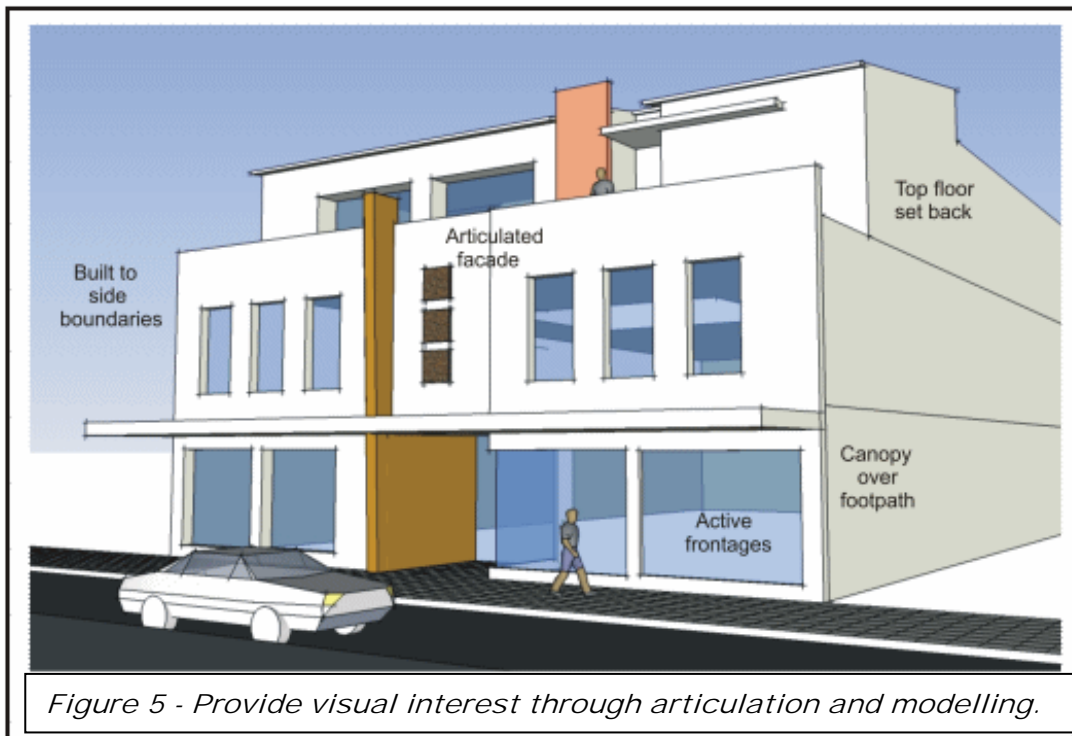


Figure 5 - Provide visual interest through articulation and modelling.

Floor Level at Ground Floor

Ground floor levels should generally match the level of the abutting footpath in order to maintain an interactive relationship with the street and promote disabled access into buildings. The ground floor level(s) shall generally not be more than 0.5 metres above or below the abutting pavement level.

Entrances to Street

Tenancies abutting the street shall provide primary entrances off the footpath.

Windows at Ground Floor

In order to maximise interaction with the public domain on the ground floor of buildings facing a street a minimum of 60% of the building façade to comprise windows or glazed doors, and such windows shall not be permanently obscured. Closed-off doors will not be permitted.

Windows on the First or Second Floors

Windows on the upper floors shall provide interest and facilitate natural surveillance of the public domain.

Awnings

Where buildings provide awnings or verandahs over the footpath they shall not extend beyond the point where the fascia is 600mm behind the kerb on the street below, shall provide a minimum clearance of 2.75m to the footpath and have a maximum fascia depth of 600mm.

Balconies and Terraces

In order to assist in the articulation of facades and provide increased surveillance of streets balconies and terraces will be encouraged.

Roofs

Roof level service structures shall be integrated into the building design and any air conditioners shall be screened from the public domain.

Materials

New buildings do not have to imitate the materials, colours or finishes of the existing buildings in the locality. The emphasis is on the blending of new buildings with the best elements of the existing streetscape. A variety of materials is encouraged although large expanses of reflective glass are discouraged.

Lighting

The lighting of retail frontages of buildings on York Street and Stirling Terrace will be encouraged.

Landscaping and Open Space

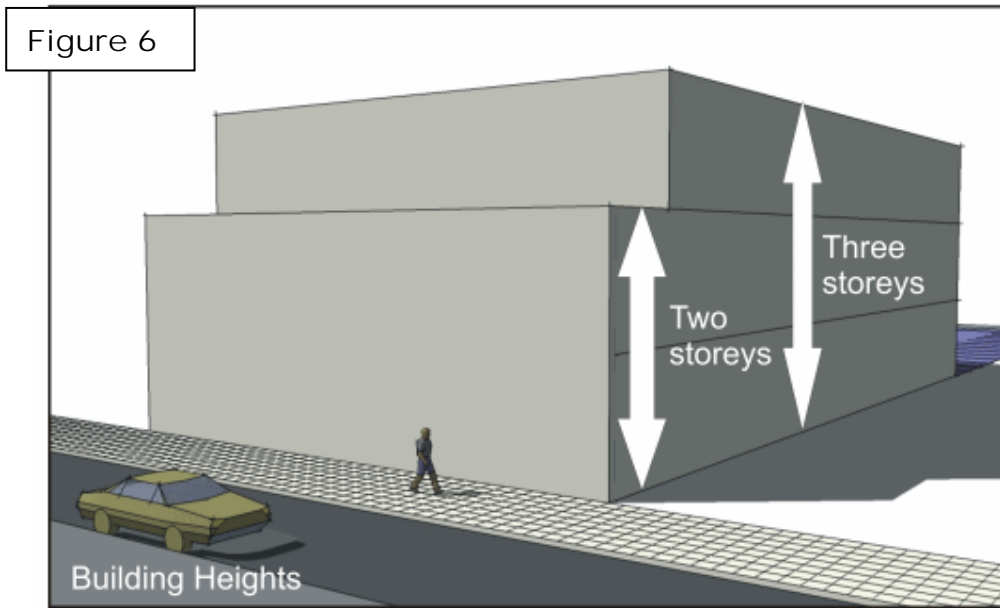
In commercial developments and residential/commercial developments in ground planting generally to be provided along the side and rear boundaries of the site to screen new development from surrounding buildings, with trees to be planted in, or adjacent to, open car parking areas at a rate of 1 tree per 4 bays.

Where residential/commercial developments are not built to the front boundary the front setback area shall be landscaped with ground planting, although such planting should not screen the view of the building from the street but may provide small trees and for shade and amenity.

In residential/commercial or residential developments the open space requirements of the Residential Planning Codes may be relaxed subject to the provision of external private open space to each residential unit (this may be in the form of balconies or terraces), and an area of mature trees to provide landscaped relief within the built environment.

Building Height**Number of Storeys**

A maximum height of three storeys subject to the parameters set out below (refer Stirling Terrace Conservation Guidelines for vertical building envelopes within Stirling Terrace).



Height of Storeys

The maximum floor to floor heights shall be:

- Ground floor shall be 4.5 metres
- First Floor shall be 3.5 metres
- Second Floor shall be 3.0 metres

These standards may be varied where their application would prevent single level floor plates for retail/commercial uses on sloping sites.

Areas identified for additional height

Notwithstanding the general height criteria above development up to 5 storeys is permitted within the areas outlined in Figure 7 below, where the ground floor is activated with a commercial (preferably retail use). The same floor to floor heights shall apply as above for the first three floors, with the third and fourth floor having a maximum floor to floor height of 3.0 metres.



Setback of Top Floor

The third storey (or in the case of that land identified within Figure 7, the fifth storey) shall be set back a minimum of 3 metres from any street frontage.

Roof

The roof shall be less than 3.0 metres above the ceiling level of the third storey (or in the case of that land identified within Figure 7, the fifth storey).

Lift Overruns

Any lift overruns shall be less than 3.0 metres above the ceiling level of the third storey (or in the case of that land identified within Figure 7, the fifth storey).

Height Datum

Building height shall be measured from the existing pavement (or ground) level at the centre of street boundary (or boundaries) of the site.

On larger sloping sites the front boundary shall be divided into sections of a maximum width of 15m and the heights measured from the centre of each section.

Access and Car Parking

Parking Bay Requirements

The number of car parking bays provided as part of any new development shall comply with the following:

TABLE 1 – PARKING GENERAL

USE	MINIMUM CAR PARKING SPACES
Supermarkets	1 per 16.7 sqm gross floor area
Other Retail	1 per 35 sqm gross floor area
Offices	1 per 30 sqm gross floor area
Public Uses	1 per 50 sqm gross floor area
Hotels/Motels (excluding bedrooms), Restaurants etc.	1 per 35 sqm gross floor area
Hotel/Motel Bedrooms	1 per bedroom
Other Residential	as per "R" Codes
Other Commercial	1 per 100 sqm gross floor area

TABLE 2 – SPECIAL SITES

USE	MINIMUM CAR PARKING SPACES
Professional Office	3 bays per professional for the first 2 professionals and 1 bay per 20 sqm NLA thereafter
Medical Clinic	6 bays per consultant for the first 2 consultants plus 2 bays for each additional consultant
Massage Clinics	3 car bays for one practitioner and 2 car bays for each additional practitioner

- 1) For the purposes of Section 4.10 of Local Planning Scheme 1 where the parking requirement identified in the above tables is less than that specified in the Scheme, and a proposal meets the refined policy standard, Council will pay due regard to the policy position in determining whether the relaxation should be granted.
- 2) If, at the discretion of the assessing officer, a proposed use does not match a use stipulated in the Central Area Parking Requirement Table, the parking requirements of Appendix IV, or if not listed Appendix III, of Local Planning Scheme 1 shall prevail.

Relaxation of Parking Requirements

- 1) the shortfall in required parking bays is not substantial (5 or less); or
- 2) there are on-street parking bays available in close proximity to the subject site which are suitable in terms of any time limits applicable to those bays for use by the intended workers, visitors or customers of the proposed development, or sufficient parking bays are available on nearby private land and permission has been given for the applicant to use or share those bays (see the "Joint Use of Parking" Clause below); and
- 3) there will be minimal disruption to the amenity of the area for residents or businesses by permitting the shortfall in on-site car parking to occur.

As an example, Council will look favourably upon proposals to convert vacated commercial buildings to residential use, provided the conditions listed above can generally be met.

Joint Use of Parking

Parking bays may be provided jointly by two or more owners or users of land, or by one owner or user in respect of separate buildings or uses, subject to the following:

- 1) if there is a shortfall between the number of parking bays required under Table 1 or Table 2 and the number of bays to be provided by the applicant for development approval, and the application contains a proposal for the shortfall to be provided on other land which is not the subject of the proposed development, and the Council is satisfied as to the matters set out in the following paragraph, then the Council may grant development approval notwithstanding the shortfall, but subject to an agreement being entered into between the City and the applicant and the owner of the other land. The agreement shall be prepared by the City's solicitors at the expense of the applicant, and shall be in the form of a restrictive covenant, easement or other legal instrument satisfactory to the City against that other land, in respect of the provision of the shortfall or parking bays and any reciprocal access or circulation arrangements.
- 2) The Council shall not grant development approval unless it is satisfied that:
 - a) the applicant has provided evidence to the satisfaction of the Council that the peak hours of operation of the buildings or uses on the land the subject of the application and the land on which the shortfall of parking bays is to be provided are different and do not substantially overlap; and
 - b) the number of parking bays to be provided on the land which is not the subject of the application, is sufficient to meet the shortfall in parking in respect of the development the subject of the application; and
 - c) joint use of the parking facilities on the land which is not the subject of the application will not result in any deficiency in parking for that site.

Variations to Scheme Provisions for a Heritage Place or Heritage Area

Where desirable to:

- 1) facilitate the conservation of a heritage place entered in the Register of Places under the *Heritage of Western Australia Act 1990* or listed in the Heritage List of the Scheme; or
- 2) enhance or preserve heritage values in a heritage area designated within the Scheme, the City may vary any site or development requirements, including car parking provisions, specified in the Scheme, this policy or the Residential Design Codes.

Proposals that comply with Albany Central Area Masterplan Objectives

- 1) The ACA Masterplan proposes a wide range of initiatives aimed at, among other things:
 - a) improving the legibility and efficiency of accessways and parking areas on private land; and
 - b) creating a pedestrian-friendly environment throughout the Albany Central Area.

Within central Albany there are a number of parking areas and vacant lands at the rear of buildings where surfaces are unpaved or in poor condition, where car bays are not marked out, reciprocal access over adjoining lots is denied due to legal issues and/or ground level

- 2) differences, and the appearance, safety and security of the areas in general are below desirable standards.
- 3) **Figures 'A', 'B', 'C' and 'D'** at the rear of this policy illustrates the desired improvements to these areas.
- 4) Within these street blocks, and where a development proposal on private land is laid out and designed in such a manner that it achieves, to the satisfaction of Council:
 - b) practical physical improvements consistent with the indicative parking and access improvement plan shown at Figures 'A through to 'D', which may include one or more of the following:
 - i) permitting and facilitating public access across the subject site to adjoining parking areas and to other access/egress points;
 - ii) paving and draining of the car park and marking out of car bays;
 - iii) providing car park lighting;
 - iv) the inclusion of approved shade trees within the parking area on the subject land at the rate of one tree per six bays;
- 5) These measures to be accompanied, where required, by legally-binding agreements, and/or ceding of land to the City of Albany to ensure the proposed improvements to parking and/or access and/or circulation will be achieved, the Council may, at its discretion, reduce the requirement for on-site parking for the proposed development by up to 40%.
- 6) The City may erect information signage at car park entries using the international blue & white "P" symbol and indicating the number of car bays available within the car park(s), and any applicable time limits.
- 7) The City may, by negotiation, require some car bays within a private development to be marked for the exclusive use of customers, staff and/or service vehicles, in whatever ratio it thinks fit, depending upon the approved uses for the development.

Cash-in-lieu of Parking

- 1) Cash-in-lieu of parking is to be considered where non-residential developments have a shortfall of parking according to the requirements of Table 1 or 2 above. The City may accept money for this shortfall in order to provide and/or upgrade parking bays in a nearby existing or proposed public parking facility, including on-street parking where possible and appropriate. This provision of the Parking Policy should not be seen to be replacing the developer's responsibility to provide on-site parking, but rather as a mechanism to enable otherwise desirable developments, for which the full amount of parking cannot be provided on-site, to proceed.
- 2) Where a portion of the car parking requirement for a new development within the Central Area zone as specified in Table 1 or 2 above:
 - a) is not proposed to be provided on the site of the proposed development, or
 - b) cannot be provided on site for reasons of insufficient land area available, or
 - c) cannot be provided on nearby land under a joint use arrangement; or
 - d) is deemed by Council to be inappropriate for reasons of heritage or streetscape character conservation,
 the developer shall be required to provide cash-in-lieu of car parking for the number of parking bays not provided on the development site. The provision of an adequate supply of parking for the Albany Central Area is the intent of this provision and, as such, the following matters apply:
 - a) cash-in-lieu provisions are only to be permitted in localities where the City already provides public car parking which has spare capacity, or the City is proposing to provide or is able to provide a public car park (including enhanced or additional on-street car parking where possible and appropriate) in the near future, within 400 metres of the subject development;
 - b) cash-in-lieu contributions may comprise all or part of the shortfall in on-site parking proposed for a development;

- c) Council may accept a cash payment in-lieu of providing car parking on the subject site, provided:
- i) the cash-in-lieu rate is calculated on the basis of 26 sq.m per parking bay and includes 25% of the estimated cost of the land, plus the equivalent total cost of asphalt paving on a suitable base course, drainage, line marking, landscaping, and, where applicable, lighting; and
 - ii) the additional site coverage by buildings will not preclude the integration of access and car parking across lot boundaries.

Note: *the cost of the land element has been significantly reduced from the 100% previously used in the calculations applied to cash-in-lieu of parking, as it is anticipated that the bulk of the monies collected will go towards increasing on-street parking (i.e., where land does not have to be acquired by the Council), and towards providing public transport.*

- 3) Notwithstanding the above, when redevelopment of an existing building or a change of use is proposed and a cash-in-lieu of car parking requirement for an additional 5 or less parking bays is identified, Council may, at its discretion, waive the requirement for provision of cash-in-lieu of car parking.

Parking Associated with New Alfresco Dining Developments

There is no requirement for additional car parking to be provided as part of an Alfresco Dining Permit (refer to Council's Alfresco Dining Policy).



FIGURE A



FIGURE B



FIGURE C

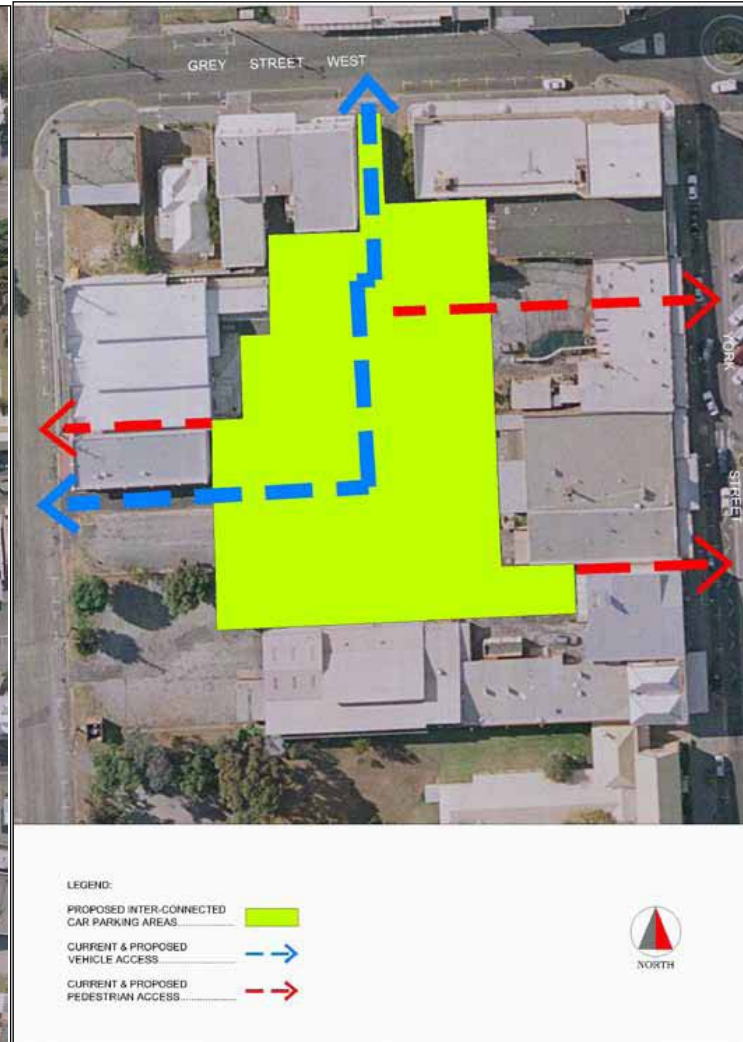


FIGURE D

Landscaping

The landscaping requirements set out in Appendix III and IV of Local Planning Scheme 1 may be reduced by up to 50% of the area required where a developer can demonstrate that he/she is incorporating building features that contribute to the overall well being of the Central Area Zone (e.g. high quality pedestrian access) and the vegetation is provided in a single mass adjacent to pedestrian traffic areas. Landscaping may be provided in the form of courtyards, plazas or landscaped areas.

Single Bedroom Dwellings

Floor Area

The Residential Design Codes specifies that a single bedroom dwelling with a maximum plot ratio floor area of 60 sq.m meets the acceptable development criteria. A performance-based approach can be pursued if the dwelling provides limited accommodation suitable for one or two persons.

Where it can be demonstrated that a high quality design outcome can be achieved, the City may consider a density bonus for single bedroom dwellings with a maximum plot ratio floor area of up to 70 sq.m as meeting the acceptable development criteria of the Residential Design Codes.

The City of Albany will consider the above variation to the Residential Design Codes floor area limitation where the following criteria are met, to the satisfaction of the City of Albany:

- 1) there is no provision for a second bedroom, or second kitchen, or second bathroom/ensuite or second laundry. It is important to ensure that a single bedroom dwelling cannot be divided so that it becomes a two or more bedroom dwelling. Therefore, a detailed floor plan layout of the proposed development must be submitted to the City of Albany for consideration and approval, to ensure the design is such that it is not physically feasible to divide the space to provide more than one bedroom. This principle must be demonstrated to the satisfaction of the City, and will a condition of any planning approval forthcoming from the City;
- 2) development is compliant with the open space requirements of the Residential Design Codes; and
- 3) the bulk and scale of the proposed development generally complies with the provisions of the "Albany Historic Town Design Policy", and will not, in the opinion of the City of Albany, unduly impact on the streetscape or amenity of the locality.

Car Parking

Single bedroom dwellings with a maximum plot ratio floor area of 60 sq.m require one car parking bay per dwelling, as stated in the Residential Design Codes.

Where the City of Albany considers a greater floor area to a maximum of 70 sq.m, the car parking requirement is still one car parking bay per dwelling.

Car parking standards for single bedroom dwellings are to comply with the requirements of the City of Albany.

Where a single bedroom dwelling forms part of a grouped or multiple dwelling development, visitors' car parking spaces are to be provided in accordance with the Residential Design Codes.

Store Rooms

Where a single bedroom dwelling forms part of a grouped housing or multiple dwelling development, an enclosed, lockable storage area constructed of a design and in materials matching the dwelling accessible from outside the dwelling, with a minimum dimension of 1 metre and an internal area of at least 2.5m² is required for each single bedroom dwelling.

Balcony

Where a single bedroom dwelling forms part of a multiple dwelling development, a balcony with a minimum dimension of 1.5m and an internal area of at least 6.5 sq.m is required. Where a single bedroom dwelling forms part of a mixed use development, a balcony with a minimum dimension of 1.5m and an internal area of at least 4 sq.m is required.

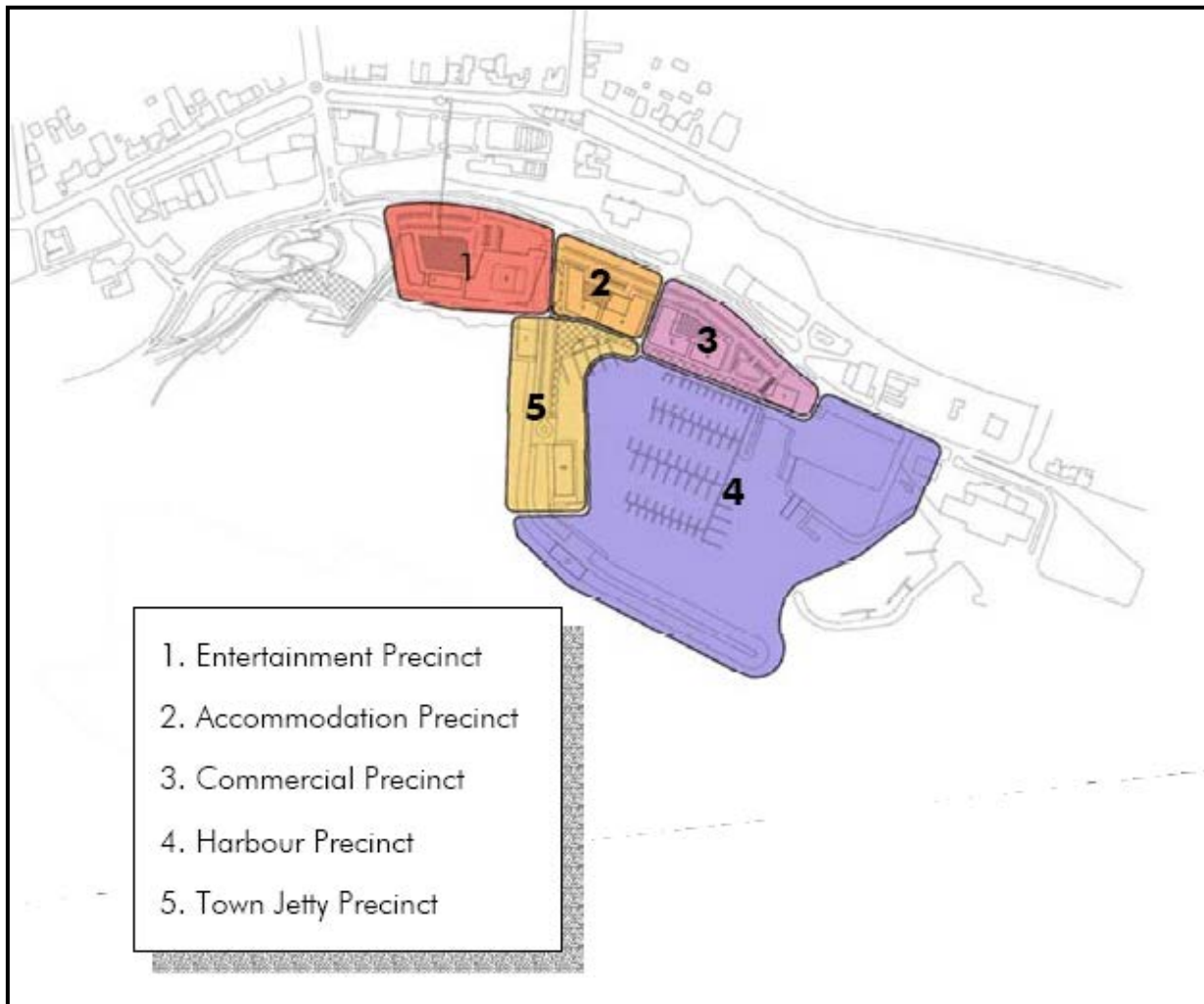
ALBANY WATERFRONT

Objective:

The objective of the Foreshore Special Control Area is to manage the development and use of the area in such a way that the surrounding environment and land uses are not impacted upon.

Policy Statement

Refer to the adopted Albany Waterfront Structure Plan and Precinct Plans for specific policy provisions.



CENTENNIAL PARK REDEVELOPMENT AREA

Objectives:

- 1) To provide a mechanism to manage the orderly transition of land use within the locality.
- 2) To rationalise the use of, and improve the quality of, open space and sporting facilities in the city.
- 3) To broaden the range of housing available within the close proximity to the town centre.
- 4) To encourage mixed use and adaptable buildings along Lockyer Avenue, Sanford Road and Campbell Road and assist urban consolidation in proximity to the City centre.

Scope

This policy applies to that area identified on the Centennial Park Policy Area Plan.

Policy Statement

Building Heights

Generally development will be limited to three stories. Facing onto Centennial Park four storey developments may be considered, subject to compliance with the provision of solar access to adjoining sites as set out in the Residential Design Codes.

The permitted height of buildings shall be calculated as set out below:

- 1) Three (3) Storeys: As per Category C of the Residential Design Codes.
- 2) Four (4) Storeys: Top of External Wall (roof above) - 12 metres
- 3) Top of External Wall (roof concealed) - 13 metres
- 4) Top of Pitched Roof - 15 metres

Setbacks

Nil side setbacks except where side boundary faces a street or access way.

Apart from the side setback provision set out above buildings shall comply with the provisions of the Residential Design Codes

Articulation and Modelling

Development should establish sets of design elements, and materials which break down the bulk of developments, and provide visual interest through the articulation and modelling of their built form.

Building elements should be used to add complexity and interest in complementing the overall design.

Roof Forms

Roof forms shall be articulated to ensure that large expanses of roof are avoided or effectively screened.

Roof level service structures shall be integrated into the building design and any air conditioners or other mechanical plant shall be screened from public view.

Windows on Upper Floors

Windows on the upper floors shall facilitate natural surveillance of the public domain.

Balconies and Terraces

In order to assist in the articulation of facades and provide increased surveillance of streets and Centennial Park balconies and terraces will be encouraged.

Materials

The front facades of any new building or a refurbished building of a showroom/warehouse or industrial nature, plus the side returns for a distance of three metres should be constructed in brick or other approved materials which enhance the visual appearance of the structure and the streetscape.

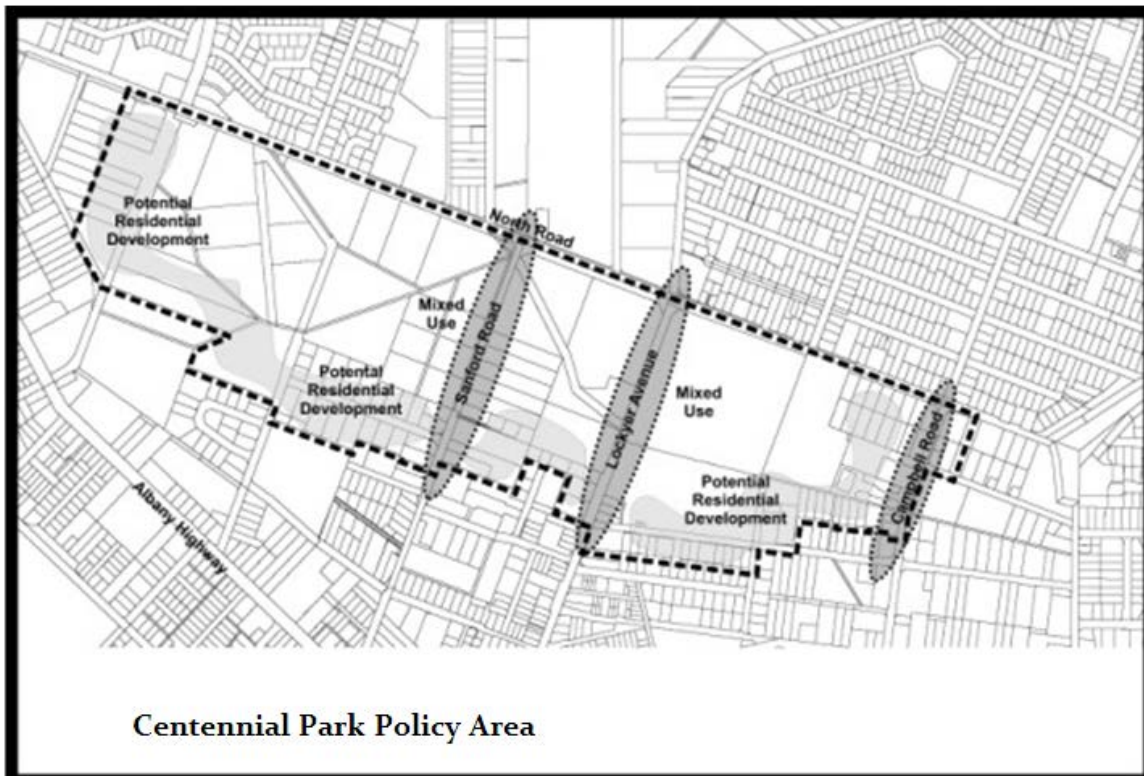
The external finishes and colour treatment of buildings shall be based on a consistent palette of light background colours (white/cream/beige/grey) with the possible inclusion of material and colour highlights.

A variety of materials is encouraged although large expanses of reflective glass are discouraged.

Location and Staging of Residential Development

At present there is the potential for adverse impacts (such as noise, dust, risk, traffic or negative visual amenity) from existing industrial uses to affect future mixed use and residential development.

A transition of land uses shall be encouraged, with developments staged to ensure an appropriate living environment is established for long term residential and mixed use developments, without curtailing the shorter term operational requirements of existing industries.



NEIGHBOURHOOD CENTRES

Objectives:

- 1) To strengthen existing and potential nodes within the suburbs to provide active and vibrant local centres.**
- 2) To encourage the provision of a range of additional facilities and services within easy reach of the local community.**
- 3) To create greater opportunities for social interaction.**
- 4) To improve the passive surveillance of the public domain.**
- 5) To encourage a more diverse range of housing.**

Scope

The policy applies to the neighbourhood centres of Spencer Park, North Road (Yakamia), Bayonet Head and Lockyer as detailed on the attached development plans.

Policy Statement

Building Heights

A maximum building height of three (3) storeys to be calculated as per Category C of the Residential Design Codes.

Variations to the maximum heights will only be considered in the following circumstances:

- 1) Where ground floor heights are increased to facilitate commercial use in mixed use buildings, the maximum increase shall in such cases be 1 metre.



3 Storey Residences Mixed use development (commercial below residential above)

Setbacks

In mixed use areas, relaxations to front setback provisions will be considered.

In mixed use areas, nil side setbacks will be considered except where the side boundary of a lot abuts a street or access way.

Streetscapes

Buildings shall interact with the street. Blank walls, heavy planting, screen walls, or garages and carports in the front setback area are to be avoided.

The property boundary shall be clearly demarcated by a fence or planting and the entrance shall be visible from the street.

Buildings shall have windows overlooking the street to improve passive surveillance of the public domain.

Continuity of Street fronts

In mixed use areas the continuity of street frontage will be encouraged.

Bulk and Scale

Larger new buildings shall be articulated to break down their perceived bulk and establish a scale appropriate for the locality when seen from the street.

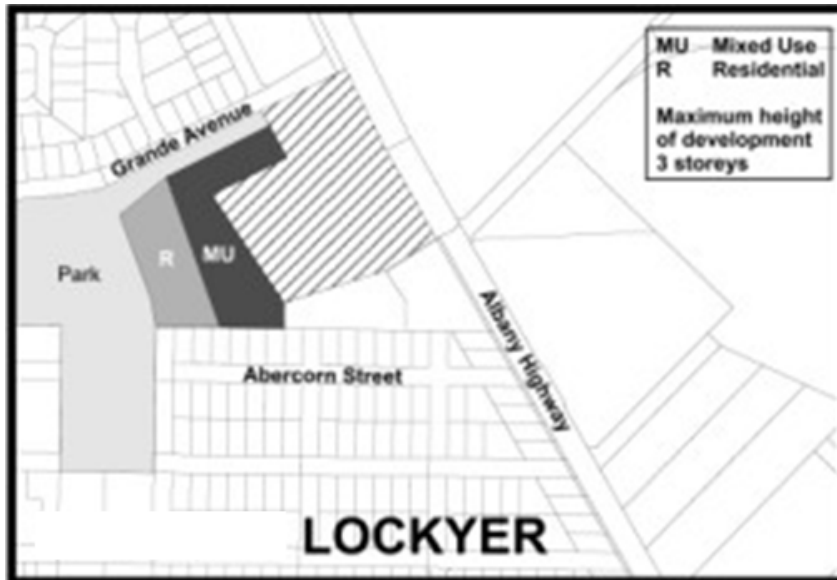
Council may require the submission of streetscape drawings indicating how new buildings will integrate into the street.

Building Design

Strong emphasis will be placed on promoting high quality contemporary design which is sensitive to its context.

Roof level service structures and plant shall be integrated into the building design and any air conditioners or other mechanical plant shall be screened from public view.





MIDDLETON BEACH TOURIST PRECINCT

Objectives:

- 1) **To create a high quality and vibrant beachside tourist precinct.**
- 2) **To encourage the provision of a wide range of facilities and services to serve both visitors and the local community.**
- 3) **To encourage a more diverse range of housing and tourist accommodation.**
- 4) **To establish appropriate height limits for development within the precinct.**

Scope

The policy applies to the area identified in the plan found at the rear of this policy.

Policy Statement

The preferred distribution of land uses within the Precinct is indicated on Figure 1 below.



Land Use Aspirations

The City's land use aspirations for the area seek to create:

- 1) Flinders Parade – 'The Beach Strip': As an active beach front urban edge comprising restaurants, cafes, tourist accommodation and residential apartments.
- 2) Middleton Road – 'The Main Street': As an urban street with on street parking, commercial uses on the ground floor and residential uses above. To include small shops (deli video rental, etc), tourist related uses, and offices directly serving the public.
- 3) Adelaide Crescent – 'Local Mixed Use Street': As an informal street incorporating occasional small cafes and other local facility uses.
- 4) Garden Street: 'Residential Edge to the Park': As an intense residential edge to Eyre Park.

Proposed land uses will be dealt with on their merits based on the relevant provisions of the Town Local Planning Scheme 1. The aspirations set out above are intended to provide applicants with clear direction in terms of Council's intentions for the area and to provide guidance to the Council in exercising discretionary powers under the scheme.



'Beach Strip'



'Main Street'



'Local Mixed Use Street'



'Residential Edge to Park'

Building Heights

Maximum building heights within the Precinct are set out in Figure 2 above. In relation to the the Middleton Beach Caravan Park site, the following height criteria applies:

1. No development shall be approved which results in overlooking of the beach and bathing area (100 metres seaward of high water mark), by an occupant within the development.
2. Development should harmonise with the landscape elements in siting and design, particularly in regards to colours, scale, height and materials.
3. No development shall exceed 7.5 metres in height. Where development at the prescribed height may result in overlooking of the beach and bathing area the provisions of clause 1 shall prevail.
4. Alterations to natural landforms (eg. Cutting, filling, grading, excavating) shall be minimised during development and the site restored to its former appearance or as near as practical.
5. This policy may preclude the construction of a building to the maximum height otherwise allowed under the operative Local Planning Scheme 1 or another policy of Council.

While the figures indicated in the Figure 2 represent the maximum number of floors allowable the specific height requirements are as set out below:

- 1) Two (2) Storeys: As per Category B of the Residential Design Codes.
- 2) Three (3) Storeys: As per Category C of the Residential Design Codes.
- 3) Four (4) Storeys: Top of External Wall (roof above) - 12 metres; Top of External Wall (roof concealed) - 13 metres; Top of Pitched Roof - 15 metres
- 4) Five (5) Storeys: Top of External Wall (roof above) - 15 metres; Top of External Wall (roof concealed) - 16 metres; Top of Pitched Roof - 18 metres

Variations to the maximum heights will only be considered in the following circumstances:

- 1) Where, in order to articulate the built form and roofscape, heights are averaged around the maximum height. Such variations shall be subject to no increase in the number of floors and the demonstration that the amenity of neighbouring properties will not be adversely affected.
- 2) Where ground floor heights are increased to facilitate commercial use in mixed use buildings. The maximum increase shall in such cases be 1.0 metre.

Front Setbacks

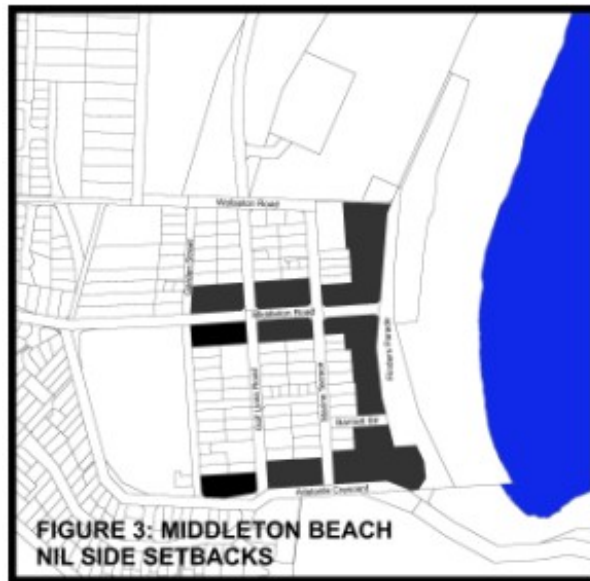
On Middleton Road (between Flinders Parade and Garden Street) and on Adelaide Crescent (between Flinders Parade and Golf Links Road) front setbacks may be relaxed to nil where commercial uses are incorporated in a mixed use building. Setbacks may be relaxed in residential buildings from those required by the Residential Design Codes to a minimum of 1.5m.

Other than the relaxations set out above setbacks shall comply with the provisions of the Residential Design Codes.

Side Setbacks

- Two (2) Storey Zone – As per the Residential Design Codes.
- Three (3) Storey Zone – Nil on Middleton Road and Adelaide Crescent.
- Four (4) and five (5) Storey Zone – Nil on Flinders Parade.

Other than the relaxations set out above setbacks shall comply with the provisions of the Residential Design Codes.



Active Streetscapes

Buildings shall interact with the public domain. Blank walls, heavy planting, screen walls, or garages and carports in the front setback area shall be avoided.

The entrance to buildings shall be clearly visible from the street.

Buildings shall have windows overlooking the street to improve passive surveillance of the public domain.

Front Fences

Front fences above 750mm from natural ground level shall be visually permeable (minimum 50% open) and masonry piers shall be limited to a maximum height of 1800mm above natural ground level.

Fibre cement and metal sheeting shall not be acceptable materials for front fences.

Retaining Walls

Retaining walls are to be limited in length and height along street frontages.

Balconies

Balconies are to be located adjacent to living areas, to be sufficiently large to promote indoor/outdoor living, and to provide wherever possible surveillance over the street.

Bulk and Scale

Larger new buildings shall be articulated to break down their perceived bulk and establish a scale appropriate for the locality when seen from the street.

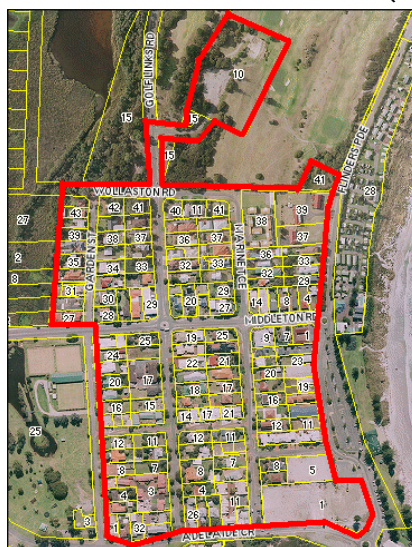
Council may require the submission of streetscape drawings indicating how new buildings will integrate into the street.

Car Parking

Except for residential development, where the development generates it's peak parking demand outside of 8am to 5pm and is within 200 metres of the foreshore car park a 50% reduction in the parking requirement will be considered by Council.

Cash in leiu payments for parking shortages as specified in the scheme shall be considered at the same rate as specified in Council's Car Parking (Central Area Zone) Policy.

POLICY APPLICATION AREA (FIGURE 1)



WOOLSTORES REDEVELOPMENT SITE

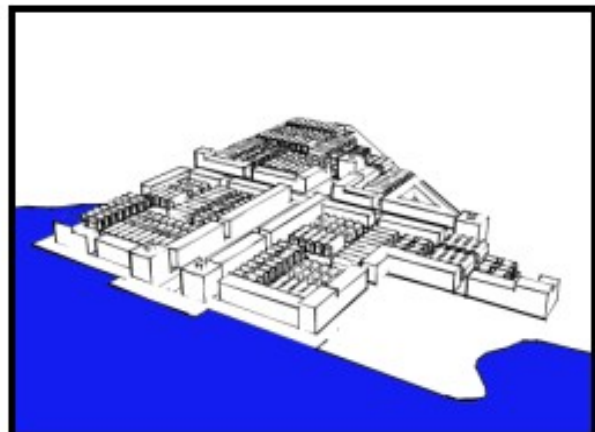
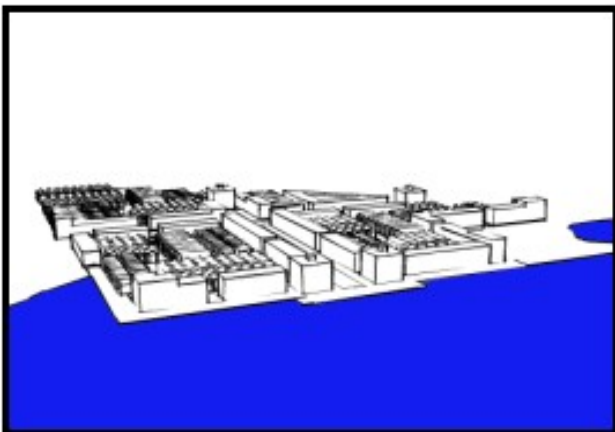
Objectives:

- 1) **To create an innovative and comprehensively planned urban development in close proximity to the town centre.**
- 2) **To provide a range of housing options not currently available in Albany.**
- 3) **To ensure that site planning ameliorates the potential impacts of noise and vibration associated with road and rail infrastructure in close proximity to the site.**
- 4) **To ensure that quality of the public domain is exemplary and full public access is provided to the waterfront.**
- 5) **To promote limited mixed use development on the waterfront and facing major public spaces.**

Policy Scope

The policy applies to that area identified on the attached plan at the rear of this policy.

Policy Statement



Distribution of Land Uses

Encourage a range of housing and apartment types catering to a diversity of community needs which could include serviced apartments and a boutique hotel

To activate the public domain by including a component of mixed use development which could comprise cafes, a restaurant and limited components of retail and office use

Canal development will not be supported on the Woolstores site

Street Network

Generally a fine grained street block structure would be preferred. An appropriate range is 70-120 metres deep by 120-220 metres long between street centrelines

A range of street block sizes and configurations should be provided to promote variety within the development

The street network shall be legible, fine grained and permeable

The types of streets and access ways within the precinct shall be broken down into a recognisable hierarchy such as boulevards, local streets, access ways and parking areas. Each of the street and access way types shall be dealt with consistently in terms of materials, finishes, and detail throughout the policy area

The provision of on street parking will be encouraged, particularly for visitor parking.

Generous provision shall be made for pedestrian and cycle access and movement.

Streetscapes

The design of streetscapes should achieve a high quality environment balancing the needs of vehicular, pedestrian and bicycle movement. Passive surveillance of streets shall be actively encouraged

Foreshore

Unrestricted public access to the foreshore shall be maintained, and a generous and high legible public walkway should be established along the waterfront

Public places

Public places shall be landscaped to provide 'green' relief from the built fabric and shall include seating, shade etc to facilitate their regular use by local residents and visitors

Urban landscaping should be integrated into the public domain comprising the foreshore areas, major public spaces, streets, access ways and parking areas

Subdivision

The subdivision of land shall be staged to limit the impact of ongoing construction on residents already living in completed stages.

Building Heights

Generally the height of development will be limited to three storeys

Fronting the public domain (major streets, parks, the waterfront etc) four storey developments will be supported to a maximum footprint of 10% of the total area of the policy area

A limited amount of five storey development may be included to highlight 'special' places (important corners and the end of vistas) and articulate the urban form. This will be limited to a maximum footprint of 5% of the total area of the policy area.

The permitted height of buildings shall be calculated as set out below:

- 1) Three (3) Storeys: As per Category C of the Residential Design Codes.
- 2) Four (4) Storeys: Top of External Wall (roof above) - 12 metres; Top of External Wall (roof concealed) - 13 metres; Top of Pitched Roof - 15 metres.
- 3) Five (5) Storeys: Top of External Wall (roof above) - 15 metres; Top of External Wall (roof concealed) - 16 metres; Top of Pitched Roof - 18 metres.



Three Storey



Four Storey



Five Storey

Building Setbacks

Front setbacks will need to be appropriate to the location of buildings within the Development Guide Plan. Front setbacks may be relaxed to nil where commercial uses are incorporated in a mixed use building. In residential buildings they may be relaxed to a minimum of 1.5m depending on the context.

Nil side setbacks could be considered throughout the policy area except where a side boundary faces a street or access way.

Apart from the relaxations noted above buildings shall comply with the provisions of the Residential Design Codes.

Articulation and modelling

A variety of architectural expression will be encouraged with strong emphasis on promoting high quality contemporary design.

Development should however establish sets of design elements, and materials which break down the bulk of developments, and provide visual interest through the articulation and modelling of their built form.

Detail design should be used to add complexity and interest in complementing the overall design.

Roof Forms

Roof forms shall be articulated to ensure that large expanses of roof are avoided or effectively screened. Roof level service structures shall be integrated into the building design and any air conditioners or other mechanical plant shall be screened from public view.

Built Edges

Surrounding major public spaces the height of the edging structures should, subject to ensuring adequate solar access to such spaces, be adequate to provide a reasonable level of enclosure for the space.

Attached buildings

To ensure continuity of the urban edge along the foreshore and facing major public spaces buildings shall generally be built boundary to boundary in these locations

Where breaks in the continuity of the urban edge are necessary they shall generally be limited to less than 4m and preferably be provided within the building envelope.

Entrances off the Public Domain

Buildings abutting the foreshore, major public spaces and streets shall provide primary entrances from these spaces

Windows on Upper Floors

Windows on the upper floors shall facilitate natural surveillance of the public domain.

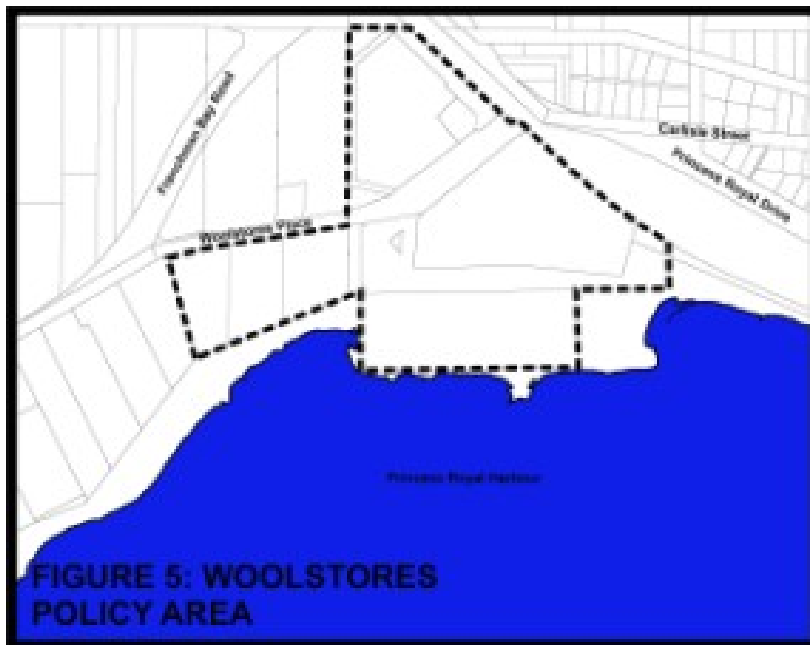
Balconies and Terraces

In order to assist in the articulation of facades, and provide increased surveillance of streets and public spaces, balconies and terraces will be encouraged.

Materials

The external finishes and colour treatment of buildings shall be based on a consistent palette of background colours (white/cream/beige/grey) with the possible inclusion of material and colour highlights

A variety of materials is encouraged although large expanses of reflective glass are discouraged.



EMU POINT AND BIG GROVE VILLAGE CENTRES

Objectives:

- 1) **To provide the opportunity for a mixed use village centre within comprehensively planned coastal developments.**
- 2) **To ensure that such centres provide a focus not only for local residents but visitors accessing the beach and the development of such nodes do not adversely impact on the coastal reserve or adjoining properties.**

Scope

The policy applies to the area identified on the attached plan at rear of policy.

Policy Statement

Distribution of Land Uses

The intention is to group a range of facilities servicing the needs of both local residents and visitors within a village centre having a coherent and high quality public domain. Such uses could include delis, cafes, stationers, restaurants, specialty shops or other uses approved by Council.

Building Heights

Within the designated village centre a maximum building height of four (4) storeys as set out below:

- 1) Top of External Wall (roof above) - 12 metres
- 2) Top of External Wall (roof concealed) - 13 metres
- 3) Top of Pitched Roof - 15 metres

This height will be subject to the following criteria:

- 1) The village centre shall generally be located centrally within comprehensive developments. They shall in no circumstance be closer than 20m to any existing property outside the development.
- 2) The village centre shall be set back from the coastal reserve far enough to ensure the development does not adversely impact on the reserve.
- 3) Buildings shall incorporate non-residential uses on a substantial proportion of the ground floor and be adaptable to changes in land use.
- 4) Public parking will be provided to service the centre.
- 5) Buildings with larger footprints (over 500sq m) shall be articulated to break down their perceived bulk and establish a scale appropriate for the locality.
- 6) The fourth floor of any building shall comprise a maximum of 60% of the footprint of lower floors.

Variations to the maximum heights will only be considered where ground floor heights are increased to facilitate commercial use in mixed use buildings. The maximum increase shall in such cases be 1.0 metre.

The maximum building height of residential development outside the village centre shall comply with Category B of Table 3 of the Residential Design Codes.

Building Setbacks

In mixed use buildings no front setback will be required.

No side setbacks will be required except where the side boundary of a lot abuts a street or access way.

Open Streetscapes

Buildings are to interact with the street and public space. Structures and/or heavy planting in the front setback area are to be avoided.

Entrances to buildings shall be visible from the street.

Buildings shall have windows overlooking the street to improve passive surveillance of the public domain.

Continuity of Street Fronts

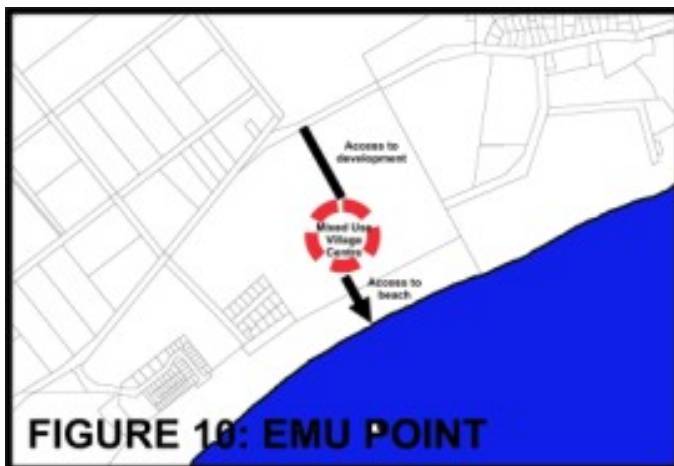
In village centres the continuity of street frontage will be encouraged.

Bulk and Scale

Council may require the submission of streetscape drawings indicating how buildings will integrate into the street.

Parking

The provision of non-residential car parking (i.e. for mixed use) could be considered off site, either on street or in designated public car parking areas in close proximity to the uses they serve.



FRENCHMAN BAY TOURIST DEVELOPMENT SITE

Objectives:

- 1) ***To ensure development conserves the outstanding natural and environmental values of the area.***
- 2) ***To encourage innovative tourism development appropriate to the local natural environment and the visual amenity of the area and provide an incentive to reduce the footprint of development.***
- 3) ***To ensure that the impacts of any areas of higher development on the natural topography are minimized.***
- 4) ***To ensure development on the site is not seen from the beach other than in the area immediately in front of the eastern parking area.***

Policy Statement

Landuses

Development shall provide for tourist establishments which offer short-term accommodation (i.e. for periods of less than three months) to the general public.

These uses may include small scale hotels, motels and guest houses; holiday flats, chalets, lodges and other low-impact tourist development. Such uses could be considered with or without facilities, and could also include ancillary uses such as minor conference facilities.

The inclusion of a convenience store serving the daily needs of local residents will be actively encouraged in any development and a restaurant and could be considered.

Building Heights

In relation to the eastern portion of Lot 1 as identified on Appendix A attached, in the area immediately south of the land affected by the 75m coastal development setback, a 15 metre section will only be capable of development at a single storey height above natural ground level. Development to a maximum height of 2 storeys above natural ground level may be permitted behind (to the south) the section which is limited to single storey development.

Building heights shall generally be limited to two storeys and shall comply with the standards established by Category B of the Residential Design Codes notwithstanding that the buildings may be used exclusively for short stay accommodation and related facilities.

The Council may consider buildings of three storeys subject to the following criteria:

- 1) That the proposed development has reduced the potential development footprint on the site while utilising areas of least visual impact and avoiding steeper and/or higher slopes.
- 2) That the setbacks of the development footprint from boundaries shall be maximized and that vegetation is retained or established in these areas to screen development.
- 3) That the components of three storey development are limited to 25% of the total building footprint on the site.

4) Heights comply with the standards established by Category C of the Residential Design Codes.

Setbacks

The Council will be willing to relax setbacks between buildings to assist in reducing the overall footprint of development.

All development on the Land is to be setback a minimum of 75 metres from the high water mark (as per Appendix A attached). A greater setback may be required if recommended by any relevant public authority or in an applicable policy.

No development is to encroach into the spring catchment boundary unless, having regard to technical information concerning the potential impact of development on the Vancouver Springs catchment, a lesser distance is supported by the relevant public authority and approved by Council.

Bulk and Scale

Preferably development should comprise a number of smaller buildings tightly integrated around pedestrian walkways and sheltered public areas. Larger buildings shall be articulated to break down their perceived bulk and establish an appropriate scale when read against the topography of the locality.

Materials and Colours

The materials and colours used shall comprise a limited palette consistently applied across the whole development. The use of natural materials such as stone and timber will be encouraged

Parking Areas

Parking areas shall be sensitively distributed and within the site.

Wherever possible parking areas shall be screened with walls or vegetation.

Retaining walls

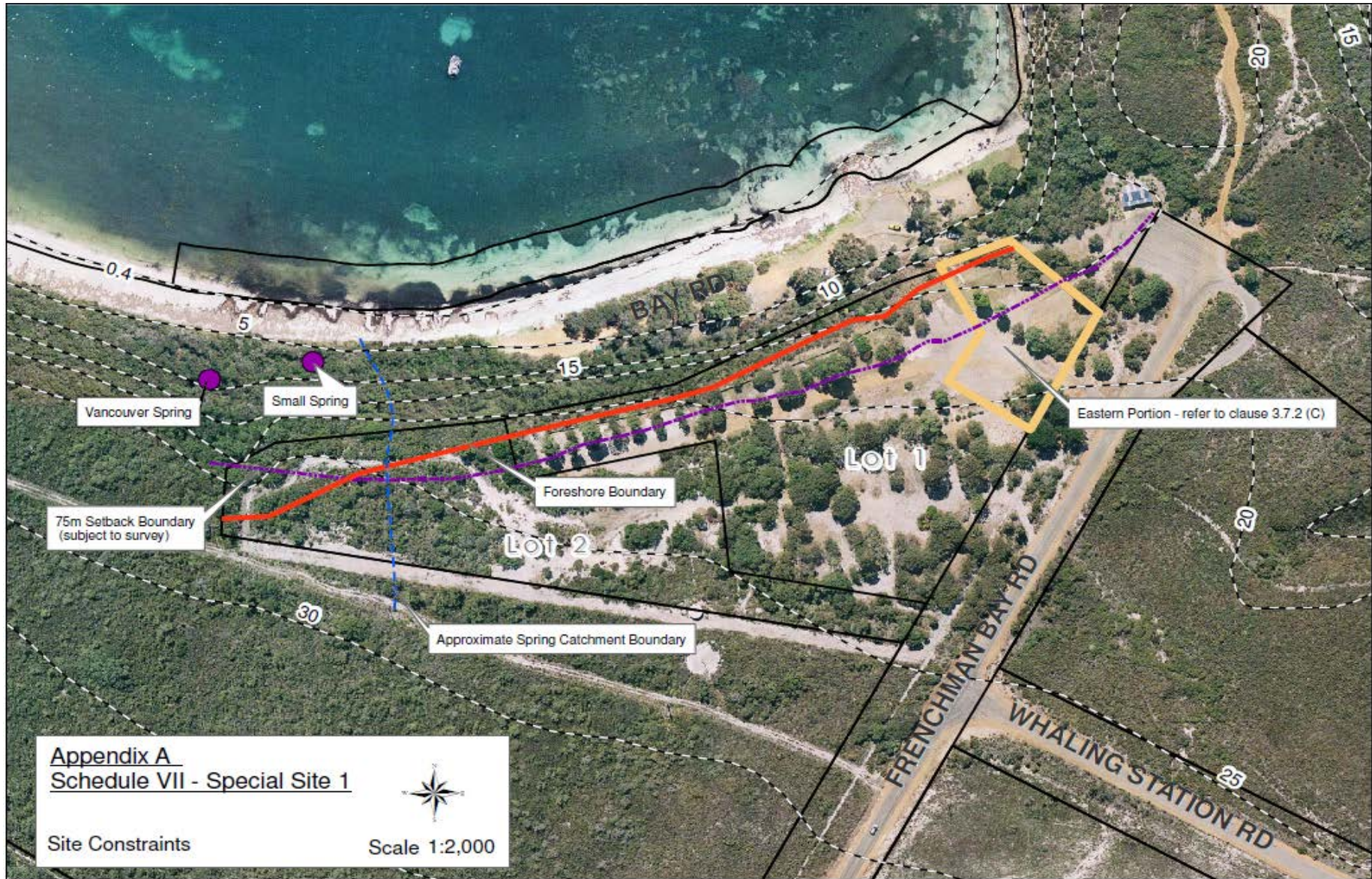
Retaining walls more than 3 metres high shall be screened with vegetation to reduce their visual impact

Assessing Impacts on the Natural Topography and Landscape

The Council will require the submission of a scaled model of the development or detailed accurate photomontage images, which clearly delineates the impact of the proposal on the natural topography of the site.

Any submission shall also include:

- 1) A drawing indicating all areas where current ground levels will be altered with the proposed new levels clearly set out.
- 2) A site survey indicating existing vegetation on the site which identifies the areas of existing vegetation which will be removed to facilitate the development. This drawing is to include FESA requirements for fire prevention on the site.



APPENDIX 1:

DEED OF AGREEMENT FOR TEMPORARY CARAVAN ACCOMMODATION

This is a formal Deed of Agreement between the City of Albany and the applicant(s) to reside on their property in approved temporary caravan accommodation while their permanent dwelling is being constructed on the same land.

APPLICANT(S):.....

ADDRESS:
.....
.....

TELEPHONE NO:

BUILDING LICENCE NUMBER OF PERMANENT DWELLING:

ADDRESS OF PROPERTY FOR PROPOSED TEMPORARY CARAVAN ACCOMMODATION:
.....
.....

REASON FOR REQUEST:
.....
.....
.....

PROPOSED TIMEFRAME FOR BUILDING CONSTRUCTION OF DWELLING:
.....
.....
.....

TYPE OF CARAVAN TO BE USED (INCLUDE LICENCE NUMBER, SIZE AND MAKE OF CARAVAN):
.....
.....
.....

I/WE.....

Of.....

.....

.....

have applied to the City of Albany for Temporary Caravan Accommodation during the construction phase of a permanent dwelling on that land.

I/We understand fully the terms and conditions of this Agreement and Guidelines for Temporary Caravan Accommodation and accept them completely.

Further, I/We will vacate and remove the temporary caravan accommodation if instructed by a Council Environmental Health Officer due to a lack of sufficient building progress as outlined in the Guidelines and where there is non-compliance with any conditions of approval, or if I/We have remained in temporary caravan accommodation for a greater period than approved by Council or the Minister for Local Government.

If in the event I/We do not vacate and/or remove the temporary caravan accommodation as instructed by a Council Environmental Health Officer, I/We permit the Council to undertake this removal at my/our cost.

Signed:

Date:

Signed:

Date:

APPENDIX 2:

DEFINITIONS FOR ALBANY HISTORIC TOWN POLICY (RESIDENTIAL/COMMERCIAL PRECINCT)

Acoustic privacy

The seclusion of residential units from the impacts of intrusive externally generated noise.

Active frontages

Buildings which in areas abutting the street contain uses which provide surveillance of, and bring interest and activity to, the street

Adaptation (Adaptive Reuse)

Modifying a place to suit proposed compatible uses.

Amenity

A comfortable and pleasant immediate environment located within agreeable surroundings.

Articulation

The division or dis-aggregation of a building into distinct segments or parts with a clear delineation of the joints between the constituent parts.

Building Envelope

The total three dimension volume which encompasses all the elements of a building.

Building mass

The magnitude or overall volume of a building.

Built form

The configuration of the aggregate of all buildings, structures, etc which make up the physical environment of the locality.

Built Edges

A condition where buildings are constructed up to the street boundary effectively enclosing the public domain.

Bulk

The size or mass of a building; generally referring to structures which in their context appear relatively large.

Cohesive

Harmonious grouping of complementary elements. A cohesive townscape contains objects and architectural elements which have a consistent or complimentary overall effect.

Context

The environment within which a building is located. The context is relevant in that much of the building's significance or impact is derived from its relationship with, or its effect on its environs.

Conservation

All the processes of looking after a place so as to retain its cultural significance. It includes maintenance and may according to circumstances include preservation, restoration, and adaptation and will be commonly a combination of more than one of these.

Contrasts of scale

Substantial differences between the relative size of buildings or structures. Generally refers to buildings which are large or overbearing in comparison with their context or what is generally accepted.

Cultural Significance

Aesthetic, historic, scientific or social value for past, present or future generations.

Decorative features

Distinctive detailing, variations in finishes, texture or colours or other elements such as mouldings, plinths etc which add interest to the exterior of a building.

Façade

The wall of a building usually referring to the front wall(s) seen from the street(s).

Grain

Texture of a surface, building, or section of built fabric generated by the arrangement and size of their constituent parts.

Heritage

Buildings, structures or places having aesthetic, historic, scientific or social value for past, present or future generations.

Heritage Listed Building

Buildings that are listed within Council's Municipal Heritage Inventory, within Local Planning Scheme 1 or on the State Heritage Inventory.

Highly reflective roofing material

any metal roofing material that has a solar reflectance value greater than 50%.

Historic themes

The historical content of the place, with particular reference to the ways in which its fabric has been influenced by historical forces in the course of its development.

Human scale

Buildings of a size or comprising a range of architectural elements which are of a magnitude and proportion related to our bodily dimensions.

Informal surveillance

The casual periodic observation of the public domain from buildings abutting it.

Interpret

Design which critically draws on, adapts, or makes reference to existing architectural features present in the locality.

Legibility

Urban fabric which, through the clarity of its organization and its wealth of distinguishing features, may be easily read and comprehended.

Low reflective roofing material

Any metal roofing material that has a solar reflectance value of 50% or less.

Maintenance

The continuous protective care of the fabric, contents and setting of a place.

Mass

The overall size or bulk of a building.

Microclimate

The effects of local patterns of wind, solar access, overshadowing, precipitation etc on a locality.

NGL

Natural ground level.

Non-habitable rooms

A room such as a bathroom, laundry, toilet and other spaces of a specialized nature occupied neither frequently nor for extended periods.

Overshadowing

Structures or buildings which block the access of direct sunlight to habitable areas of surrounding buildings or public and private open space.

Preservation

Maintaining the fabric of a building and/or place in its existing state and retarding deterioration.

Public Domain

Areas of the city which belong to the community as a whole; generally refers to streets, squares parks etc.

Reconstruction

Returning a place as nearly as possible to a known earlier state and is distinguished by the introductions of materials (new or old) into the fabric.

Residential Planning Codes

The Residential Planning Codes set out in Appendix 2 to the Statement of Planning Policy No.1 prepared under 5AA of the Town Planning and Development Act 1928.

Restoration

Returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

Scale

Relative size. A large scale building is big in comparison with its context or what is generally accepted. A human scale building has a size or many architectural elements which we can identify with i.e. their size and proportion are related to our bodily dimensions.

Screen

To conceal or obscure from view

Solar access

Areas penetrated by sunlight over extended periods of time during both summer and winter.

Solar reflectance value

Represents the percentage of the total solar radiative energy falling onto a surface that is re-radiated. For the purpose of this policy the values are those provided by BHP Steel Ltd.

Streetscape

The perceptive quality of a street established by the buildings which line it, and the additional elements which are contained within the spatial frame formed by those buildings.

Subdivision pattern

The configuration of the original cadastral layout and the influence this layout had on the subsequent development of built form within the locality.

Topography

Natural or altered ground form.

Townscape (character)

The relative distribution of the landscape, buildings and other structures which together constitute the collective form of the town.

Undercroft

An area located below the ground floor level of a building and used for parking, storage and other such service uses (non-habitable).

Urban richness

Built fabric characterized by a variety of environmental conditions, diverse uses, and a wide choice of sensory experiences.

View

A broad or expansive as seen from a particular place

Vista

A particular view usually contained by either natural features or built form (as in an axial view).

Visual integrity

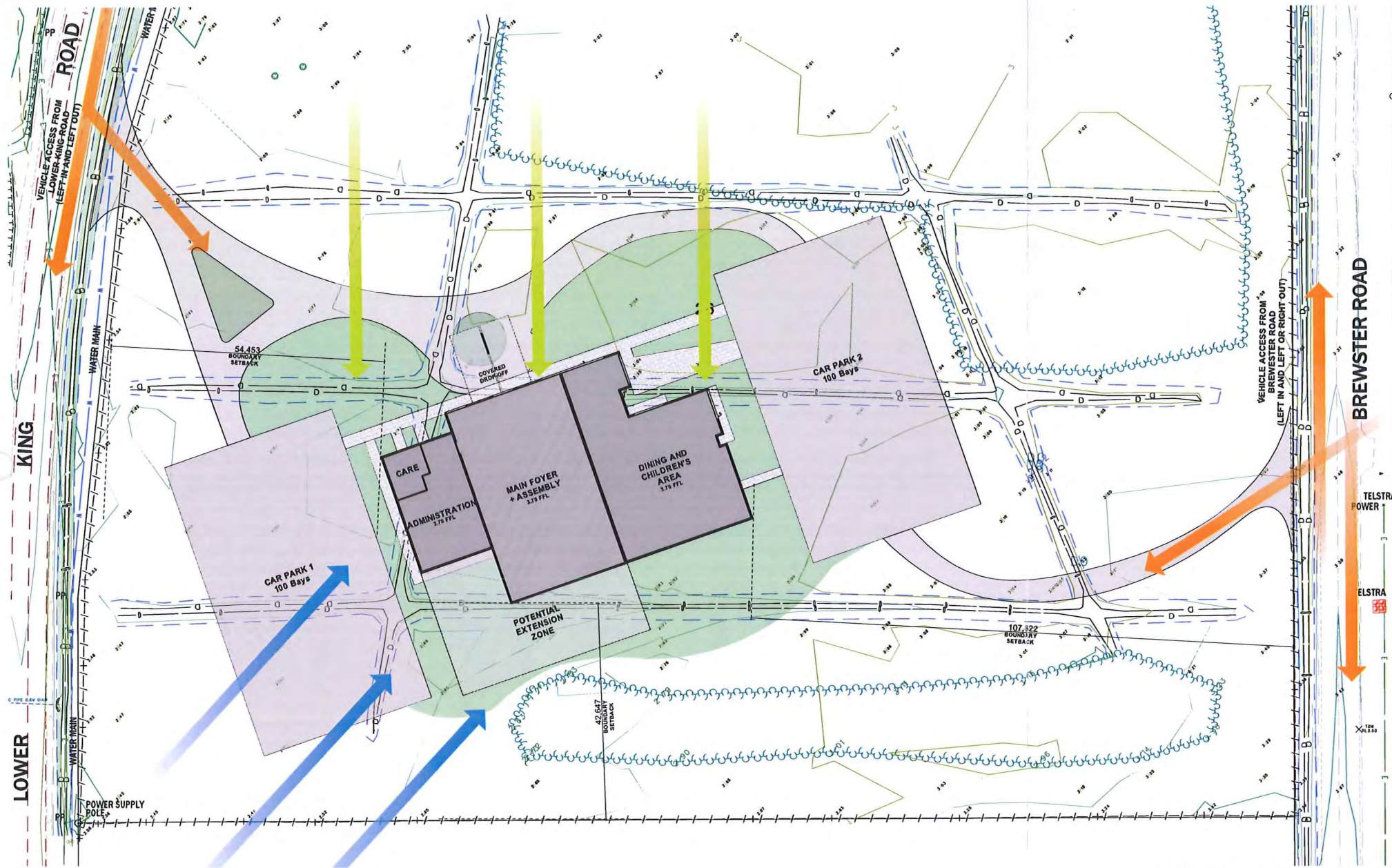
Urban fabric characterized by complementary elements within an environment ordered by consistent and perceptible principles.

Visual privacy

The isolation of residential units and external private open space from the intrusive overlooking of residents of neighbouring properties.

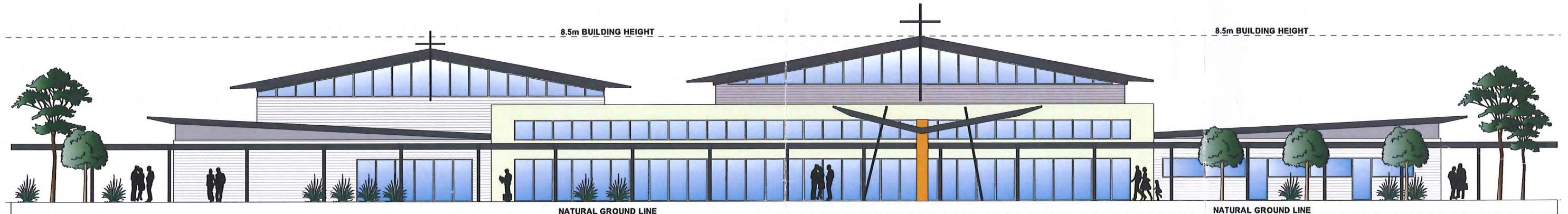
Visual richness

An urban environment characterized by perceptual complexity and interest.



STAGE 1	FOYER + MAIN ASSEMBLY	TOTAL AREA:	975m²
STAGE 2	CARE + ADMINISTRATION	TOTAL AREA:	366m²
STAGE 3	CAFE + CHILDREN'S CHURCH	TOTAL AREA:	865m²
OVERALL COMBINED AREA:			2206m²
PARKING AREAS:			
CAR PARK 1:		BAYS PROVIDED:	100 BAYS
CAR PARK 2:		BAYS PROVIDED:	100 BAYS
TOAL PARKING AREAS:		BAYS PROVIDED:	200 BAYS

PRELIMINARY PROPOSED SITE PLAN
Scale 1:500



PRELIMINARY CONCEPT NORTH ELEVATION
Scale 1:100

DESIGNER
CROSSING ARCHITECTURE
107/322 BREWSTER RD
OYSTER HARBOUR NSW 1513
PH: 02 9372 1111
WWW.CROSSINGARCHITECTURE.COM.AU

CLIENT
Troode Street Church

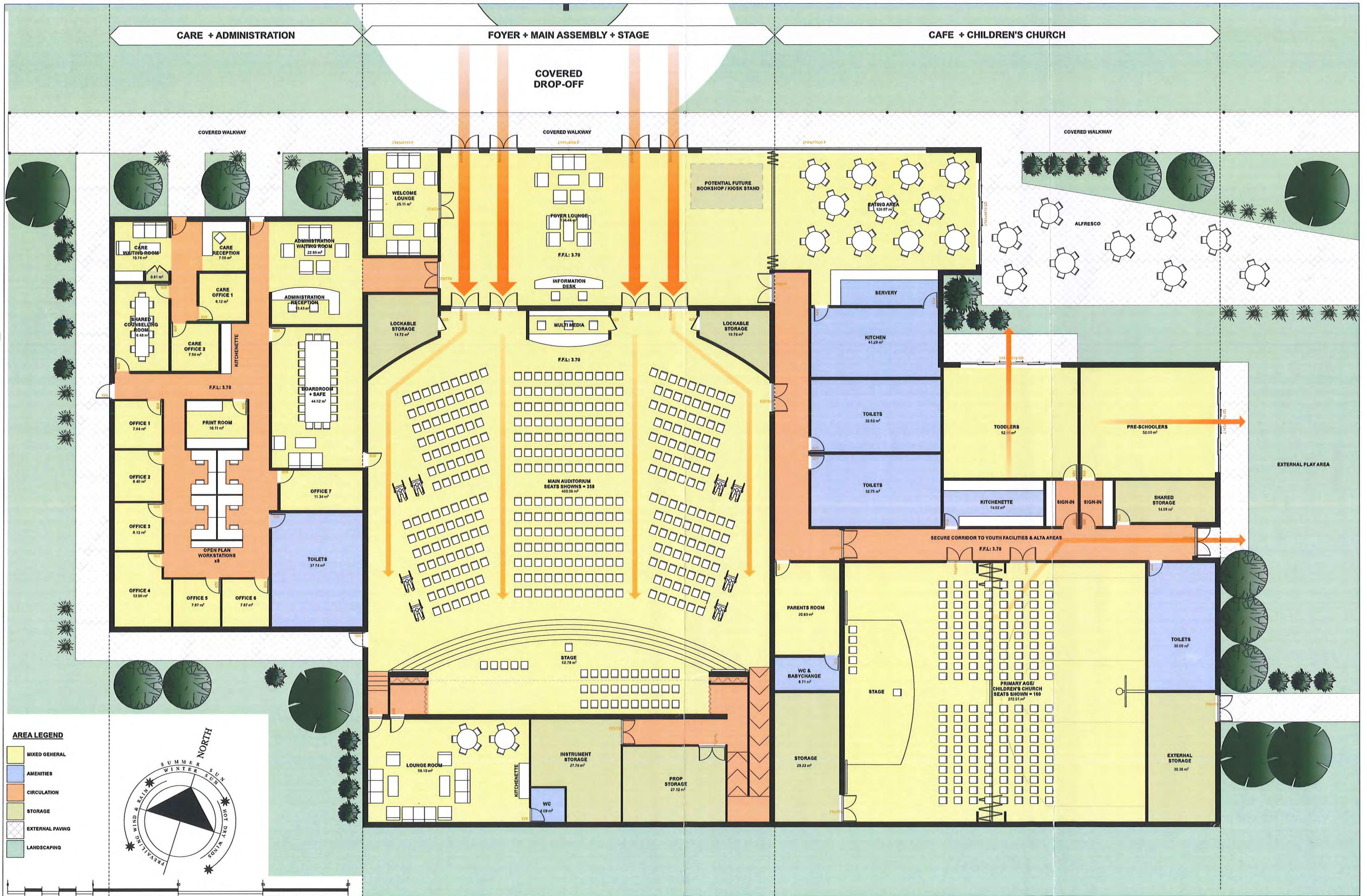
Project:
Troode Street Church

Client:
Christian Family Church

Address:
Lot 26 Brewster Road, Oyster Harbour

2	26/05/14	ISSUED FOR COUNCIL COMMENTS	COUNCIL
1	20/05/14	ISSUED TO CLIENT FOR COMMENTS	CLIENT
Rev.	Date	Item	Issued To

Drawn:	Date:	Drawing Number:	Job No.:
TT	26/05/14	CP-1574-14	CP-1574-14
Checked:	Scale:	Stage / Revision:	
RF	AS SHOWN	A01 of A02	SK-2



AREA LEGEND

- MIXED GENERAL
- AMENITIES
- CIRCULATION
- STORAGE
- EXTERNAL PAVING
- LANDSCAPING



GROUND FLOOR PLAN Scale 1:100



THE DESIGN OF THE TRUODE STREET CHURCH AND THE PROPERTY OF CONCEPT BUILDING DESIGN IS NOT TO BE REPRODUCED OR USED WITHOUT THE AUTHORITY OF CONCEPT BUILDING DESIGN.

Project: Truode Street Church

Client: Christian Family Church

Address: Lot 26 Brewster Road, Oyster Harbour

2	26/05/14	ISSUED FOR COUNCIL COMMENTS	COUNCIL
1	20/05/14	ISSUED TO CLIENT FOR COMMENTS	CLIENT
Rev.	Date	Item	Issued To

Drawn:	Date:	Drawing Number:	Job No.:
TT	26/05/14	CP-1574-14	CP-1574-14
Checked:	Scale:	AS SHOWN	Stage / Revision:
RF	AS SHOWN	A02 of A02	SK-2

Christian Family Church Hours of Operation

Overview

Christian Family Church has been in operating within the Albany Community for 26 years.

It has and is currently functioning out of a leased facility in Troode St Albany and is a part of the ACC (Australian Christian Churches) organization.

The church activities include, worship, prayer, preaching and social justice programs. The church takes an active community role with Christmas & Easter events and other functions throughout the year. The church partners with Alta – I to provide schooling for students that don't fit into the mainstream education system.

Ministry programs include, creative arts, youth, children's, young adults, men's and women's and programs for the mature aged population.

Hours of Operation

Monday

Time

Estimated Patrons

Estimated Vehicles

Youth Program

6.30 pm – 8.30 pm

60

40

Tuesday

Time

Estimated Patrons

Estimated Vehicles

Management Meetings

9.30 am - 11.30 am Once a week.

8

7

Board Meeting

7.00 pm – 9.00 pm Once a month

8

7

Time

Estimated Patrons

Estimated vehicles

Women's Meeting

Once a Term 7.00 pm – 8.30 pm

60

45

Time

Estimated Patrons

Estimated Vehicles

Wednesday

Time

Estimated Patrons

Estimated vehicles

Women's Meeting

10.00 am – 12.00 pm - Once a month

25

15

Men's Meeting once a Month

7.00 pm to 8.30 pm

20

Time

Estimated patrons

Estimated Vehicles	15
	Leaders Meeting
Time	7.00pm – 8.30 pm Once a month
Estimated Patrons	40
Estimated Vehicles	30

<u>Thursday</u>	Music Practice
Time	6.30 pm – 8.30 pm
Estimated patrons	15
Estimated vehicles	12

<u>Friday</u>	Friday Service
Time	7.00pm - 8.30 pm
Estimated Patrons	70
Estimated Vehicles	50
	Care Program
Time	09.00am – 12.00pm
Estimated Patrons	15
Estimated Vehicles	10

<u>Saturday</u>	Nil
------------------------	------------

<u>Sunday</u>	Sunday Services
Time	8.30am – 12.00pm
Estimated Patrons	220
Estimated Vehicles	130

Alta -1 use the church during school hours – 0830 am – 3.30 pm

Estimated patrons	20
Estimated Vehicles	15

Three Administration staff are on the premises from Monday to Friday.

Norm Baty
Senior Pastor
19th July 2014

26th May 2014

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

Attention: Mr Jan van der Mescht

Dear Sir

Our Church (Christian Family Church Inc.) is currently in the process of submitting plans to the Albany City Council to build a new church facility on property being purchased on Lower King Road. Our Church is a not profit organisation and supports local community programs including our CARE program for the provision of emergency community relief in Albany. We also support international missions that provide support to impoverished and marginalised groups of people.

The church partners with Alta 1(a not for profit organisation) which is a school for students that don't fit the normal mainstream educational school system. This has proven very successful with recent students graduating from school and finding employment in the Albany area.

The new church building will be financed through donations from those that attend our church and the local builder who has agreed to build the church, will do so at cost.

In submitting plans to council today we have paid an application fee of \$5550.00 as is required. We are however seeking your approval to waiver this application fee, which if endorsed will greatly assist the church in achieving its building program and future community endeavours.

If you would like any more information or wish to discuss further please feel free to contact me.

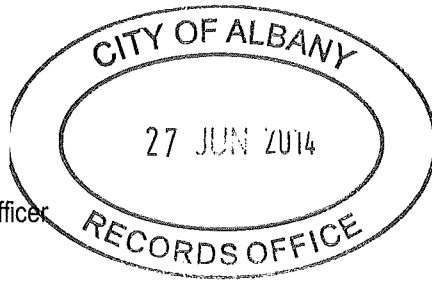
Yours sincerely



Gavan Pitman
Operations Manager
Christian Family Church



24 June 2014



City of Albany Records
 Doc No. ICR14140745
 File A21204
 Date 27 JUN 2014
 Officer AOP1-MPS

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

Attach:
 Sex:
 Vol:
 Box+Vol:

Dear Sir,

**Re: NOTICE OF APPLICATION FOR PLANNING CONSENT FOR A PLACE OF WORSHIP at Lot 26
 Brewster Road Collingwood Heights.**

We wish to state from the outset that we are not opposed to development in Albany per se and realise also that it is incumbent on all residents to show due tolerance to neighbours. The conundrum here is that when viewing the preliminary concept and the ground floor plan of The Troode Street Church (Christian Family Church) it is difficult to believe that this development is simply a Place of Worship. The sheer scale of this project is more indicative of a ministerial business. The combination of future aims, objectives and history appear to demonstrate a level of organised activity well beyond that of a perceived average Church.

This is further evidenced by a membership of around 500 and the Troode Street Church website which describes an "at times loud" following and lists activities, services, fellowship meetings and conferences averaging over much of any given week.

This frequency of use raises major concerns:

- The introduction of high volumes of traffic and noise particularly at times which, would in any normal circumstances be considered as recreational/after hours for established residents and cycleway users. It is envisaged too that some of this traffic would indeed start earlier on weekends than the advertised times due to the set-up requirements for the band, café etc. We believe this will be a sustained, indeed endless impingement on a basic right to fair privacy during reasonable hours once established.
- Brewster Road also has issues which will be intensified with any increase in usage. It is, conveniently 1 km in length and has been used as a drag strip since the road was sealed to facilitate the cycleway from Kalgan to Griffiths St. From Collingwood Rd to just past the Aust. Christian College it is a 6.3 metre wide asphalt road with a 2.5 metre raised and kerbed cycleway. Here, the raised section terminates and curves out onto the road at the top of a hill where the road becomes plain, thin coat metal/bitumen and the cycleway vanishes into a 7.7 metre wide road (including a non- delineated walkway) all the way down to a dead end at the walk bridge. This whole section of road is already subject to some degradation. There are also cars parked along the left hand side of the road adjacent to the school which requires some local consideration and manoeuvring during school times. It is felt that Brewster Rd although adequate (to date) has to a degree been "out of sight" and therefore has "been out of mind". However, it will now require considerable upgrading if it is to sustain substantially higher volumes of traffic (empirically hundreds of cars in shifts) whilst also ensuring the safety of walkers and cyclists. Any increase in width to facilitate for a raised and improved cycleway may require covered drains and resurfacing. Potentially, who would bear the costs of raised cycle ways or slip lanes?

In conclusion:

This project is attracting a large degree of conjecture with many "local facts" being furnished as to both the current activities and future intentions of this Church. It is difficult to decipher these "facts" from opinions or

indeed plain gossip when making decisions which could have a profound impact on lifestyle. The only solid information to hand is the Notice of Application for Planning Consent from Council. Curiously (and possibly cynically), this seems to support some of the rumour. To diffuse this supposition we ask simply that the Church make an open declaration to Council with regard to the overall future utilisation of this facility.

At time of writing the Brewster Road Traffic issue remains as a genuine concern.

Yours sincerely,

Taylor Gunn

From: MCKEOUGH Karen [Karen.MCKEOUGH@water.wa.gov.au]
Sent: Thursday, 19 June 2014 5:26 PM
To: Taylor Gunn
Subject: EF14139890 - A21204 - Planning consent - Place of Worship Lot 26 Brewster rd, Collingwood heights


SynergySoft: EF14139890 - A21204

Hi Taylor,

The Department of Water has no objections to the above proposal.

The lot is not constrained by the Yakamia Creek floodplain and the building is well set back from the creekline, as to minimise any impact on the Yakamia Creek.

Regards,


A/Program Manager – Water and Land Use
Department of Water - South Coast Region
5 Bevan St (PO Box 525) ALBANY WA
Ph: (08) 9841 0128
karen.mckeough@water.wa.gov.au

Disclaimer:

This e-mail is confidential to the addressee and is the view of the writer, not necessarily that of the Department of Water, which accepts no responsibility for the contents. If you are not the addressee, please notify the Department by return e-mail and delete the message from your system; you must not disclose or use the information contained in this email in any way. No warranty is made that this material is free from computer viruses.



Government of Western Australia
Department of Aboriginal Affairs

City of Albany Records

Doc No: ICR14139628
File: A21204
Date: 18 JUN 2014
Officer: AOP1;MPS

ENQUIRIES : Christine Bolton- Ph 08 6551 8132

OUR REF: 14/0139

YOUR REF: A21204/PA47956/P2140196

Attach:
Box:
Vol:
Box+Vol:

Ms Taylor Gunn
Planning Officer
City of Albany
PO Box 484
ALBANY WA 6331



Dear Ms Taylor

NOTICE OF APPLICATION FOR PLANNING CONSENT - PLACE OF WORSHIP

Thank you for the opportunity to provide comment on the above. The Department of Aboriginal Affairs (DAA) has reviewed your application for planning consent and can inform you that based on the DAA Heritage Database, there are no known Registered Aboriginal sites, located within the lot subject of the application.

There is one Other Heritage Place located on the land, DAA 24418 (Yakamia Creek), this place is in the Lodgement phase of DAA's register. This means that information regarding the site has yet to be assessed by the Aboriginal Cultural Material Committee (ACMC) to determine whether or not the place meets section 5 of the *Aboriginal Heritage Act 1972*.

DAA recommends the proposed amendments include reference to the Cultural Heritage Due Diligence Guidelines (the Guidelines) so that prospective developers are informed of their obligations with regards to Aboriginal places. You can find these electronically at:
<http://www.daa.wa.gov.au/Documents/HeritageCulture/Heritage%20management/Aboriginal%20Heritage%20Due%20Diligence-30-April-2013-Updated-Oct.pdf>.

As there is an Other Heritage Place located on the land, it is recommended that the developers contact DAA for advice once plans are formalised.

Please contact Ms Christine Bolton, Heritage Project Officer on 6551 8132 should you require more information.

Yours sincerely



Cesar Rodriguez
MANAGER, ADVICE AND APPROVALS

16 June 2014



Council Guideline

Planning Applications

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Version Control

Version	Date	Status	Distribution	Comment
01	21/07/09	Adopted	Minutes	16.2.1
02	02/02/2010	Revised	Corporate Document Register	Formatting only.
03	19/10/10	Revised	Corporate Document Register	Council OCM 19/10/10
04	15/02/11	Revised	Minutes	Council OCM 15/02/11
05	19/04/11	Revised	Minutes	Council OCM 19/04/11
06	11/10/11	Revised	Minutes	Council OCM 11/10/11

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Objective

The purpose of these Guidelines is to provide guidance to the development industry, public and staff charged with processing development applications.

The primary objectives of this Guideline are:

- To ensure sufficient information is lodged to facilitate an informed decision by the City of Albany;
- To promote a transparent planning process that the community and the development industry can have confidence in; and
- To facilitate industry, community and regulator engagement.

Scope

These Guidelines apply to all applications for planning scheme consent lodged with the City of Albany.

Policy Statement

All applications for Planning Scheme Consent received by the City of Albany are to be classified in accordance with appendix B (Decision Making Matrix), and processed in accordance with Table A (Application Level and Requirements) and decided upon in accordance with appendix A (Decision Mechanism).

Legislative Context

Planning and Development Act 2005;
Residential Design Codes;
Town Planning Scheme No. 1A and 3.

Review and Position Date

Executive Director Planning and Development Services to review on or before 11 October 2012.

TABLE A – APPLICATION LEVEL AND REQUIREMENTS

Level Application	Advertising (where required under Scheme or R-Codes@)	Referral	Legislation	Detail Supplied	Processing Times (Working Days)*
1	<ul style="list-style-type: none"> • Sign on-site • Immediate Neighbours • Newspaper Advertising 	<ul style="list-style-type: none"> • Neighbours Only^ 	<ul style="list-style-type: none"> • Single Policy Issue 	<ul style="list-style-type: none"> • Plans • Justification Report • Neighbours Comments 	Permitted Uses – 25 working days.
2	<ul style="list-style-type: none"> • Sign on-site • Newspaper advertising • Neighbourhood+ 	<ul style="list-style-type: none"> • Neighbourhood+ • Ward Councillors (copy plans) • Councillors Weekly Update 	<ul style="list-style-type: none"> • Scheme Compliance • Council Policy • State Policy • Compliance 	<ul style="list-style-type: none"> • Plans • Justification Report • Images (elevations) 	Discretionary Uses – 30 working days. Advertised Uses – 42 working days.
3	<ul style="list-style-type: none"> • Consultation Pamphlet Distributed • Photomontage / or Image Provided • Letter to Locality# • Pre-assessment • Councillor Inspection • Post Advertising • Community Inspection • Sign(s) on site • Newspaper Advertising • Press Release (for major projects) • Developer Contact No. 	<ul style="list-style-type: none"> • Community (Locality)# • All Councillors (copy plans) • Technical Input • Reports (independent) on Technical Information • Councillors to advise on issues requiring attention 	<ul style="list-style-type: none"> • Scheme Compliance • Council Policy • State Policies Considered • Procedural Fairness • Legal Capacity to Make Decisions Determined • State Agency Guidelines Identified 	<ul style="list-style-type: none"> • Plans • Constraints Map • Agency Consultation • Sub-Consultants Reports • Images • Justification/Audit Against All Planning Instruments • Contact Details (Liaison Officer) 	

* Planning Application processing times against stated KPI's are to be published quarterly from **March 2011**. These KPI's are consistent with the ISO 9001 Planning Team Manual and the Planning Team Service Plans, forming part of Council's Financial Sustainability Framework.

^ Except if proposal is an application under R-Codes (then referral to neighbours as per the definition within the R-Codes), notification to be sent to 3 properties either side of subject land on same side of street, 3 properties opposite and 3 properties behind.

+ Shall generally mean the street block the application is within, however the full extent of those to be consulted shall be at the discretion of assessing officer.

Shall generally mean the locality (suburb) the application is within, however the full extent of those to be consulted shall be at discretion of assessing officer.

@Where an application involving the assessment of an element under the performance criteria of the R-Codes is made, such element shall be referred to adjacent landowners as per the consultation procedure stipulated within the Codes, except where in the opinion of the City of Albany's Executive Director Planning and Development Services, the variation is not likely to impact on the amenity of adjoining landowners. For the purposes of clarity all applications under the performance criteria of the Codes for Boundary Setbacks, Retaining Walls, Street Setbacks, Overlooking, Overshadowing and Building Height are to be referred to adjacent landowners. Where a proposal complies with the R-Codes yet is likely to be publicly controversial or of great interest to the adjoining landowner/s in the opinion of the City of Albany's Executive Director Planning and Development Services, a notification letter to surrounding landowners is to be sent explaining the proposed development and how the proposal complies with the Codes. In relation to all applications to be determined by Council the above procedure will be applied except there will be a presumption of possible adverse impact and in all cases the adjacent landholders will be notified.

APPENDIX 'A' – DECISION MECHANISM

(Refer Appendix B to determine whether the proposal is an A, B or C application)

(a) SIMPLE APPLICATION

The application will be determined by an officer within the Planning and Development Services Directorate following receipt of comment from an adjoining landowner.

(b) LARGER PROJECTS

The application will be determined by either the Manager or Executive Director within the Planning and Development Services Directorate after adjacent landowners, ward Councillors, and in some matters the community generally have been consulted and the concerns raised have been “adequately addressed” * (refer process and clarification below).

* ***“Adequately addressed” requires:***

Where an application is advertised and:-

- (a) No submissions were received the application is to be determined on its merits.
- (b) Submissions objecting or seeking changes to the proposal were lodged, but were non-substantive, then a planning officer shall liaise with the person(s) who lodged the submission prior to determining the application. Depending on the submissions received the Executive Director Planning and Development Services shall determine if it warrants Council’s consideration.
- (c) Submissions were lodged with substantive arguments against the proposal then the Executive Director Planning and Development Services may refuse the application or refer the application to Council for determination.

(c) COMPLEX PROJECTS

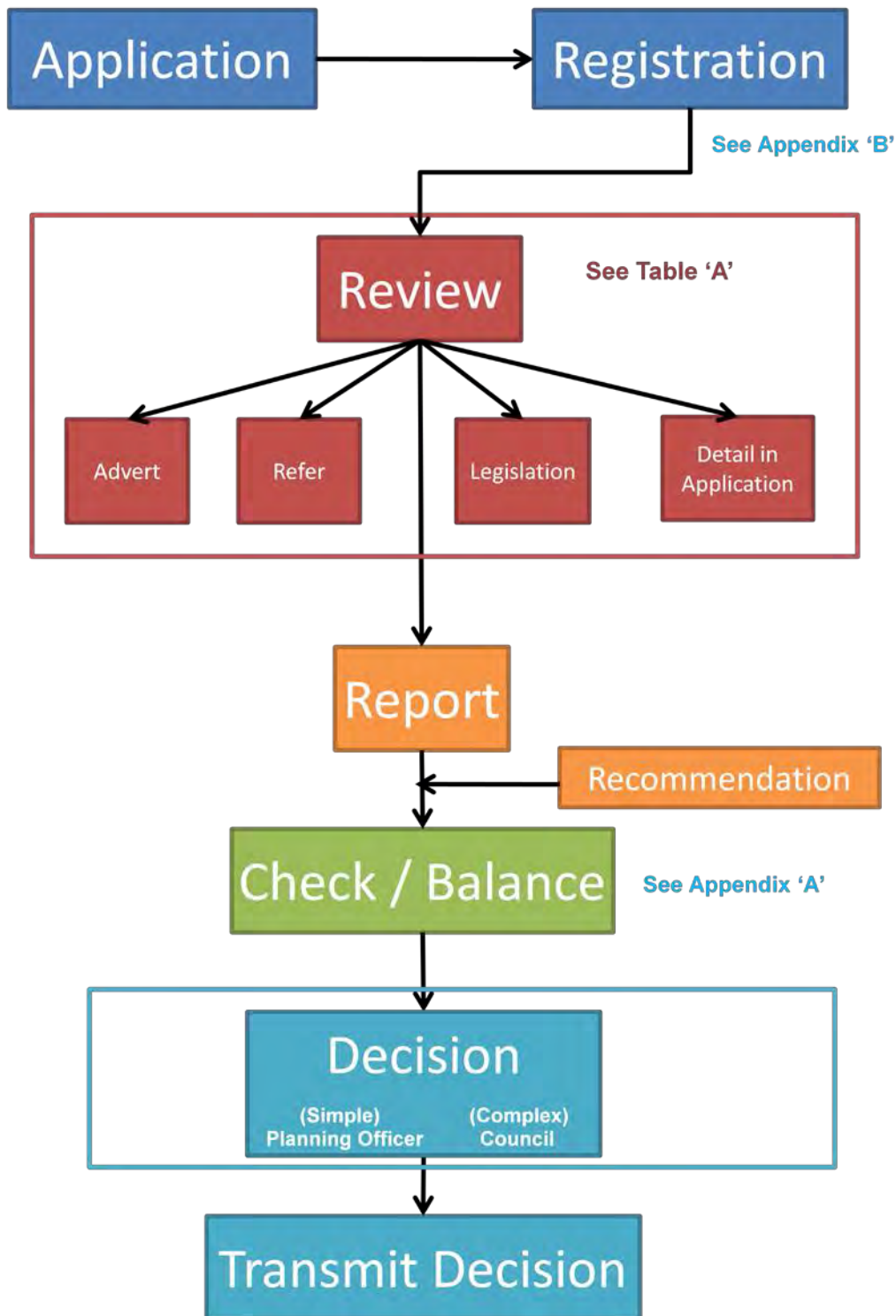
The application will be determined by Council at an ordinary Council Meeting.

REPORT ITEM PD 047 REFERS

APPENDIX 'B' – DECISION MAKING MATRIX

Application Type	Req.	Mech.	Application Type	Req.	Mech.
RESIDENTIAL			Veterinary Clinic	1	B
Single House (R-Codes)	1	A	Veterinary Hospital	2	B
Home Occupation	1	A	Funeral Parlour	2	B
Relocated Dwelling	1	A	Public Utility	1	A
Family Day Care	1	A	Public Amusement	1	B
Institutional Home	1	B	Cemetery	3	C
Grouped Dwellings (<10 units)	1	A	Garden Centre	2	B
Grouped Dwellings (10 - 25 units)	2	B			
Grouped Dwellings (>25 units)	2	C			
Aged Persons Dwellings (<20 units)	1	A	RURAL		
Aged Persons Dwellings (>20 units)	1	B	Chalets	1	B
Multiple Dwellings (2 storeys)	1	A	Caravan Park	3	C
Multiple Dwellings (> 2 storeys)	2	B	Kennels (<10 kennels)	2	B
			Kennels (>10 kennels)	2	C
Home Business	2	B	Silviculture	1	A
Aged Persons Village	2	B	Stockyards	2	B
Residential Building (<10 rooms)	1	B	Horticulture	1	B
Residential Building (>10 rooms)	2	B			
Institutional Building (<10 rooms)	2	B	Winery	2	B
Institutional Building (>10 rooms)	3	B			
Nursing Home	2	B	Rural Industry	2	B
COMMERCIAL / CULTURAL			INDUSTRIAL		
Consulting Rooms	2	B	Fuel Depot	2	C
Bulky Goods Outlet	1	B	Light Industry	1	A
Cinema	2	B	General Industry	2	B
Fast Food Outlet	2	B	Noxious Industry	3	C
Holiday Accommodation (<10 units)	1	A	Service Industry	1	A
Holiday Accommodation (10 – 25 units)	2	B			
Holiday Accommodation (>25 units)	3	C	Extractive Industry (Hard Rock)	3	C
Hotel	3	C	Extractive Industry (Other)	2	B
Office (<300m ² NLA)	1	B	Vehicle Repair Station	1	B
Office (>300m ² NLA)	2	B			
Liquor Store	2	B	Junk Yard	2	C
Motel	3	C	Transport Depot	1	B
Night Club	3	C	Warehouse	1	A
Restaurant	2	B	EXCEPTIONS:		
Service Station	2	B	• Expansion or upgrading of existing land uses within confine of current lot (notwithstanding above requirement).	1	A
Shop (<300m ² NLA)	1	B	• Where prescribed maximum number units/rooms places application into alternate decision making category.	2	B
Shop (>300m ² NLA)	2	B	• Use not Listed and declared as prohibited land use.	-	A
Tavern	3	C	• Use not Listed and declared discretionary land use.	2	B
Vehicle Sales/Hire	1	A	• Applications that are inconsistent with Council Policy* (refer clarification below)	2	B/C
Education Establishment (<30 students)	1	B			
Education Establishment (>30 students)	2	C			
			OTHER REQUIREMENTS:		
House of Worship (<40 seats)	2	B	* Where a development application does not comply with an adopted local planning policy staff shall either refuse the application, or where there is significant merit to relax the provisions of such a policy the item will be presented to Council for consideration.		
House of Worship (>40 seats)	3	C	* Where an application is required to be referred to the Great Southern Joint Development Assessment Panel, Council and staff do not have delegation to make a decision (ie. applications over \$7 million in value, or where valued between \$3 million and \$7 million and the proponent chooses to make application via the DAP).		
Day Care Centre	2	B			
Private Recreation	2	B			
Club Premises	2	B			
Hospital (<18 beds)	2	B			
Hospital (>18 beds)	3	C			
Medical Clinic	2	B			
Museum	2	B			
Restricted Premises	3	C			

APPLICATION FLOW CHART



CITY OF ALBANY

REPORT

To : His Worship the Mayor and Councillors
From : Administration Officer - Development
Subject : Building Activity – July 2014
Date : 4 August 2014

1. In July 2014, 109 building permits were issued for building activity worth \$11,151,952.00. This included 9 demolition licences and 1 sign licence.

It is brought to Council's attention that these figures included building licence 140480 for Stage 2 Amaroo Village (7-units); estimated value \$1,381,877 and building licence 140570 for a new dwelling; estimated value \$1,049,564.

2. The 2 attached graphs compare the current City activity with the past 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 July 2014, the first month of activity in the City of Albany for the financial year 2014/2015.



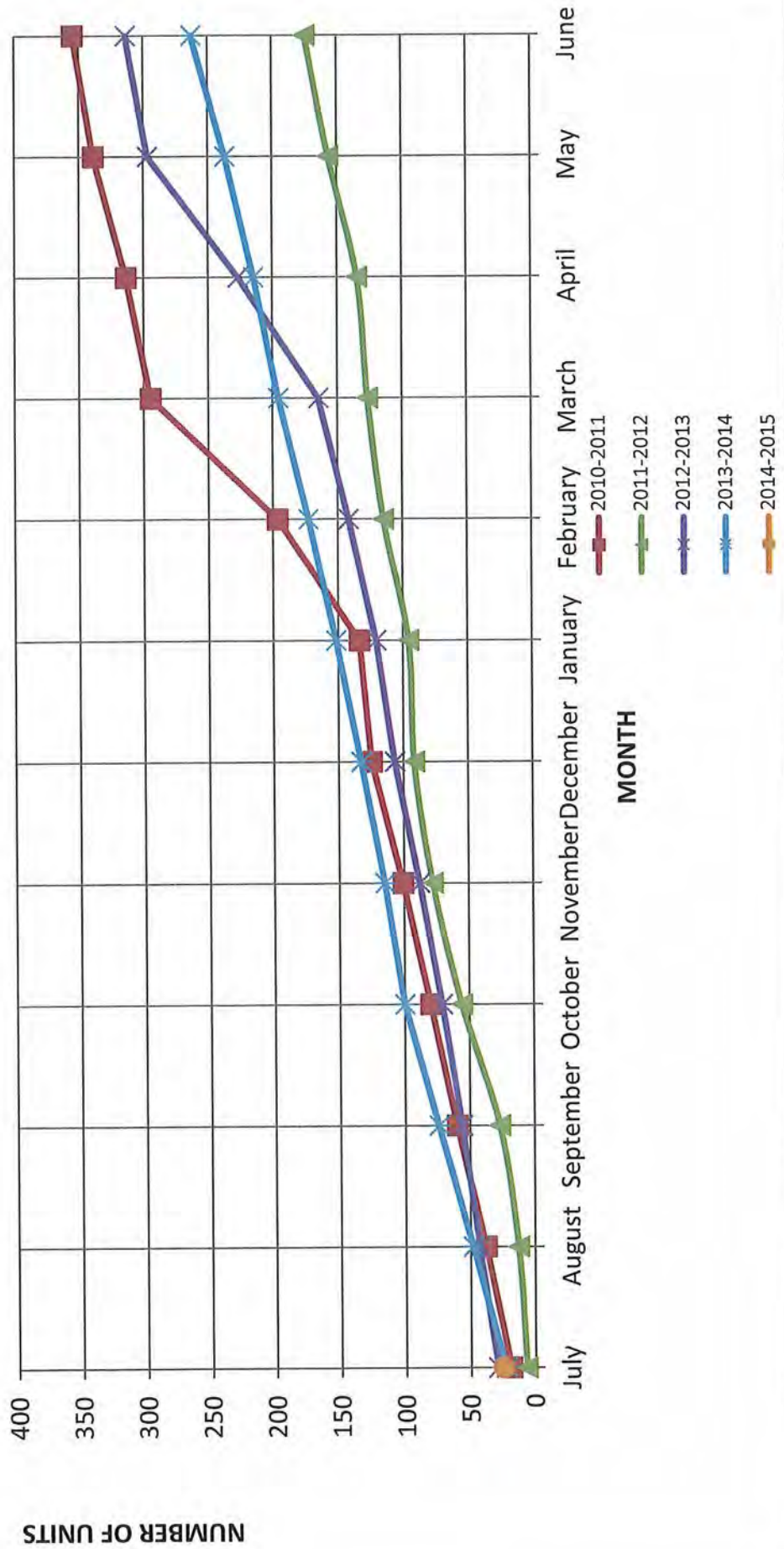
Jasmin Corcoran
Administration Officer – Development

CITY OF ALBANY

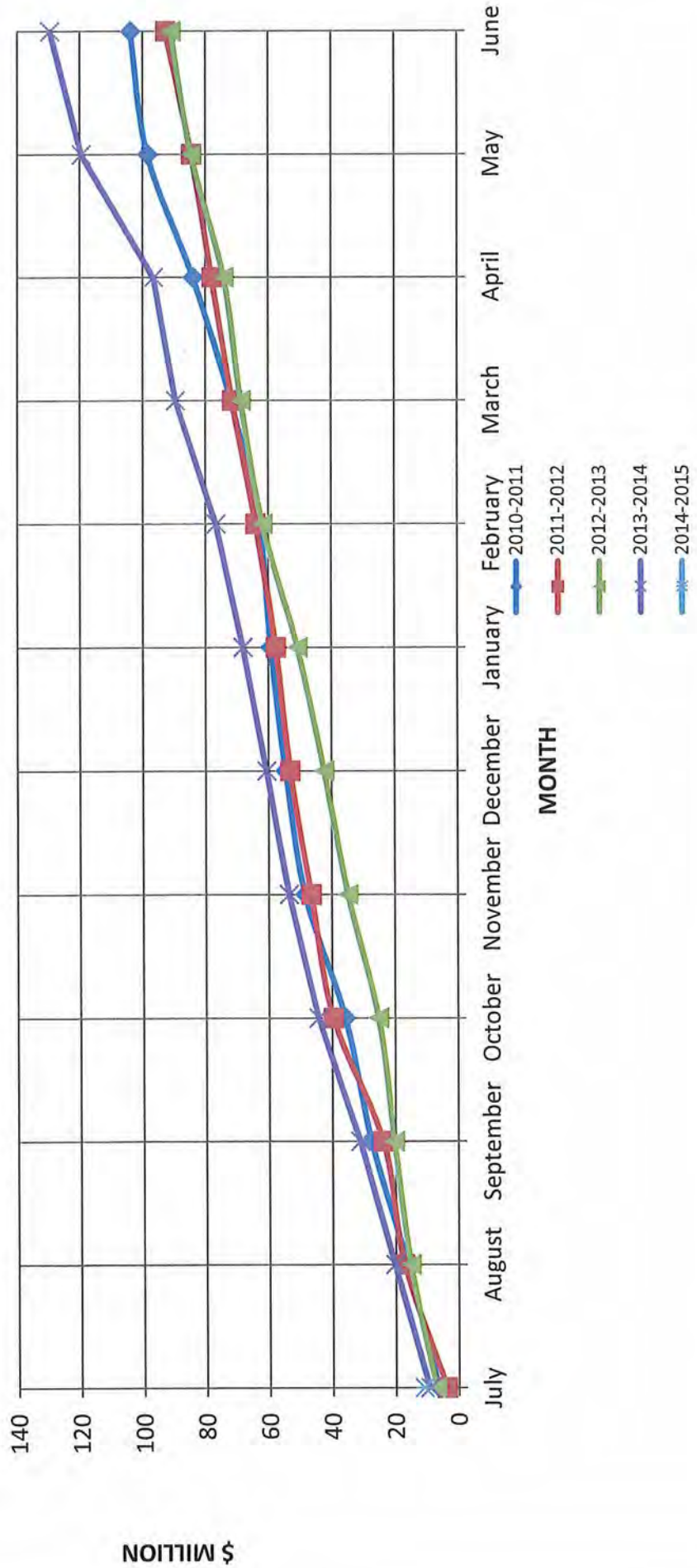
BUILDING CONSTRUCTION STATISTICS FOR 2014 - 2015

2014-2015	SINGLE DWELLING		GROUP DWELLING		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	24	6,129,910	1	275,000	25	452,292	34	916,879	0	0	0	2	1,392,677	9	1,273,004	17	712,190	11,151,952
AUGUST																		
SEPTEMBER																		
OCTOBER																		
NOVEMBER																		
DECEMBER																		
JANUARY																		
FEBRUARY																		
MARCH																		
APRIL																		
MAY																		
JUNE																		
TOTALS TO DATE	24	6,129,910	1	275,000	25	452,292	34	916,879	0	0	0	2	1,392,677	9	1,273,004	17	712,190	11,151,952

DWELLING UNITS



BUILDING ACTIVITY \$M Value



BUILDING, SIGN & DEMOLITION LICENCES ISSUED UNDER DELEGATED AUTHORITY

Applications determined for July 2014

Application Number	Builder	Description of Application	Street #	Property Description	Street Address	Suburb
140435	DUNKELD CONSTRUCTION PTY	CARPORT - UNCERTIFIED	217	Lot 13	GREY STREET WEST	ALBANY
140514	RWE ROBINSON & SONS PTY LTD	AMENDMENT TO ORIGINAL BP140452 - STIRLING TCE	34-50	Lot 41	STIRLING TERRACE	ALBANY
140496	TECTONICS	VERANDAHS - CE REPAIR FRONT	50-60	Lot 6	EARL STREET	ALBANY
140569	GARY STEPHEN & LEE ANNETTE	VERANDAH & RETAINING WALL - EARL OF SPENCER - C SHOP FITOUT - CREATING 2 TENANCIES - CERTIFIED	162-164	Location Lot 8	YORK STREET	ALBANY
140470	IRONMONGER HOME GROUP WA	NEW DWELLING & RETAINING WALLS - UNCERTIFIED	66	12 Lot 61	BIRCH PLACE	ALBANY
140477	PTY LTD DOWNWRITE	REMOVE SECOND STOREY - DEMOLITION	13	Lot 6	GREY STREET EAST	ALBANY
140517	DEMOLITION PLUNKETT HOMES	AMENDMENT TO ORIGINAL BP 140386 - UNCERTIFIED	17	Lot 793	GRENFELL DRIVE	BAYONET HEAD
140504	(1903) PTY LTD ECOFIT HOMES	CARPORT OUTDOOR LIVING & PORCH - UNCERTIFIED	20	Lot 501	ALISON PARADE	BAYONET HEAD
140554	PULS PATIOS	PATIO - UNCERTIFIED	34	Lot 179	YATANA ROAD	BAYONET HEAD
140523	ECOFIT HOMES	CARPORT/PATIO - UNCERTIFIED	20	Lot 501	ALISON PARADE	BAYONET HEAD
140561	KARL METZ	SHED - UNCERTIFIED	6	Lot 384	JASON ROAD	BAYONET HEAD
140495	KOSTERS OUTDOOR PTY LTD	SHED - UNCERTIFIED	42	Lot 945	ANCHORAGE VISTA	BAYONET HEAD

Application Number	Builder	Description of Application	Street #	Property Description	Street Address	Suburb
140556	KOSTERS OUTDOOR PTY LTD	SHED - UNCERTIFIED	19	Lot 704	WARLOCK ROAD	BAYONET HEAD
140580	KOSTERS OUTDOOR PTY LTD	PATIO - UNCERTIFIED	58	Lot 194	ALLWOOD PARADE	BAYONET HEAD
140579	KOSTERS OUTDOOR PTY LTD	PATIO/CARPORT -	60	Lot 121	KURANNUP ROAD	BAYONET HEAD
140502	RANBUILD GREAT SOUTHERN	UNCERTIFIED SHED AND CARPORT - UNCERTIFIED RETAINING WALLS -	34	Lot 949	ANCHORAGE VISTA	BAYONET HEAD
140537	TRICOAST CIVIL	UNCERTIFIED		Lot 9002	ALBATROSS DRIVE	BAYONET HEAD
140503	ECOFIT HOMES	UNCERTIFIED PARK HOME -	20	Lot 501	ALISON PARADE	BAYONET HEAD
140522	ECOFIT HOMES	UNCERTIFIED PARK HOME -	20	Lot 501	ALISON PARADE	BAYONET HEAD
140550	HOME GROUP WA	UNCERTIFIED NEW DWELLING -	13	Lot 461	PRICE STREET	BAYONET HEAD
140536	RYDE BUILDING COMPANY PTY LTD	UNCERTIFIED NEW DWELLING -	4	Lot 453	PRICE STREET	BAYONET HEAD
140516	TRICOAST CIVIL	UNCERTIFIED RETAINING WALL -		Lot 9006	LOWER KING ROAD	BAYONET HEAD
140571	CREATIVE CHOICE SERVICES	UNCERTIFIED FULL DEMOLITION OF ORIGINAL DWELLING	95	Lot 73	LOCKYER AVENUE	CENTENNIAL PARK
140560	DAVID BOJUN	STORAGE WARHOUSE -	126	Lot 200	LOCKYER AVENUE	CENTENNIAL
140533	KOSTERS STEEL	UNCERTIFIED ALTERATIONS TO EXISTING CLASS 1B - NEW SHED & COVERED	320	Lot 301	ALBANY HIGHWAY	PARK CENTENNIAL
140469	RYDE BUILDING LTD	PATIO NEW DWELLING -	50	Lot 4	LION STREET	PARK CENTENNIAL
140385	COMPANY PTY LTD TRACC CIVIL PTY LTD	UNCERTIFIED RETAINING WALL SUBDIVISION - UNCERTIFIED	33	Lot 734	BARKER ROAD	PARK CENTENNIAL

Application Number	Builder	Description of Application	Street #	Property Description	Street Address	Suburb
140513	ANGELO STRANO	ALTERATIONS/ADDITION S - PIONEER HEALTH MEDICAL CENTRE - DENT STAGE 2 AMAROO VILLAGE (7-UNITS) - CERTIFIED	2-18	Lot 14	PIONEER ROAD	CENTENNIAL
140480	LEEDER GREGORY	ALTERATIONS AND ADDITIONS - CERTIFIED AMENDMENT TO ORIGINAL PERMIT 140116 - CARPORT - FULL DEMOLITION	63	Lot 304	PIONEER ROAD	PARK CENTENNIAL
140486	AR & DA DOCKING	NEW DWELLING - CERTIFIED BUILDING APPROVAL	8	Lot 80	MICHAELMAS WAY	PARK COLLINGWOOD HEIGHTS
140510	WREN (WA) PTY LTD	NEW DWELLING - CERTIFIED BUILDING APPROVAL	36	Lot 945	MERMAID AVENUE	EMU POINT
140482	AD CONTRACTORS PTY LTD	NEW DWELLING - CERTIFIED BUILDING APPROVAL	13	Lot 971	MERMAID AVENUE	EMU POINT
140570	DAVID ANDREW & ANN	NEW DWELLING - CERTIFIED BUILDING APPROVAL	13	Lot 971	MERMAID AVENUE	EMU POINT
140532	MARIE HOLLAND	CERTIFIED BUILDING APPROVAL	18B	Lot 1	LA PEROUSE ROAD	GOODE BEACH
140540	OWNER BUILDER	CERTIFICATE - STRATA SHED - UNCERTIFIED	350	Location 5760	MILLBROOK ROAD	GREEN VALLEY
140565	SOUTH COAST SHEDS	SHED - UNCERTIFIED	202 274	lot 105	DEEP CREEK ROAD	KALGAN
140544	OWNER BUILDER	SHED - UNCERTIFIED		Lot 157	WALFORD ROAD	KALGAN
140476	CERTIFICATE OF DESIGN COMPLIANCE - 2 X	CERTIFICATE OF DESIGN COMPLIANCE - 2 X	112	Lot 113	CHURCHLANE ROAD	KALGAN
140497	RYDE BUILDING COMPANY PTY LTD	2 X CHALETs - CERTIFIED	112	Lot 113	CHURCHLANE ROAD	KALGAN
140491	TURPS STEEL FABRICATION	PATIO - UNCERTIFIED	20	Lot 25	GROVE STREET WEST	LITTLE GROVE
140541	OWNER BUILDER	SHED - UNCERTIFIED	196	Lot 3	BAY VIEW DRIVE	LITTLE GROVE
140530	RANBUILD GREAT SOUTHERN	SKILLION PATIO - UNCERTIFIED	28	Lot 437	VIVIAN CRESCENT	LOCKYER
140551	OUTDOOR WORLD	SHED - UNCERTIFIED	23	Lot 461	VIVIAN CRESCENT	LOCKYER
	ALBANY					

Application Number	Builder	Description of Application	Street #	Property Description	Street Address	Suburb
140485	PLUNKETT HOMES	NEW DWELLING & RETAINING WALL - UNCERTIFIED	3	Lot 440	GIFFORD STREET	LOCKYER
140552	(1903) PTY LTD NEWMAN'S CONCRETE	RETAINING WALL - UNCERTIFIED	2	Lot 29	FRANCIS STREET	LOWER KING
140553	MCB CONSTRUCTION PTY LTD	VERANDAH - UNCERTIFIED	24	Lot 93	HYDE COURT	LOWER KING
140535	SOUTH COAST SHEDS	SHED - UNCERTIFIED	67	Lot 222	FRANCIS STREET	LOWER KING
140518	GARY STEPHEN & LEE ANNETTE	ALTERATIONS/ADDITION S TO STUDY & DECK - UNCERTIFIED	23	Lot 27	KOONWARRA CLOSE	LOWER KING
140520	IRONMONGER CRAMEN PTY LTD	ALTERATIONS/ADDITION S - UNCERTIFIED	8	Lot 4	CUMBERLAND ROAD	LOWER KING
140509	WALTOY PTY LTD	FULL DEMOLITION -		Lot 9001	LOWANNA DRIVE	MARBELUP
140492	OWNER BUILDER	RURAL SHED & LEANTO SHED - UNCERTIFIED		Lot 21	LATHWOOD CIRCUIT	MARBELUP
140539	DUNKELD CONSTRUCTION PTY LTD	SHED - UNCERTIFIED	254	Lot 201	LINK ROAD	MARBELUP
140471	OWNER BUILDER	PATIO EXTENSION - UNCERTIFIED	26	Lot 278	DORADO BEND	MCKAIL
140396	OUTDOOR WORLD ALBANY	PATIO - UNCERTIFIED	17	Lot 4	SCORPIO DRIVE	MCKAIL
140545	OWNER BUILDER	RETAINING WALL & FENCE - UNCERTIFIED	10	Lot 311	BYLUND WAY	MCKAIL
140490	RANBUILD GREAT SOUTHERN	SHED - UNCERTIFIED	22	Lot 58	ETHEREAL DRIVE	MCKAIL
140562	DUNKELD CONSTRUCTION PTY LTD	SHED - UNCERTIFIED	32	Lot 708	GERDES WAY	MCKAIL
140501	KEYBROOK HOLDINGS	FULL DEMOLITION - SINGLE DWELLING & OUTBUILDINGS	226	Lot 3	SOUTH COAST HIGHWAY	MCKAIL
140583	FORMATION HOMES PTY LTD	DWELLING - UNCERTIFIED	30	Lot 184	ETHEREAL DRIVE	MCKAIL

Application Number	Builder	Description of Application	Street #	Property Description	Street Address	Suburb
140547	J & TW DEKKER PTY LTD	NEW DWELLING - UNCERTIFIED	6	Lot 323	NEPTUNE PASS	MCKAIL
140549	RYDE BUILDING COMPANY PTY LTD	NEW DWELLING - UNCERTIFIED	135	Lot 381	LANCASTER ROAD	MCKAIL
140538	WA COUNTRY BUILDERS PTY LTD	NEW DWELLING - UNCERTIFIED	14	Lot 741	LITTLEHEART PLACE	MCKAIL
140555	PLUNKETT HOMES (1903) PTY LTD	NEW DWELLING - UNCERTIFIED	7	Lot 683	MCGONNELL ROAD	MCKAIL
140512	WA COUNTRY BUILDERS PTY LTD	NEW DWELLING - UNCERTIFIED	129	Lot 378	LANCASTER ROAD	MCKAIL
140558	PLUNKETT HOMES (1903) PTY LTD	NEW DWELLING - UNCERTIFIED	12	Lot 731	CENTAURUS TERRACE	MCKAIL
140528	KOSTERS OUTDOOR PTY LTD	PATIO - UNCERTIFIED	41	Lot 169	JOHN STREET	MILPARA
140500	M VAN DER MEULEN	PATIO & DECK - UNCERTIFIED	26	Lot 7	HAVOC ROAD	MILPARA
140488	OUTDOOR WORLD	FREE STANDING	3B	Lot 2	GREENSHIELDS STREET	MIRA MAR
140489	ALBANY KOSTERS OUTDOOR	CARPORT - UNCERTIFIED SHED - UNCERTIFIED	9B	Lot 150	MCLEOD STREET	MIRA MAR
140507	ADRIAN & NICOLE PTY LTD	DWELLING	19	Lot 12	MCLEOD STREET	MIRA MAR
140559	FILIPOWSKI IVAN & LOUISE	ALTERATION/ADDITION - UNCERTIFIED	10	Lot 20	SYMERS STREET	MIRA MAR
140479	CHRISTOPHER JONES & JUSTINE BRADNEY	S TO EXISTING DWELLING - NEW DWELLING - UNCERTIFIED	10	Lot 2	KERSHAW PLACE	MIRA MAR
140498	CITY OF ALBANY	FORTS SHED - FULL		Location RES	FORTS ROAD	MOUNT
140575	R & DG CEKEREVAC	DEMOLITION RETAINING WALL AND BOUNDARY FENCE - UNCERTIFIED	215	38226 Lot 1347 Lot 19	MIDDLETON ROAD	CLARENCE MOUNT

Application Number	Builder	Description of Application	Street #	Property Description	Street Address	Suburb
140483	BRENDAN BYL	PARTIAL DEMOLITION - ASBESTOS REMOVAL ONLY	235	Lot 1294	GREY STREET WEST	MOUNT
140484	OWNER BUILDER	FULL DEMOLITION OF	235	Lot 1294	GREY STREET WEST	MELVILLE MOUNT
140511	OWNER BUILDER	EXISTING DWELLING DECK - UNCERTIFIED	316	Lot 63	SERPENTINE ROAD	MELVILLE MOUNT
140542	DAVID STOCKDALE	PATIO - UNCERTIFIED	3	Lot 23	HARRY STREET	MELVILLE MOUNT
140567	DAVID STOCKDALE	ALTERATION/ADDITIONS TO EXISTING DWELLING - UNCERTIFIED	5	Lot 24	HARRY STREET	MELVILLE MOUNT
140548	MICHAEL BENTLEY	NEW DWELLING - UNCERTIFIED	235	Lot 1294	GREY STREET WEST	MELVILLE MOUNT
140574	EYERITE SIGNS	UNCERTIFIED PYLON SIGN		Location RES 29114 Lot 6991	ANSON ROAD	MELVILLE ORANA
140524	PULS PATIOS	PATIO - UNCERTIFIED	10	Lot 30	SIERRA CRESCENT	ORANA
140527	KOSTERS OUTDOOR PTY LTD	PATIO - UNCERTIFIED	66-70	Lot 1	CARBINE STREET	ORANA
140481	OWNER BUILDER	SHED - UNCERTIFIED	95	Lot 531	HOME ROAD	ROBINSON
140546	DAVID ANDREW & ANN	SHED - UNCERTIFIED	60	Lot 172	BRAMWELL ROAD	ROBINSON
140521	MARIE HOLLAND STEPHEN MCKINVEN	NEW DWELLING & SHED - CERTIFIED		Lot 81	ROBERTS ROAD	ROBINSON
140563	MATHEW CHARLES	PATIO - UNCERTIFIED	6	Lot 116	HUGEL PLACE	SPENCER PARK
140564	PULS PATIOS	PATIO - UNCERTIFIED	26	Lot 1	BAUDIN PLACE	SPENCER PARK
140531	RUSSELL ARTHUR & ESTHER EMILINE	RETAINING WALL - UNCERTIFIED	170	Lot 2	ULSTER ROAD	SPENCER PARK
140508	SCHLAGER TURPS STEEL	UNCERTIFIED PATIO & DECK - UNCERTIFIED	18	Lot 162	TRIMMER ROAD	SPENCER PARK
140487	OUTDOOR WORLD	CARPORIT & PATIO - UNCERTIFIED	202	Location 3179	HUNWICK NORTH ROAD	TORBAY
140586	ALBANY FRANBUILD GREAT	UNCERTIFIED CARPORIT - UNCERTIFIED	18	Lot 240	MENEGOLA DRIVE	WARRENUP
140589	SOUTHERN PULS PATIOS	PATIO - UNCERTIFIED	88	Lot 166	DELORAIN DRIVE	WARRENUP

Application Number	Builder	Description of Application	Street #	Property Description	Street Address	Suburb
140526	ROBERT & WENDY	NEW DWELLING -	22	Lot 239	MENEGOLA DRIVE	WARRENUP
140568	KAJ & EVELYN	ALTERATIONS/ADDITION	31	Lot 11	PEPPERMINT DRIVE	WARRENUP
	MARGARET PATRICIA	S TO EXISTING				
	NIELSEN	DWELLING -				
140529	PLUNKETT HOMES	UNCERTIFIED	15	Lot 248	OWEN COURT	WARRENUP
	(1903) PTY LTD	NEW DWELLING -				
140410	CLAUDIO CARLO & ROMEO GIANNI	UNCERTIFIED	48	Lot 72	COPAL ROAD	WILLYYUNG
	GLIOSCA	ROOF CANOPY OVER				
140494	MD PHILIP	FUEL BOWSERS	735	Location 5127	CHESTER PASS ROAD	WILLYYUNG
		ANCILLARY				
		ACCOMMODATION -				
140525	RYDE BUILDING	UNCERTIFIED	10	Lot 809	WESTON RIDGE	WILLYYUNG
	COMPANY PTY LTD	GARAGE/SHED -				
140505	THOMAS & MAUREEN	UNCERTIFIED		Lot 247	GREENWOOD DRIVE	WILLYYUNG
	CREMIN	NEW DWELLING & SHED -				
140515	CLAUDIO CARLO & ROMEO GIANNI	CERTIFIED		Lot 803	WESTON RIDGE	WILLYYUNG
	GLIOSCA	NEW DWELLING -				
140576	AUSCAN	UNCERTIFIED	4	Location Lot 56	HUDSON ROAD	YAKAMIA
	CONSTRUCTION	FULL DEMOLITION -				
140519	RWE ROBINSON & SONS PTY LTD	PATIO	20	Location RES	BETHEL WAY	YAKAMIA
	RWE ROBINSON & SONS PTY LTD	RETAINING WALL -		44636 Lot 381		
140534	RWE ROBINSON & SONS PTY LTD	UNCERTIFIED	20	Location RES	BETHEL WAY	YAKAMIA
		AMENDMENT TO				
		ORIGINAL BP140444 -				
140577	IRANBUILD GREAT	CERTIFIED	12	Lot 66	LESLIE STREET	YAKAMIA
	SOUTHERN	PATIO - UNCERTIFIED				
140543	TOWNER BUILDER	SHED - UNCERTIFIED	61	Lot 407	SUSAN COURT	YAKAMIA
140557	KOSTERS OUTDOOR PTY LTD	PATIO - UNCERTIFIED	52	Lot 555	BUTTS ROAD	YAKAMIA
140493	RWE ROBINSON & SONS PTY LTD	UNIFORM STOREROOM -	20	Location RES	BETHEL WAY	YAKAMIA
	RWE ROBINSON & SONS PTY LTD	CERTIFIED		44636 Lot 381		
140506	RYDE BUILDING	NEW DWELLING -	29	Lot 119	WILLIAM STREET	YAKAMIA
	COMPANY PTY LTD	UNCERTIFIED				

No.	SINGLE DWELLING	GROUP DWELLING	DOMESTIC/ OUTBUILDINGS	ADDITIONS/ DWELLINGS	HOTEL/ MOTEL	NEW COMMERCIAL	ADDITIONS/ COMMERCIAL	OTHER
1	\$ 1,000.00	\$ 275,000.00	\$ 126,432.00	\$ 18,700.00		\$ 1,381,877.00	\$ 4,322.00	\$ 3,500.00
2	\$ 48,000.00		\$ 2,762.00	\$ 44,380.00		\$ 10,800.00	\$ 19,396.00	\$ 11,500.00
3	\$ 183,900.00		\$ 9,500.00	\$ 75,000.00			\$ 30,000.00	\$ 15,000.00
4	\$ 185,560.00		\$ 10,050.00	\$ 107,000.00			\$ 60,000.00	\$ 15,000.00
5	\$ 200,000.00		\$ 11,205.00	\$ 120,000.00			\$ 104,486.00	\$ 30,000.00
6	\$ 201,865.00		\$ 11,653.00	\$ 120,000.00			\$ 880,000.00	\$ 45,873.00
7	\$ 207,000.00		\$ 11,692.00	\$ 165,000.00			\$ 118,000.00	\$ 202,000.00
8	\$ 219,936.00		\$ 14,200.00	\$ 3,330.00			\$ 41,800.00	\$ 332,217.00
9	\$ 220,000.00		\$ 15,500.00	\$ 6,137.00			\$ 15,000.00	\$ 1,000.00
10	\$ 220,568.00		\$ 16,000.00	\$ 6,400.00				\$ 5,000.00
11	\$ 229,304.00		\$ 17,600.00	\$ 8,318.00				\$ 500.00
12	\$ 229,936.00		\$ 17,611.00	\$ 10,000.00				\$ 2,000.00
13	\$ 239,603.00		\$ 18,000.00	\$ 11,000.00				\$ 2,000.00
14	\$ 241,000.00		\$ 18,000.00	\$ 9,000.00				\$ 4,000.00
15	\$ 241,118.00		\$ 18,500.00	\$ 1,900.00				\$ 19,000.00
16	\$ 245,985.00		\$ 18,900.00	\$ 2,500.00				\$ 22,000.00
17	\$ 250,000.00		\$ 19,500.00	\$ 4,000.00				\$ 22,000.00
18	\$ 281,322.00		\$ 40,000.00	\$ 4,400.00				\$ 1,600.00
19	\$ 350,000.00		\$ 55,187.00	\$ 4,700.00				
20	\$ 365,956.00			\$ 6,856.00				
21	\$ 367,153.00			\$ 7,000.00				
22	\$ 1,049,564.00			\$ 8,700.00				
23	\$ 168,954.00			\$ 9,480.00				
24	\$ 182,186.00			\$ 10,800.00				
25				\$ 13,680.00				
26				\$ 14,745.00				
27				\$ 14,800.00				
28				\$ 17,200.00				
29				\$ 17,500.00				
30				\$ 18,000.00				
31				\$ 19,115.00				
32				\$ 19,500.00				
33				\$ 3,800.00				
34				\$ 13,938.00				
Total	\$6,129,910.00	\$275,000.00	\$452,292.00	\$916,879.00	\$0.00	\$1,392,677.00	\$1,273,004.00	\$712,190.00

NB Red font denotes Park Home Licence

Grand Total \$11,151,952.00

CITY OF ALBANY

REPORT

To : His Worship the Mayor and Councillors
From : Administration Officer - Planning
Subject : Planning Scheme Consents – July 2014
Date : 1 August 2014

1. The attached report shows Planning Scheme Consents issued under delegation by a planning officer for the month of July 2014.
2. Within this period 67 Planning Scheme Consent applications were determined, of these;
 - 65 Planning Scheme Consent applications were approved under delegated authority;
 - 1 Planning Scheme Consent application was cancelled; and
 - 1 Planning Scheme Consent application was withdrawn.



Jessica Davidson
Administration Officer – Planning

PLANNING SCHEME CONSENTS ISSUED UNDER DELEGATED AUTHORITY

Applications determined for July 2014.

Application Number	Application Date	Applicant	Street Address	Locality	Description of Application	Decision	Decision Date	Assessing Officer
P2140232	19/06/2014	F O'Donnell & I Moran	Grey Street West	Albany	Single House - Design Codes Relaxation (Retaining Wall on Front Boundary)	Delegate Approved	9/07/2014	Chris Lynch
P2140260	2/07/2014	Dunkeld Construction	Grey Street West	Albany	Single House - Outbuilding (Carport in Front Setback)	Delegate Approved	10/07/2014	Alex Bott
P2140264	3/07/2014	M & G Blake	Stirling Terrace	Albany	Restaurant (Painting Facade)	Delegate Approved	31/07/2014	Tom Wenbourne
P2140279	11/07/2014	C Clark	Innes Street	Albany	Single House - Additions (Earthworks in Excess of 600mm - Retaining Wall on Boundary)	Delegate Approved	31/07/2014	Alex Bott
P2140288	16/07/2014	L Van Halteren	Earl Street	Albany	Holiday Accommodation (Sign x 1)	Delegate Approved	24/07/2014	Taylor Gunn
P2140085	11/03/2014	Benson Design	Stirling Terrace	Albany	Hotel - Additions and Alterations	Delegate Approved	30/07/2014	Taylor Gunn
P2140210	9/06/2014	Tricoast Holdings Pty Ltd	Albatross Drive	Bayonet Head	Development (Earthworks in excess of 600mm) - Retaining Walls	Delegate Approved	3/07/2014	Alex Bott
P2140235	20/06/2014	Ranbuild Great Southern	Anchorage Vista	Bayonet Head	Single House - Outbuilding (Overheight) - Side Setback Relaxation	Delegate Approved	1/07/2014	Chris Lynch
P2140276	9/07/2014	Koster's Outdoor Pty Ltd	Warlock Road	Bayonet Head	Single House - Outbuilding (Design Codes Relaxation)	Delegate Approved	15/07/2014	Taylor Gunn
P2140291	17/07/2014	Koster's Outdoor Pty Ltd	Allwood Parade	Bayonet Head	Single House - Addition (Patio) - Design Codes Relaxation	Delegate Approved	24/07/2014	Taylor Gunn
P2140205	4/06/2014	Planning Solutions (Aust) Pty Ltd	Albany Highway	Centennial Park	Change of Use (Bulky Goods Outlet to Shop)	Delegate Approved	2/07/2014	Alex Bott
P2140222	12/06/2014	Dunkeld Construction	Sanford Road	Centennial Park	Storage	Delegate Approved	4/07/2014	Chris Lynch
P2140228	18/06/2014	D Wee	Albany Highway	Centennial Park	Motel - Additions (Retaining Walls Pool Fences Pump Room/Chemical Store Cafe Kitchen Dining Room Store Room Conference Room and Alfresco Dining)	Delegate Approved	9/07/2014	Alex Bott
P2140237	23/06/2014	Moss Conveyancing	Sanford Road	Centennial Park	Office - Settlement Agency	Delegate Approved	7/07/2014	Alex Bott
P2140299	18/07/2014	M Anthony	Cockburn Road	Centennial Park	Change Of Use - Showroom/Warehouse (Incidental Office)	Delegate Approved	29/07/2014	Alex Bott
P2140307	23/07/2014	St Vincent de Paul Society (WA) Inc	Lockyer Avenue	Centennial Park	Service Industry - Additions (Storage Shed To Rear Of Existing Building)	Delegate Approved	25/07/2014	Chris Lynch

REPORT ITEM PD 048 REFERS

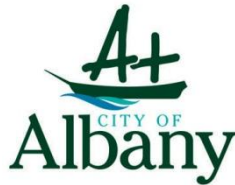
Application Number	Application Date	Applicant	Street Address	Locality	Description of Application	Decision	Decision Date	Assessing Officer
P2140001	3/01/2014	Urbis	Down Road	Drome	Power Station (Diesel)	Withdrawn	17/07/2014	Tom Wenbourne
P2140275	8/07/2014	D And A Holland	Mermaid Avenue	Emu Point	Single House (Design Codes Relaxation)	Delegate Approved	22/07/2014	Alex Bott
P2140289	16/07/2014	N Francis	Swarbrick Street	Emu Point	Club Premises - Maintenance & Additions (Albany Sea Rescue Building - Upgrade Facade & Internal)	Delegate Approved	28/07/2014	Alex Bott
P2130479	21/11/2013	Jim's Backhoes	Prideaux Road	Kalgan	Industry - Extractive (Sand)	Delegate Approved	29/07/2014	Alex Bott
P2140208	6/06/2014	Larry Boston	Hunton Road	Kalgan	Single House - Additions and Alterations Ancillary Accommodation and Outbuilding	Delegate Approved	15/07/2014	Taylor Gunn
P2140215	11/06/2014	S Adis	Walford Road	Kalgan	Use Not Listed - Domestic Storage	Delegate Approved	8/07/2014	Taylor Gunn
P2140292	17/07/2014	South Coast Sheds	Hunton Road	Kalgan	Single House - Outbuilding	Delegate Approved	22/07/2014	Chris Lynch
P2140102	17/03/2014	Palmer Earthmoving (Australia) Pty Ltd	Bon Accord Road	King River	Industry - Extractive (Gravel and Sand)	Delegate Approved	2/07/2014	Taylor Gunn
P2140303	21/07/2014	A & M Ponsford	May Road	Kronkup	Single House - Additions (Scullery)	Delegate Approved	24/07/2014	Chris Lynch
P2140267	7/07/2014	K Smith	Rushy Lane	Little Grove	Development - Earthworks in Excess of 600mm (Retaining Wall on Boundary)	Delegate Approved	9/07/2014	Taylor Gunn
P2140043	10/02/2014	P Hissey	Bushby Road	Lower King	Change of Use - Single House to Holiday Accommodation and Detached Room to Ancillary Accommodation	Delegate Approved	11/07/2014	Craig McMurtrie
P2140280	11/07/2014	MCB Construction Pty Ltd	Hyde Court	Lower King	Single House - Additions (Verandah)	Delegate Approved	15/07/2014	Alex Bott
P2140287	15/07/2014	S Coghlan	Hillview Rise	Lower King	Single House - Outbuilding (Side Setback Relaxtion)	Delegate Approved	25/07/2014	Chris Lynch
P2140221	12/06/2014	Dunkeld Construction	Link Road	Marbelup	Use Not Listed - Domestic Storage	Delegate Approved	7/07/2014	Jess Anderson
P2140254	30/06/2014	T Maw	Lowanna Drive	Marbelup	Single House and Water Tanks x 2	Delegate Approved	11/07/2014	Taylor Gunn
P2140256	1/07/2014	P Mitchell	Lowanna Drive	Marbelup	Single House - Additions (Deck & Shade Sails)	Delegate Approved	4/07/2014	Chris Lynch
P2140317	29/07/2014	R Dell	Barfleur Place	Marbelup	Single House - Outbuilding (Pool/Spa Room) - Overheight	Delegate Approved	31/07/2014	Taylor Gunn
P2140225	16/06/2014	Outdoor World Albany	Scorpio Drive	McKail	Single House - Additions (Rear Patio)	Delegate Approved	23/07/2014	Jess Anderson

REPORT ITEM PD 048 REFERS

Application Number	Application Date	Applicant	Street Address	Locality	Description of Application	Decision	Decision Date	Assessing Officer
P2140239	23/06/2014	C & L Long	Gerdes Way	McKail	Home Occupation (Storage of Party Equipment & Toys for Hire)	Cancelled	22/07/2014	Taylor Gunn
P2140240	24/06/2014	M Berger	Dorado Bend	McKail	Family Day Care	Delegate Approved	23/07/2014	Taylor Gunn
P2140241	24/06/2014	A Penson	Bylund Way	McKail	Development (Earthworks In Excess Of 600mmm) - Retaining Walls	Delegate Approved	8/07/2014	Alex Bott
P2140243	24/06/2014	J & R Perry	Lancaster Road	McKail	Bed and Breakfast	Delegate Approved	28/07/2014	Taylor Gunn
P2140251	27/06/2014	Dunkeld Construction	Gerdes Way	McKail	Single House - Outbuilding (Side Setback Relaxation)	Delegate Approved	16/07/2014	Chris Lynch
P2140252	30/06/2014	C & M Berger	Dorado Bend	McKail	Single House - Additions (Design Codes Relaxation)	Delegate Approved	2/07/2014	Taylor Gunn
P2140259	1/07/2014	M & A Gimondo	South Coast Highway	McKail	Ancillary Accommodation	Delegate Approved	15/07/2014	Taylor Gunn
P2140294	17/07/2014	V McGuffie	Comet Corner	McKail	Single House - Addition (Patio) - Design Codes Relaxation	Delegate Approved	22/07/2014	Alex Bott
P2140296	17/07/2014	D & J Paine	Ethereal Drive	McKail	Single House - Additions (Patio) Design Codes Relaxation	Delegate Approved	24/07/2014	Taylor Gunn
P2140098	13/03/2014	Harley Dykstra Pty Ltd	Golf Links Road	Middleton Beach	Holiday Accommodation - Replace existing 3 x 2-bed units with 4 x 2-bed units and 4 x 1-bed units (incl. 2 x accessible units)	Delegate Approved	10/07/2014	Tom Wenbourne
P2140219	11/06/2014	Ryde Building Company Pty Ltd	Anzac Road	Mira Mar	Single House (Design Codes Relaxation)	Delegate Approved	17/07/2014	Taylor Gunn
P2140226	17/06/2014	N Ross	Hanson Street	Mira Mar	Single House (Design Codes Relaxation) and Ancillary Accommodation	Delegate Approved	21/07/2014	Jess Anderson
P2140255	30/06/2014	R Gliosca	Frenchman Bay Road	Mount Elphinstone	Outbuilding - Overheight	Delegate Approved	8/07/2014	Alex Bott
P2140246	25/06/2014	J Reekie & H Gilchrist	Serpentine Road	Mount Melville	Single House - Additions (Rear Deck) -	Delegate	1/07/2014	Chris Lynch
P2140310	23/07/2014	Michael Rystenberg	Angus Street	Mount Melville	Single House Additions - Design Code Relaxation (Deck & Patio) Outbuildings x2 (Unapproved Structure)	Delegate Approved	29/07/2014	Chris Lynch
P2140211	9/06/2014	Albany Gospel Trust	South Coast Highway	Orana	Change of Use (Club Premises to Place of Worship)	Delegate Approved	9/07/2014	Jess Anderson
P2140257	1/07/2014	D Johnston	Home Road	Robinson	Temporary Accommodation - Outbuilding - Additions (Shower & Toilet)	Delegate Approved	18/07/2014	Jess Anderson
P2140270	7/07/2014	D Holland	Bramwell Road	Robinson	Single House - Outbuilding	Delegate Approved	15/07/2014	Alex Bott

REPORT ITEM PD 048 REFERS

Application Number	Application Date	Applicant	Street Address	Locality	Description of Application	Decision	Decision Date	Assessing Officer
P2140313	24/07/2014	J Doyle	Home Road	Robinson	Single House - Outbuildings & Change location of Building Envelope	Delegate Approved	31/07/2014	Taylor Gunn
P2140245	25/06/2014	Turps Steel Fabrications	Trimmer Road	Spencer Park	Single House - Addition (Patio at rear of existing house) - Design Codes Relaxation	Delegate Approved	1/07/2014	Taylor Gunn
P2140293	17/07/2014	Puls Patios	Baudin Place	Spencer Park	Single House - Addition (Patio) - Design Codes Relaxation	Delegate Approved	23/07/2014	Chris Lynch
P2140153	28/04/2014	M Shipley	Thomas Road	Torbay	Abattoir (Chicken Processing)	Delegate Approved	4/07/2014	Taylor Gunn
P2140231	19/06/2014	Ryde Building Company Pty Ltd	Deloraine Drive	Warrenup	Single House	Delegate Approved	2/07/2014	Jess Anderson
P2140297	18/07/2014	Puls Patios	Deloraine Drive	Warrenup	Single House - Addition (Patio)	Delegate Approved	23/07/2014	Alex Bott
P2140234	20/06/2014	S & D Harvey	Copal Road	Willyung	Service Station (24 Hour Unmanned Fuel Outlet)	Delegate Approved	28/07/2014	Tom Wenbourne
P2140250	27/06/2014	Plunkett Homes	Nevile Rise	Willyung	Single House	Delegate Approved	7/07/2014	Alex Bott
P2140271	7/07/2014	M Waite	Nevile Rise	Willyung	Single House - Additions (Water Tanks x 2)	Delegate Approved	24/07/2014	Alex Bott
P2140298	18/07/2014	Ryde Building Company Pty Ltd	Bilaboya Place	Willyung	Single House - Outbuilding (Side Setback Relaxation)	Delegate Approved	25/07/2014	Jess Anderson
P2140227	18/06/2014	Roberts Gardiner Architects	Copal Road	Willyung	Transport Depot (Front Setback Relaxation)	Delegate Approved	7/07/2014	Jess Anderson
P2140253	30/06/2014	Powerhouse Architectural Drafting	Hayward Crest	Yakamia	Single House (Design Code Relaxation)	Delegate Approved	9/07/2014	Chris Lynch
P2140266	7/07/2014	P Saffrey	Susan Court	Yakamia	Single House - Outbuilding (Replacing Existing)	Delegate Approved	11/07/2014	Chris Lynch
P2140277	9/07/2014	Koster's Outdoor Pty Ltd	Butts Road	Yakamia	Single House - Addition (Patio) - Design Codes Relaxation	Delegate Approved	15/07/2014	Taylor Gunn
P2140315	28/07/2014	Koster's Outdoor Pty Ltd	Notley Street	Yakamia	Single House - Outbuilding (Overheight)	Delegate Approved	30/07/2014	Alex Bott



**LOCAL EMERGENCY MANAGEMENT COMMITTEE MEETING
MINUTES**

Meeting held on Thursday 21 March 2013 at 8.30am
City of Albany – Albany Leisure & Aquatic Centre (ALAC), Barker Road Centennial Park

(File Ref: ES.MEE.5, Synergy Ref: AM1330302)

Committee Terms of Reference: *The aim of the Local Emergency Management Committee (LEMC) is to overview, plan and test the local community emergency management arrangements. The committee includes representatives from agencies, organisations and community groups with expertise relevant to the identified community hazards and risks and emergency management arrangements.*

1. ATTENDANCE:

- | | |
|--------------------------------|---|
| • Councillor Gerry Gregson | City of Albany (CoA), Councillor (Chair) |
| • Councillor David Bostock | CoA Councillor |
| • Senior Sergeant Peter McLean | Western Australian Police (WAPOL) (Deputy Chair) |
| • Stuart Jamieson | CoA, Manager Compliance & Community Safety |
| • Matthew Bird | CoA, Manager Tourism & Development Services (Airport) |
| • Anna Page | CoA, Airport Reporting Officer |
| • Vince Hilder | Department of Conservation |
| • Andrew Collins | ABC Radio |
| • Roma Boucher | Department of Child Protection (DCP) |
| • Deb Woodman | Department of Child Protection (DCP) |
| • Steven Childs | Water Corporation |
| • Barbara Marquand | Albany Hospital |
| • Steve Dean | Department of Education |
| • Sheryn Prior | DFES, State Emergency Service (SES) |

Apologies/Absent:

- | | |
|--|-------------------|
| • Annie Bryson Lodge, McKeown Lodge and Gwen Hardie Lodge, Manager | Kate Jones |
| • Bureau of Meteorology | Jason Balhom |
| • City of Albany, Chief Bush Fire Control Officer | Ross Fenwick |
| • Department of Conservation, Regional Investigations Leader | Nathan Hallett |
| • Department of Transport | Noel Chambers |
| • DFES District Officer | Kevin Parsons |
| • Main Roads, Manager Vegetation/Environment | Malcolm Mallaby |
| • Silver Chain | Christine Hunter |
| • State Emergency Management Committee (SEMC) Secretariat | Adam Smith |
| • Telstra | Brad Nelson |
| • Water Corporation, Operations Manager (LGS) | Michael Sillifant |
| • Western Power | Kim Bunny |

2. CONFIRMATION OF MINUTES OF THE PREVIOUS MEETING

ITEM 2.0: COMMITTEE RECOMMENDATION

MOVED: MR STEVEN CHILDS

SECONDED: SENIOR SERGEANT PETER MCLEAN

The unconfirmed minutes of the Local Emergency Management Committee meeting held on 5 December 2012 be confirmed as a true and accurate record of proceedings.

CARRIED

3. DISCLOSURE OF INTEREST: Nil

4. BUSINESS ARISING FROM PREVIOUS MEETING: Committee were advised of the following:

LEMC 5 December 2012	
<ul style="list-style-type: none"> Request presentation from Shire of Bridgetown-Greenbushes to address the committee on community recovery process (Lessons Learnt). 	<p>Arranged. Recovery Coordinator is available to address the LEMC in June 2013. Tentative booking made for 12 June 13 with Recovery Coordinator, Glen Norris.</p> <p>Email: gnorris@bridgetown.wa.gov.au</p>
<ul style="list-style-type: none"> Identify formal training for the LRC and designated recovery positions. 	<p>Pending. Scheduled to be conducted in June/July 2013.</p>
<ul style="list-style-type: none"> Recovery training awareness training/briefings for agencies and elected members. 	<p>Pending. Scheduled to be conducted in June/July 2013.</p>
<ul style="list-style-type: none"> Request the Albany Regional Volunteer Service to be a member of the LEMC. 	<p>Completed. Contact made with Albany Regional Volunteer Service, Coordinator Tracy Sleeman. Contact details:</p> <p><u>Albany & Regional Volunteer Service</u> Address: Unit 2 57-59 Lockyer Ave, Albany (GWN Building) Albany, Western Australia, 6330 PO Box 5762 Albany, WA, 6332 T: 9841 3588 F: 9841 3598 Email: volinfo@arvs.org.au Web: arvs.org.au</p>
<ul style="list-style-type: none"> The Local Recovery Arrangements will be presented to the March 2013 Ordinary Council Meeting for adoption. 	<p>Pending. Pending review of the Management Plan for the provision of welfare support.</p>

Committee revised the actions and recommended:

- Point One. That in regards to a presentation to the committee on the community recovery process that it may be relevant to request a presentation from the Shire of Augusta Margaret River.

Item 4.0 continued.

- Point Two. That the Red Cross is approach to provide formal training for the Local Recovery Committee (LRC) and designated recovery positions.
- Point Three. That the Recovery Committee ensures that the local government has the capacity to provide environmental and financial community support.

5. ITEMS FOR DISCUSSION

5.1 LOCAL EMERGENCY MANAGEMENT PLAN FOR THE PROVISION OF WELFARE SUPPORT

- Reporting Officer: Department of Child Protection.

The committee noted that the LEMC is responsible for reviewing the plan and recommend to Council to adopt the plan as part of the reviewed Local Emergency Management Arrangements.

Committee received the draft management plan for the provision of welfare support.

5.2 REVIEW OF APPENDIX 3 - LOCAL WELFARE EMERGENCY MANAGEMENT COORDINATION (DETAILED IN THE WELFARE PLAN).

- Reporting Officer: Manager Community Compliance & Community Safety.

Note: This process may also highlight other entities that will be required to be negotiated with, for example: Cleanaway Waste Services, Southern Agcare, Local Church Groups, and Salvation Army to provide services.

Committee reviewed appendix 3.

- It was identified that the draft document does not detail the roles and responsibilities for the Department of Education; and
- The contact details for the Albany & Regional Service and Volunteering WA.

DCP representative Ms Roma Boucher advised that based on feedback from the committee that an additional review would be conducted to ensure all relevant content was captured.

Committee representatives were requested to review management plan and ensure that the actions designated on each respective agency is acknowledged and if the requested support could not be provided that each agency formally communicate this through the committee.

5.3 CITY'S DRAFT COMMUNITY STRATEGIC PLAN

- Reporting Officer: Manager Community Compliance & Community Safety.

The Reporting Officer tabled the City's Draft Community Strategic Plan for information/comment only as part of the City's community feedback process.

6. GENERAL DISCUSSION

6.1 LESSONS LEARNT FROM BREMER BAY COMMUNITY RESPONSE AND RECOVERY

Committee representatives discussed lessons learnt and provided feedback on the Bremer Bay Community Response:

Committee feedback summarised as follows:

- Feedback was all positive to ABC Radio.
- WAPOL advised that the incident was well managed by DEC noting that the community population size is small.
- DCP reported they had a maximum of approximately 20 people seeking overnight accommodation relief.
- Management of pets is an ongoing issue noting that the DCP recovery centres are for people only.
- St John's Ambulance setup a nursing post for 24 hours to treat minor injuries.

Committee proposed that the following actions need to be followed up:

- Drafting and completion of an Animal Welfare Plan
- That pony clubs, boarding kennels and RSPCA are contacted and have input to the plan in order to facilitate a coordinated effort.

Action Required: The development and adoption of an Animal Welfare Plan for the City of Albany municipality.

7. DATE OF NEXT MEETING: 12 June 2013, 0830 hrs.

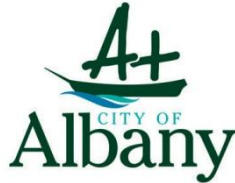
ITEM 6.1: COMMITTEE RECOMMENDATION

**MOVED: COUNCILLOR DAVID BOSTOCK
SECONDED: MR STEVEN CHILDS**

Request the City of Albany contact all government agencies, with an incident support and/or recovery responsibility to ensure an appropriate representative attends the Local Emergency Management Committee.

CARRIED

8. CLOSURE OF MEETING: There being no further business the Chair declared the meeting closed at 9:45am.



**LOCAL EMERGENCY MANAGEMENT COMMITTEE MEETING
MINUTES**

Meeting held on Wednesday 12 June 2013 at 8.30am
City of Albany – Civic Reception Area, North Road Administration Building, 102 North Road,
Yakamia 6331

(File Ref: ES.MEE.6 Synergy Reference: AM1331415)

Committee Terms of Reference: *The aim of the Local Emergency Management Committee (LEMC) is to overview, plan and test the local community emergency management arrangements. The committee includes representatives from agencies, organisations and community groups with expertise relevant to the identified community hazards and risks and emergency management arrangements.*

The Chair declared the meeting open at 08:30am.

1. ATTENDANCE:

- Councillor Gerry Gregson City of Albany (CoA), Councillor (Chair)
- Andrew Buchanan ATCO Gas
- Andrew Collins ABC Radio
- Andrew Smith Albany Police, Sergeant
- Anna Page CoA, Airport Reporting Officer
- Barbara Marquand Albany Hospital
- Cameron Mableson ATCO Gas
- Dale Putland CoA, Executive Director Planning & Development Services
- Deb Woodman Department of Child Protection (DCP)
- Garry Turner CoA Senior Fire Safety Officer
- Jason Holland Albany Sea Rescue
- Kevin Parsons Department of Fire and Emergency Services, District Officer
- Matthew Bird CoA, Manager Tourism & Development Services (Airport)
- Ross Fenwick CoA Chief Bush Fire Control Officer
- Scott Macaulay Albany Port Authority
- Sheryn Prior DFES, State Emergency Service (SES)
- Stacey Abbott St John's Ambulance
- Steve Dean Department of Education
- Stuart Jamieson CoA, Manager Compliance & Community Safety
- Vince Hilder Department of Conservation

Special Guest Speaker: Mrs Glen Norris, Shire of Bridgetown, Green Bushes

Apologies/Absent:

- Albany Port Authority Sean Bolt and Sumanth Surendran
- Annie Bryson Lodge, McKeown Manager, Kate Jones
Lodge and Gwen Hardie Lodge
- Albany Police Senior Sergeant Peter McLean (Deputy Chair)
- Bureau of Meteorology Jason Balhom
- City of Albany Coordinator Emergency Management and
Community Safety, Brian Pickford
- City of Albany Councillor David Bostock

Item 1.0 continued.

Apologies/Absent:

- Department of Conservation Regional Investigations Leader Mr Nathan Hallett
- Department of Transport Noel Chambers & Tony Firtzpatrick
- Main Roads Manager Vegetation/Environment, Malcolm Mallaby
- Silver Chain Christine Hunter
- State Emergency Management Committee (SEMC) Secretariat Adam Smith
- Telstra Brad Nelson
- Water Corporation, Operations Manager (LGS), Michael Sillifant
- Water Corporation Steven Childs
- Western Power Kim Bunny

2. CONFIRMATION OF MINUTES OF THE PREVIOUS MEETING

As hardcopies of the minutes could not be presented to the Committee for confirmation, due to an information technology network failure, it was recommended that the minutes be presented to the next LEMC meeting. A copy of the 21 March 2013 Unconfirmed Minutes are attached.

ITEM 2.0: COMMITTEE RECOMMENDATION

The unconfirmed minutes of the Local Emergency Management Committee meeting held on 21 March 2013 be confirmed as a true and accurate record of proceedings.

3. DISCLOSURE OF INTEREST: Nil

4. BUSINESS ARISING FROM PREVIOUS MEETINGS:

LEMC 5 December 2012	
• Identify formal training for the LRC and designated recovery positions.	Pending. Scheduled to be conducted in June/July 2013.
• Recovery training awareness training/briefings for agencies and elected members.	Pending. Scheduled to be conducted in June/July 2013.
LEMC 21 March 2013	
• The Local Recovery Arrangements	Pending. Management Plan for the provision of welfare support reviewed. Animal Welfare Plan (Draft) prepared.

5. ITEMS FOR DISCUSSION

5.1 PRESENTATION FROM SHIRE OF BRIDGETOWN-GREENBUSHES

- Reporting Officer: Coordinator Emergency Management & Community Services (Brian Pickford)

Presentation to the Committee on community recovery process (lessons learnt), was presented by Mrs Glen Norris. A copy of the briefing is attached.

On behalf of the Committee, the Chair thanked Mrs Glen Norris for the presentation on recovery management.

5.2 FINAL PRESENTATION OF THE LOCAL RECOVERY ARRANGEMENTS

- Reporting Officer: Manager Community Compliance & Community Safety.

The Committee were advised that the Welfare Plan has been updated and the finalised Draft Animal Emergency Plan will be distributed electronically with the Local Recovery Management Plan.

6. GENERAL DISCUSSION:

- Committee were advised:
 - The City of Albany primary administrative point of contact for the LEMC is now the Coordinator Emergency Management and Community Safety, Brian Pickford.
 - The City of Albany Community Safety Team (Emergency Management), responsible for providing administrative support to the LEMC now reports to the Executive Director Planning & Development Service, Dale Putland.
- The Manager Compliance & Community Safety, Stuart Jamieson, thanked the Committee for their support and advised of his new role as the Manager Governance & Risk Management.

On behalf of the Committee the Chair, thanked Stuart Jamieson for his support and guidance to the Committee.

7. DATE OF NEXT MEETING: To be advised.

8. CLOSURE OF MEETING: There being no further business the Chair declared the meeting closed at 10:03am.

Attachments:

- Unconfirmed Minutes of the LEMC meeting held on 21 March 2013
- Shire of Bridgetown-Greenbushes, Briefing Notes on Recovery Management (Bridgetown Fires 2003, 2009 & 2013)



**LOCAL EMERGENCY MANAGEMENT COMMITTEE MEETING
MINUTES**

Meeting held on Thursday 5 September 2013 at 8.30am
City of Albany – ALAC, Barker Road Meeting Room
(File Ref: ES.MEE.5 Synergy Reference: AM137783)

Committee Terms of Reference: *The aim of the Local Emergency Management Committee (LEMC) is to overview, plan and test the local community emergency management arrangements. The committee includes representatives from agencies, organisations and community groups with expertise relevant to the identified community hazards and risks and emergency management arrangements.*

The Chair declared the meeting open at 08:30am.

1. ATTENDANCE:

- Councillor Gerry Gregson City of Albany (CoA), Councillor (Chair)
- Adam Smith SEMC
- Andrew Buchanan ATCO Gas
- Andrew Collins ABC Radio
- Barbara Marquand Albany Hospital
- Dale Putland CoA, Executive Director Planning & Development Services
- Garry Turner CoA Senior Fire Safety Officer
- Jenny Cobbold CoA, PA to ED Planning and Development Services
- Matthew Bird CoA, Manager Tourism & Development Services (Airport)
- Neville Blackburn Department of Child Protection (DCP)
- Nigel de Snoo DFES, State Emergency Service (SES)
- Noel Chambers DOT
- Peter McLean Albany Police, Senior Sergeant
- Ross Fenwick CoA Chief Bush Fire Control Officer
- Scott Macaulay Albany Port Authority
- Stacey Abbott St John's Ambulance
- Steve Dean Department of Education
- Sumanth Surendran Albany Port Authority
- Vince Hilder Department of Conservation

Special Guest Speaker: Mr Chris Morrison -

Apologies/Absent:

- Albany Port Authority Sean Bolt
- Albany Sea Rescue Kerrin Digney
- Albany Surf Life Saving Pat McSweeney
- Annie Bryson Lodge, McKeown Lodge and Gwen Hardie Lodge Manager, Kate Jones
- Albany Police Sergeant Mark Fairclough
- Brookfield Rail Fred Steer, Roy Spurr and Craig Andrew
- Bureau of Meteorology Jason Balhom
- City of Albany Graham Foster (CEO)
- City of Albany Councillor David Bostock
- City of Albany Mark Ford
- City of Albany Anna Page
- Clarence Estate Jennie Grieve

Item 1.0 continued.

Apologies/Absent:

- | | |
|---|--|
| • Department of Child Protection | Lorna Woodward & Deb Woodward |
| • Department of Conservation | Mr Nathan Hallett |
| • Department of Fire and Emergency Services | Kevin Parsons |
| • Department of Food & Agriculture | Danny Roberts |
| • Department of Housing | Ken Carter |
| • Department of Transport | Daneial Pell & Tony Firtzpatrick |
| • Main Roads | Manager Vegetation/Environment,
Malcolm Mallaby |
| • Silver Chain | Christine Hunter & Lesley Pearson |
| • Telstra | Brad Nelson |
| • Water Corporation, | Operations Manager (LGS), Michael
Sillifant |
| • Water Corporation | Steven Childs |
| • Western Power | Kim Bunny & Shane Adams |

2. CONFIRMATION OF MINUTES OF THE PREVIOUS MEETING

<p>ITEM 2.0: COMMITTEE RECOMMENDATION</p> <p>MOVED: MS BARBARA MARQUAND SECONDED: COUNCILLOR GERRY GREGSON</p> <p>The unconfirmed minutes of the Local Emergency Management Committee meeting held on 21 March 2013 AND 12 June 2013 be confirmed as a true and accurate record of proceedings.</p> <p style="text-align: right;">CARRIED</p>

3. DISCLOSURE OF INTEREST: Nil

4. BUSINESS ARISING FROM PREVIOUS MEETINGS:

LEMC 5 December 2012	
• Identify formal training for the LRC and designated recovery positions.	Pending. Scheduled to be conducted in June/July 2013.
• Recovery training awareness training/briefings for agencies and elected members.	Pending. Scheduled to be conducted in June/July 2013.
LEMC 21 March 2013	
• The Local Recovery Arrangements	Pending. Management Plan for the provision of welfare support reviewed. Animal Welfare Plan (Draft) prepared.

5. ITEMS FOR DISCUSSION

5.1 MEMORANDUM OF UNDERSTANDING (MoU)

- Reporting Officer: Chris Morrison

Chris introduced himself and explained that he will be reviewing the 3 MoU.

On behalf of the Committee, the Chair thanked Mr Chris Morrison and was looking forward to his report

Chris was asked “should there be only 1 MoU”?

- I. **Chris’s Response** – There is more than 3 MoU
- II. **Chris’s Response** - There should be 1 single MoU because all the existing MoU have errors in them.

5.2 WALGA EMERGENCY MANAGEMENT TRAINING PROGRAMS

- Reporting Officer: Dale Putland
 - Bringing to everyone’s attention of training programs WALGA have available
 - IF anyone would like to attend training please contact

Jenny Cobbold – 9841 9366

6. GENERAL DISCUSSION:

- Committee were advised:
 - Matt Bird tabled the upcoming Calendar of events for the next 6 months.
 - Dale Putland informed the Committee that the MIR conducted on the BCC will be released on the DFES website on the 6th September 2013 without agency responses and without names. There may be media attention, the City of Albany will make one statement and there will be no comment from any City of Albany Volunteer or employee.
 - Senior Sergeant Peter McLean remarked that the Committee has come a long way in the last 2 years.
 - Neville Blackburn introduced himself as the newly appointed District Emergency Services Officer for the Department of Child Protection and Family Support.
 - Brian Pickford (Coordinator Community Safety and Emergency Management) no longer is employed by the City of Albany.
 - Barbara Marquand asked if there were any processes informing agencies of upcoming events as there is none the following recommendation was put forward.

COMMITTEE RECOMMENDATION

**MOVED: MS BARBARA MARQUAND
SECONDED: ROSS FENWICK**

That a working group (cross agencies) be formed to create a process for informing all agencies of upcoming events.

CARRIED

7. DATE OF NEXT MEETING: 4th December 2013.

8. CLOSURE OF MEETING: There being no further business the Chair declared the meeting closed at 8.52am.

Attachments:

- Copy of MoU
- City of Albany Summer Events
- Walga news



**LOCAL EMERGENCY MANAGEMENT COMMITTEE MEETING
MINUTES**

Meeting held on Tuesday 19 November 2013 at 8.00am
City of Albany – Civic Room
(File Ref: ES.MEE.5 Synergy Reference: AM1333789)

Committee Terms of Reference: *The aim of the Local Emergency Management Committee (LEMC) is to overview, plan and test the local community emergency management arrangements. The committee includes representatives from agencies, organisations and community groups with expertise relevant to the identified community hazards and risks and emergency management arrangements.*

Senior Sergeant Peter Mclean from the Albany Police Department called for an extraordinary meeting to discuss emergency responders planning and preparation – Land, Sea and Air during the World Clipper Race in Albany.

1. ATTENDANCE:

- Councillor Gerry Gregson City of Albany (CoA), Councillor (Chair)
- Dale Putland CoA, Executive Director Planning & Development Services
- Garry Turner CoA Senior Fire Safety Officer
- Jenny Cobbold CoA, PA to ED Planning and Development Services
- Matthew Bird CoA, Manager Tourism & Development Services (Airport)
- Noel Chambers DOT
- Peter McLean Albany Police, Senior Sergeant
- Jason Howard Albany Sea Rescue
- Mark Ford CoA Manager Reserves
- Rob Forster CoA Senior Ranger
- Kim Bunny Western Power
- Pat McSweeney Albany Surf Life Saving – Emergency Response Team

Apologies/Absent:

- AVMR Chris Johns
- Bureau of Meteorology Jason Balhom

2. ITEMS FOR DISCUSSION

1. Department of Transport

Has an Emergency Plan in place and has been provided to Albany Police Department, and has been added to their Operations Orders.

2. Albany Sea Rescue

Possibly small boats may go out from our harbour to meet the Clippers, but there is no indication of this. If there is a problem Albany VMR (Volunteer Marine Rescue) can go out 30kms if more than 30kms from the coast it will then be the ASR (Australian Sea Rescue), if it is out in the middle of the ocean then the Australian Navy will respond.

ASR (Albany Sea Rescue) asked DOT (Department of Transport) to pass on to the boats to log onto channel 82 as they get closer, this is covered 24/7 in case of emergencies. All the vessels are carrying Automatic Identification System (AIS) and the Port has an AIS receiver.

DOT will pass on the message regarding Channel 82 to the Deputy Race Director. ASR also recommended that all boats receive a list of all the local Sea Rescue Channels from Albany to Sydney.

3. Air Rescue

Airport has normal flights, there are no extra flights booked over this period.

There may be small planes on race day the 3 December taking photos. DOT will have their fisheries vessels plus 1 from VMR out there in case of an incident.

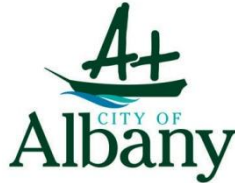
4. Land (Police)

Unknown visitor numbers, normal Traffic Control and Policing duties.

Local Fire Brigade will attend in case of a fire at the Marina.

Marina will be covered by security on Friday, Saturday and Sunday nights only.

- **CLOSURE OF MEETING:** 8.10am.



**LOCAL EMERGENCY MANAGEMENT COMMITTEE MEETING
MINUTES**

Meeting held on Wednesday 4 December 2013 at 8.30am
City of Albany – Civic Rooms, North Road
(File Ref: ES.MEE.5 / AM1381410)

Committee Terms of Reference: *The aim of the Local Emergency Management Committee (LEMC) is to overview, plan and test the local community emergency management arrangements. The committee includes representatives from agencies, organisations and community groups with expertise relevant to the identified community hazards and risks and emergency management arrangements.*

Dale Putland declared the meeting open at 8.30am and asked for nominations for Chairperson.

COMMITTEE RECOMMENDATION

THAT Committee ELECT Councillor G Gregson as the Chairperson of the Local Emergency Management Committee.

THAT Committee ELECT Senior Sergeant P McLean as the Deputy Chairperson of the Local Emergency Management Committee.

1. ATTENDANCE:

- | | |
|----------------------------|---|
| • Councillor Gerry Gregson | City of Albany (CoA), Councillor (Chair) |
| • Dale Putland | CoA, Executive Director Planning & Development Services |
| • Mark Ford (Acting) | CoA, Manager Emergency Management & Community Safety |
| • Jenny Cobbold | CoA PA to ED Planning and Development Services |
| • Matthew Bird | CoA Manager Tourism Development and Services |
| • Tony Ward | CoA Manager Emergency Management & Community |
| • Garry Turner | CoA, Senior Fire Safety Officer |
| • Anna Page | Airport Reporting Officer |
| • Ross Fenwick | Chief Bush Fire control Officer |
| • Peter McLean | Albany Police, Senior Sergeant |
| • Barbara Marquand | Albany Hospital |
| • Kevin Parsons | DFES |
| • Adam Smith | SEMC |
| • Nigel de Snoo | DFES, State emergency Service (SES) |
| • Steven Childs | Senior Catchment Ranger (Water Corp) |
| • Scott Macaulay | Albany Port Authority |
| • Noel Chambers | DOT |
| • Malcolm (Con) Mallaby | Main Roads WA |
| • Andrew Buchanan | ATCO Gas Australia Pty Ltd |
| • Mike Ficko | St John Ambulance Australia (Albany) |
| • Sarah Matthews | DFES |

Apologies/Absent:

Andrew Collins	ABC Radio
Nathan Hallett	DER
Stacy Abbott	St John Ambulance
Jason Balhorn	Albany Meteorological Information Office
Councillor Ray Hammond	CoA, Councillor
Stephen Dean	Department of Education
Sean Bolt	Albany Port Authority
Captain Sumanth Surendran	Albany Port Authority

2. CONFIRMATION OF MINUTES OF THE PREVIOUS MEETING

ITEM 2.0: COMMITTEE RECOMMENDATION

**MOVED: COUNCILLOR GERRY GREGSON
SECONDED: MS BARBARA MARQUAND**

The unconfirmed minutes of the Local Emergency Management Committee meeting held on 5 September 2013 and Special - 19 November 2013 to be confirmed as a true and accurate record of proceedings.

CARRIED

**3. DISCLOSURE OF INTEREST
NIL**

BUSINESS ARISING FROM PREVIOUS MEETINGS:

LEMC 5 December 2012	
• Identify formal training for the LRC and designated recovery positions.	Completed. Scheduled to be conducted in June/July 2013.
• Recovery training awareness training/briefings for agencies and elected members.	Completed. Scheduled to be conducted in June/July 2013.
LEMC 21 March 2013	
• The Local Recovery Arrangements	Completed. Management Plan for the provision of welfare support reviewed. Animal Welfare Plan (Draft) prepared.

4. ITEMS FOR DISCUSSION

4.1 Adam Cousins presented to the Committee a short presentation on upcoming events the City of Albany were hosting. Also on infrastructure completed and still in progress for the Anzac Centenary events.

5. GENERAL DISCUSSION

5.1 Clipper Race Comments

- a) Police Department had no issues during the event – it was an exceptionally well run event.
- b) City of Albany had only positive feedback.
- c) Sea Rescue – No callouts.
- d) FESA – No callouts.

5.2 Sarah Matthews – Community Engagement Officer for DFES.

Sarah’s role is to work with more vulnerable communities in making them aware of their bushfire risk.

The areas at high risk within the City of Albany
Goode Beach
Little Grove
The three mounts

Sarah presented a pocket sized document (attached) produced for the Shire of Jerramungup and would like the support of the Committee to fund the printing of the brochure for the City of Albany. (55c per unit)

5.3 Tony Ward:

Garry Turner introduced Tony as the new Manager Emergency Management and Community Safety for the City of Albany.

5.4. Andrew Buchanan

Andrew introduced himself as the Regional Supervisor for ATCO Gas Australia. He extended an invitation to the City of Albany, and all other utilities, for his services to come out to tool box meetings, staff meetings where they work around areas with LPG reticulated gas to talk about risks relating to LPG.

5.5 Neville Blackburn – DCP*FS

On the 21/11/2013 an evacuation centre exercise was held at the Denmark Recreation Centre.

Representatives from the Shire of Plantagenet, City of Albany and Shire of Denmark.

The aim was to practise the Department of Child Protection and Family Support's ability to deal with an incident where there were 200 evacuees.

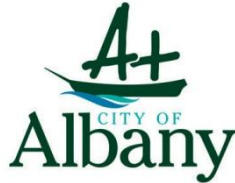
19 Staff

30 people from other government agencies and non government organisations

6. DATE OF NEXT MEETING:

6th March 2014

7. CLOSURE OF MEETING: There being no further business the Chair declared the meeting closed at 9.24am.



**LOCAL EMERGENCY MANAGEMENT COMMITTEE MEETING
Unconfirmed Minutes**

Meeting held on Thursday 6 March 2014 at 8.30am
City of Albany – Civic Rooms, North Road
(File Ref: ES.MEE.5 / AM1381410)

Committee Terms of Reference: *The aim of the Local Emergency Management Committee (LEMC) is to overview, plan and test the local community emergency management arrangements. The committee includes representatives from agencies, organisations and community groups with expertise relevant to the identified community hazards and risks and emergency management arrangements.*

1. ATTENDANCE:

- Councillor Gerry Gregson City of Albany (CoA), Councillor (Chair)
- Matthew Bird CoA Manager Tourism Development and Services
- Tony Ward CoA Manager Rangers & Emergency Management
- Garry Turner CoA Emergency Management Team Leader
- Anna Page Airport Reporting Officer
- Suzan Lees Project Officer Business Improvement (R & EM) (Minutes)
- Ross Fenwick Chief Bush Fire Control Officer
- Quentin Flatman Albany Police, Senior Sergeant
- Kevin Parsons DFES
- Sarah Matthews DFES
- Adam Smith SEMC
- Ron Panting SES
- Jarred Marsh SES
- Wayne Aggies DPaW Albany
- Neville Blackburn DCPFS
- Steven Childs Senior Catchment Ranger (Water Corp)
- Scott Macaulay Albany Port Authority
- Malcolm (Con) Mallaby Main Roads WA
- Noel Chambers DOT
- Ken Carter Dept of Housing

Apologies/Absent:

- | | |
|-------------------------------------|------------------------------------|
| Stephen Dean – Dept of Education | Vince Hilder - DPAW |
| Andrew Buchanan – ATCO Gas | Sean Bolt – Albany Port |
| Tim Hunter – Western Power | Sumarth Surendran – Albany Port |
| Stacey Abbott – St John’s Ambulance | Barbara Marquand – Albany Hospital |

2. CONFIRMATION OF MINUTES OF THE PREVIOUS MEETING

ITEM 2.0: COMMITTEE RECOMMENDATION

THAT the minutes of the Local Emergency Management Committee meeting held on 4 December 2013 to be confirmed as a true and accurate record of proceedings.

Moved: R Panting

Seconded: K Parsons

CARRIED

3. DISCLOSURE OF INTEREST

Nil

4. BUSINESS ARISING FROM PREVIOUS MEETINGS:

Nil

5. CONFIRMATION OF CONTACT DETAILS AND KEY STAKEHOLDERS

As per attached contact list (Attachment 1).

6. ITEMS FOR DISCUSSION

6.1 Status of Local Emergency Management documentation

Tony Ward (CoA Manager Rangers & Emergency Management) presented the results of a preliminary audit of the City of Albany's emergency management documentation (see Attachment 2) carried out by the Emergency Management team to establish the status of current documentation, as required by legislation.

The need for an up to date risk analysis is required due to the change of demographics and the identification of new hazards.

The requirement to establish working groups comprising CoA Emergency Management staff and LEMC members to update the documentation to required standards was raised.

6.2 Appointment of Local Recovery Coordinator

Tony explained that it was proposed, at the LEMC meeting in June 2012, that the role of the Local Recovery Coordinator be filled by the Manager Compliance and Community Safety, however this position no longer exists within the City of Albany. He raised concerns that the role of LRC be filled by an active manager within the CoA as at the time the LRC's role is activated, the CoA management will be busy dealing with aspects of the emergency.

The current situation is that there is no LRC or Local Recovery Committee – the City needs to establish both to conform to its legal obligations.

Adam Smith (SEMC CEMO) suggested that the CoA set up a teleconference with the CEO of the Shire of Mundaring to learn from their recent emergency experience and discuss how they structured their LRC and Recovery Committee. Adam also volunteered to set up contact with the RC of Kelmscott/Armadale/Roleystone fires to allow the CoA to make an informed decision.

Action: Adam Smith to initiate contact with these Local Governments in liaison with Tony Ward.

Ross Fenwick (CBFCO) stated that the presentation to LEMC by the LRC from Bridgetown that took place in 2013 was useful and stated his support for Tony's statements regarding a CoA employee taking on the role of LRC.

Action: Tony Ward to collate the information gathered from other local governments and present the options to LEMC at a later meeting.

6.3 Establishment of Local Recovery Committee

The Chair opened the floor to comments regarding the establishment of the Local Recovery Committee.

Cr Gregson suggested that key stakeholders be identified. Senior Sergeant Flatman stated that WAPOL would be involved as a matter of course

The need for a Committee and a working group was raised. Tony Ward clarified that a 'working Recovery Committee' with a wide range of expertise and resources would be established in the

event of an emergency, but that a core Committee is required for the purpose of reviewing, developing and testing the CoA Recovery Plan.

Kevin Parsons (DFES) questioned the terminology used, suggesting that the Recovery Committee would be formed at the emergency, based on the nature and extent of the emergency event, and that to try to establish a Committee from the LEMC membership would not be the correct way of going about it. He also suggested that the Recovery Coordinator be appointed as a direct response to each particular emergency event. He agreed that a core representation did need to be established to oversee and ensure arrangements are in place.

The following LEMC members volunteered to form a working group to establish the core requirements for the Recovery Committee:

Adam Smith – SEMC
 Kevin Parsons - DFES
 Malcolm Mallaby – Main Roads
 Quentin Flatman – WAPOL
 Neville Blackburn – DCPFS
 Matthew Bird – CoA Airport Manager
 CoA Emergency Management Team

6.4 Review of 2012/2013 Business Plan - commence preparation of 2014/2015 Annual LEMC Business Plan.

Tony Ward (Manager Rangers & Emergency Services) distributed a copy of the 2013/14 LEMC Business Plan (Attachment 3) and identified that not all the stated achievements had actually been achieved. He proposed that the existing plan can be adopted as ongoing and used as a basis for the establishment of the 2014/15 Business Plan.

Kevin Parsons (DFES) raised a question to Tony Ward regarding his statement that the last risk analysis was done 10 years ago as the Business Plan states that a public consultation process had occurred last year, and questioned the need for another risk analysis.

Tony Ward clarified that the risk assessment did not occur last year – it was on the Business Plan but did not take place so there is a need to carry out the risk assessment process. Tony acknowledged that there is a lot of work to be done, and the CoA needs to look at the required benchmarks, examine all the processes and ensure they are in place, including risk analysis.

Tony Ward stated that the Emergency Management team is taking steps to rectify the holes identified in the CoA's emergency management processes and documentation and will need the LEMC to function as a workable tool, working to its capacity, to get the processes in place.

6.5 Preparation of next financial year LEMC exercise schedule

Tony Ward stated that it is a requirement under SEMP 2.5 that LEMCs plan their exercise schedule at their first calendar year meeting.

Tony Ward suggested that WAPOL may be able to create a desk-top exercise that could be conducted later in the year. Quentin Flatman responded that although WAPOL Albany currently does not have the resources to write an exercise, Superintendent Bullen has asked the WAPOL Emergency Operations Unit to write an exercise involving the Albany Airport in August in preparation for the Anzac commemorative events.

Adam Smith (SEMP) suggested that, as there is an Airport exercise planned, it would be prudent to conduct an exercise that is not response related, but perhaps centred on recovery.

Action: Adam Smith and Kevin Parsons volunteered to create a desk-top exercise to be held in the second quarter of 2014, around October or November. Tony Ward suggested that an emergency associated with a communications break-down could be suitable.

Matt Bird questioned the timing of the planned exercise, from the Airport's perspective, and for it to occur before the Anzac events, it would need to be carried out closer to August, rather than October or November. He requested that this be placed on the Agenda for the next LEMC meeting, which will need to be held before the scheduled date in June. The Chairperson proposed the next meeting be held in early May.

7. GENERAL DISCUSSION

7.1 Visitor Safety Information

Sarah Matthews (DFES Community Engagement Officer) presented the "WA Great Southern Region Visitor Safety Information" aide memoir booklet and outlined the promotion the launch of the booklet had received. (See Attachment 4)

The booklet has been developed by DFES with assistance from other key emergency service agencies with the CoA paying for the production of 2,000 copies. Sarah explained that the booklet is intended to be disseminated to visitors to the Great Southern Region as part of a dialogue with rangers and police officers and visitors are to be encouraged to keep the booklet on them at all times during their visit. The intention is not for the booklet to sit on counters for visitors to pick up. A feedback form was distributed with the aim of improving the booklet in coming years.

A request was made for the responsibility for the ongoing development and management of the booklet is to be handed over to the LEMC.

Action: Sarah Matthews to provide the City of Albany with the electronic files associated with the booklet.

7.2 Qualified Airport Fire Control Officer

Ross Fenwick advised the LEMC that the Bush Fire Brigades currently have a qualified airport fire control officer as a member.

7.3 Expressions of Thanks

Garry Turner (CoA Team Leader Emergency Management) expressed, on behalf of LEMC, gratitude for the service that recently retired Sergeant Mark Fairclough (WAPOL) provided to the LEMC in recent years.

Kevin Parsons requested that a formal thank you letter from LEMC be written to Mark.

Action: Tony Ward to write letter on behalf of the Chairperson of LEMC.

7.4 Port of Albany Emergency Response Plan

The Port of Albany Emergency Response Plan December 2013 was tabled.

7.5 ADF Representative on LEMC

Senior Sergeant Quentin Flatman (WAPOL) advised the Committee that Albany now has a regular soldier posted in Albany and suggested that an invitation should be extended for him to join the LEMC.

Action: Quentin Flatman to extend an invitation to attend the next LEMC meeting.

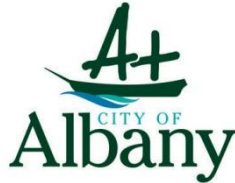
7.6 Anzac Centenary 1914 – 2014

Adam Cousins (CoA Manager Cultural and Community Development) presented an update on the plans for the Anzac Centenary Albany commemorative events from 31 October to 2 November 2014.

Adam Cousins to present updates to the LEMC and DEMC at each of their meetings during 2014.

**8. DATE OF NEXT MEETING:
Thursday 15th May 2014**

**9. CLOSURE OF MEETING:
Meeting closed 9.50am**



**LOCAL EMERGENCY MANAGEMENT COMMITTEE MEETING
Minutes**

Special Meeting (Anzac Update)

held on Thursday 15 May 2014 at 8.30am
City of Albany – Civic Rooms, North Road
(File Ref: ES.MEE.5 / AM1490343)

Committee Terms of Reference: *The aim of the Local Emergency Management Committee (LEMC) is to overview, plan and test the local community emergency management arrangements. The committee includes representatives from agencies, organisations and community groups with expertise relevant to the identified community hazards and risks and emergency management arrangements.*

This Special Meeting of the LEMC to keep the members updated regarding the Anzac Commemorative Events planned for October and November 2014 was requested by the Chair of LEMC at the March meeting.

1. ATTENDANCE:

Councillor Gerry Gregson	City of Albany (CoA), Councillor (Chair)
Matthew Bird	CoA Manager Tourism Development and Services
Dale Putland	CoA ED Planning & Development Services
Tony Ward	CoA Manager Rangers & Emergency Services
Garry Turner	CoA Emergency Management Team Leader
Suzan Lees	Project Officer Business Improvement (R & ES) (Minutes)
Kevin Parsons	DFES
Dave Murphy	WAPOL
Steve Dean	Department of Education
Adam Smith	SEMC
Ron Panting	SES
Neville Blackburn	DCPFS
Steven Childs	Senior Catchment Ranger (Water Corp)
Malcolm Mallaby	Main Roads WA
Noel Chambers	DOT
Rachel Solomon	Albany Health Campus
Andrew Collins	ABC Radio
Gareth Evans	Water Corporation
John Moore	Water Corporation (Visitor)
Pierre Najjar	ATCO Gas
Dave Hastie	ATCO Gas

Apologies/Absent:

Ross Fenwick - CBFCO	Scott Macaulay- Albany Port Authority
Quentin Flatman - WAPOL	Ken Carter – Dept of Housing
Vince Hilder - DPaW	Danny Roberts – Department of Agriculture
Jill Robinson – Dept of Health	Brad Nelson - Telstra

2. DISCLOSURE OF INTEREST

None

3. CONFIRMATION OF CONTACT DETAILS AND KEY STAKEHOLDERS

As per attached contact list (Attachment 1).

4. ITEMS FOR DISCUSSION

The Chair opened the meeting at 8.30am and handed it over to His Worship the Mayor, Dennis Wellington.

4.1 Address by His Worship the Mayor

Mayor Wellington advised the group that the estimated number of visitors from the Perth metropolitan area expected to attend the Anzac Albany commemorative events occurring 30 October to 2 November 2014 is 48,000. In addition visitors from the eastern states and rural WA are also expected. This will result in an expected additional 16,000 to 18,000 additional vehicles on the roads. This additional influx requires emergency plans to be in place.

Including locals who have indicated their intent to attend the events, crowd numbers are estimated to reach 70,000 people. Security for visiting VIPs will place additional stress on resources.

The Anzac Albany events are an opportunity for Albany to promote itself as the events will receive Australia-wide coverage. Mayor Wellington stressed the importance of 'getting it right' especially in an emergency management context.

6.2 Anzac Commemorative Events Update and

6.3 LEMC and Anzac Commemorative Events

Adam Cousins (City of Albany Manager Cultural and Community Development) requested clarification of the LEMC's role in Anzac Albany and its interface with the DEMC as he has been updating the DEMC sub-committee formed to deal directly with the Anzac events monthly regarding planning. His understanding was that information would flow from the DEMC sub-committee to LEMC but expressed concerns that that did not appear to be happening and is uncertain about how the two groups will work together. He stated that the City has statutory requirements to have a LEMC and that the 'buck stops' with that committee in terms of local response to emergency situations. He is happy to take direction and to continue to report to both committees but stated that a very clear chain of command needs to be established in terms of emergency response and crisis mobilisation.

Significant work has been carried out around operational planning, risk management planning and the interface with emergency services. An event operational plan and the initial risk assessment and risk register are in place along with an operational plan for the Federal Government programme. These documents will go through multiple reiterations. He is happy to distribute this information on an ongoing basis.

A traffic management plan is being drafted (due for delivery 16 May 2014) includes road closures, road modifications and calming measures. This plan will go out for comment and agency feedback will be included in the final plan.

A transport management plan looking at bus routes and 'park and ride' facilities, the interface with taxis and hire cars, airport management, a limited ferry service is being developed. The Perth Transport Authority (PTA) is going to deliver the transport plan.

Tourism WA has released figures on public intention to attend the events (based on survey results):

- 48,000 from the Perth metropolitan area.
- 20,000 local residents.

65,000 to 70,000 would be about the capacity of Albany, any more would put pressure on infrastructure and could negatively impact on people's impression of Albany.

Cr Gerry Gregson asked if overseas or interstate intent to attend the event had been surveyed. Adam replied that Tourism WA had conducted a survey in Melbourne and Sydney but did not

include this data in the results as they did not feel it was accurate enough. Expecting limited visitations by dignitaries from overseas.

Dale Putland (Executive Director Planning and Development) reminded the meeting that LEMC is an advisory committee of Council and its role is to provide expert opinion and advice. DEMC is looking after the Project 3 events and GBE events, but stated that there are a lot more local community events planned that DEMC is not aware of. Event plan is not in place for Albany as there has never been a major event of this magnitude held before. The City needs the help of all LEMC members to provide local knowledge of the impact of these events as they have the operational knowledge to prevent avoidable issues.

The lines of communication between the DEMC and the LEMC need to be in place to ensure both groups are 'on the same page', although working on different levels, to ensure a coordinated approach. This will feed back to Council and Executive staff to ensure adequate resources are provided and that the City can make informed decisions about whether or not to approve smaller events. A well functioning LEMC will provide benefits not only for Anzac Albany events but well into the future.

Adam Cousins raised the issue of how the normal operational process of managing emergency events would be impacted during the Anzac Albany period with additional issues such as road closures and stated that this is something that should be considered by the LEMC.

Event Management Compound will be set up in the Town Square. An Emergency Command Centre to be set up in the City offices, probably in the Margaret Coates Boardroom.

Dale Putland stated that Albany will still be 'open for business' during the period and the events will impact on people who are just trying to carry out their day-to-day business. Adam stated that schools will most likely be closed on the Friday.

Steve Dean (Department of Education) said that the Minister for Education would be unlikely to approve school closure if the reason for the closure was to gain access to the buses that would normally be used for school transport. Voiced concern that part of the event would be conducted on the Friday and whether that posed additional risks to schools, for example if fire was to break out at a school, would there be adequate resources to deal with it.

Dale Putland raised the issue of school busses dropping off students on the Friday afternoon with the increased local traffic could be a safety issue and needed to be addressed. These local issues are the ones that the LEMC need to address before the events, which is a different level to that DEMC is addressing. He urged LEMC members to think about these sorts of issues and how they might impact on member agencies and how the risks can be mitigated.

Kevin Parsons (DFES) questioned which agencies should attend the proposed Emergency Command Centre. The question was redirected to Adam Smith (SEMC and XO of Great Southern DEMC) as the establishment of the Centre was a DEMC sub-committee request.

Adam stated that this was at the request of Project 3, who originally wanted the Centre located within the entertainment area with the event coordination centre. DEMC did not agree with this request as the location in the centre of the City could become gridlocked. DEMC has chosen the agencies they want represented over which periods of time and this request has gone through to the relevant managers to look at staff allocations. Primarily it will be the initial response agencies. When the Traffic Management Plan is put out for comment, there will be more work done by individual agencies on business continuity plans and response plans and they will know if additional resources are required from outside the region.

Adam stated that if a 'normal' emergency event occurred, it would be managed through the normal response channels through 000 to the relevant agency. As the response agency will have representation in the Emergency Command Centre it will facilitate inter-agency coordination. Some agencies are looking at forward deployment of staff to events so

emergencies can be responded to quickly with additional resources strategically placed outside of the event area.

Adam asked for a show of hands from agencies that were aware that they had representation on the DEMC sub-committee, and made the statement that just about every agency was represented on the sub-committee. He stated that a lot of the issues are 'bigger than the local area' in terms of resources being required from other areas. The Police Superintendent who is chairing the sub-committee is speaking directly with the Department of Premier and Cabinet and is looking at liaising directly with the Royal Australian Navy on certain issues. The additional traffic resulting from people driving down from Perth requires talking with Main Roads, not only in Albany but also the wheat belt and the emergency response agencies along the highway. That is the level the sub-committee is working at. Perhaps there are some other areas that this committee (LEMC) can have some input into, localised issues. Adam suggested a working group to identify the issues. One of the reasons that the sub-committee was set up was that although Adam Cousins presented an Anzac overview to LEMC on 4th December, this is the first time that LEMC has discussed Anzac events, almost 6 months later. The plan to move forward is for some actual tangible workshops for the next meeting where the issues are 'put on the table' with the aim of identifying local issues and start dealing with those. Need to go through the Traffic Management Plan and identifying issues and making a plan to move forward. This will provide clarity that the DEMC sub-committee is dealing with regional and state issues.

Dale Putland requested that the LEMC receive regular updates from the DEMC sub-committee, and for LEMC to update the DEMC sub-committee so ensure that a flow of information occurs to ensure there are no gaps.

Adam Smith offered to provide a briefing note to the City of Albany for dissemination to the LEMC members after each monthly DEMC sub-committee meeting. LEMC minutes to be tabled at the DEMC sub-committee meetings.

The Chair stated that LEMC meetings will be held monthly leading up to the Anzac Albany events to ensure all are informed.

The DEMC sub-committee meet during the third week of the month. Adam Smith suggested that LEMC meet either two weeks before or after these meetings to ensure a two-week cycle of meetings.

The next LEMC meeting (Thursday 19 June 2014) will be the workshop to identify local events to be addressed by LEMC.

Tony Ward asked if the DEMC sub-committee intended to involve the LEMC in the review of the Project 3 Operational Management Plan, Traffic Management Plan and Risk Assessment.

Adam Smith replied that if that question was formally raised with the Executive they would have an expectation that because Project 3 is contracted to the City and the City is represented at that sub-committee that the City would be having input through that mechanism.

Tony Ward questioned that 'the City is represented on the sub-committee' and asked for clarification as to who the representative is. Adam Smith stated that Tony Ward and Dale Putland are on the mailing list.

Tony requested that the scope and purpose of the sub-committee, and where it sits in relation to the LEMC be clarified, as the LEMC is a committee of Council set up to deal with local issues and to identify issues that may require state assistance or intervention. To date the communication has been disjointed and City has relied on anecdotal information to understand what is going on with respect to the planning and admittedly the LEMC has not been proactive in that process. However, it is not appropriate for the two committees to operate along parallel lines with LEMC duplicating the process that a DEMC sub-committee is undertaking. Clarification of the relationship between LEMC and the DEMC sub-committee is requested,

especially in respect to communication between the two committees, and if the two are not amalgamated, a clear set of directions from DEMC is required as to what they are doing and what the LEMC is doing.

Kevin Parsons stated that this is the most important thing that needs to be clarified at the next meeting along with the Traffic Management Plan, so that there is no duplication of work between the two committees.

Dale Putland suggested that the Chair of LEMC write to the Chair of DEMC seeking the DEMC sub-committee terms of reference and to clarify the relationship between the two committees.

Kevin Parsons requested that the agencies who will be involved in the Emergency Command Centre be able to provide input into how the Centre will be equipped to ensure that it will be appropriately resourced.

Tony Ward requested that an invitation be issued to the Chair of the DEMC sub-committee to attend the next LEMC meeting to address the issues raised in this meeting. The Chair agreed and suggested the invitation be included in the letter to the DEMC sub-committee Chair.

Garry Turner (City of Albany Emergency Management Team Leader) asked a question of Adam Cousins if the facilities of the camping areas had been considered, and the number of Rangers required to manage the influx of campers. Adam replied that they would need to consider how accommodation is managed and how the City is going to deal with illegal camping.

Noel Chambers (Department of Transport) raised the issue of communications, especially mobile phone network failure or overload. Adam Smith replied that the concerns have been raised with Telstra and they are scheduled to present at the next DEMC sub-committee meeting. Adam Cousins stated that Telstra are working on a range of solutions. Dale Putland stated that a functioning telephone network is vital for mobilising the volunteer bush fire brigades in event of a fire.

Malcolm Mallaby (Main Roads) asked if there would be extra flights scheduled. Matt Bird (City of Albany Manager Tourism Development Services) stated that Virgin Airlines are likely to put on extra flights and gave the additional flights scheduled to cope with the 1000 competitors arriving in Albany for the National Athletics Championships in August as an example.

Malcolm asked if local contractors would be employed for traffic management under the Traffic Management Plan, as local Main Roads staff would be needed for traffic management in likely case of accidents occurring. They need advance notice in case additional staff need to be brought in from outside the area. Adam Cousins replied that the traffic management contractor is ATM and they are likely to be bringing additional staff from Perth.

Adam Cousins raised the need for an inter-agency sub-working group looking at a seamless solution to the traffic management and transport issues.

Matt Bird advised the committee that scope of the airport emergency field exercise planned for August/September will possibly be broadened to include elements outside the airport and the opportunity for other agencies to become involved. David Murphy (WAPOL) and Matt will present an outline of the planned exercise to the next LEMC meeting.

6.3 Water Corporation Field Exercise

John Moore (Water Corporation Dangerous Goods Coordinator) provided information about his role as Dangerous Goods Coordinator and gave the meeting an outline of the planned live exercise to test the Water Corporation's response to a large volume gas leak at the Little Grove water treatment plant on 26 June 2014. The exercise is intended to test local and state-wide operational response and test Water Corporation's effectiveness in working with other agencies. Full details will be provided to DFES and WAPOL.

5. GENERAL DISCUSSION

The Chair asked each agency to state any concerns or issues identified that would impact on their organisation.

Ron Painting (SES) stated for the next meeting that he needs to know what his organisation's role would be regarding Anzac Albany so that details could be passed on to his volunteers so that details such as leave could be decided. Requested a copy of the Traffic Management Plan when it becomes available.

Water Corporation will be looking at how wastewater infrastructure will cope with a temporary doubling of the population of Albany. Requested information on how many porta-loos will be in Albany as this will impact on waste disposal site. (Adam Cousins to provide this information to Water Corporation if and when it becomes available and report at the next meeting.)

WAPOL – Dave Murphy asked if the PTA would be bringing extra busses. Adam Cousins replied that they will be bringing extra busses and a management team of 10 people. The PTA will have a team in Albany next week to investigate and the transport plan should be available in approximately one month.

Steve Dean (Department of Education) asked what work will be done to firm up the visitor estimates. Adam Cousins replied that another study is planned.

Noel Chambers (Department of Transport) stated that the Traffic Management Plan should be available for the next meeting so that meaningful discussions can be held. Noel stressed that it is important for the LEMC members to come prepared with information to the next meeting.

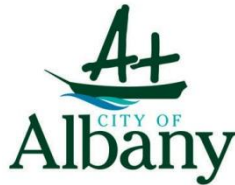
Dave Murphy (WAPOL) asked what was in place for the management of the water traffic. Adam C replied that there have been enquiries from six vessel owners regarding docking at the marina. Dave stated that they have requested additional support and that the Water Police will have a two boats in Albany and they will be able to deputise Sea Search and Rescue to assist with keeping small craft clear of the Navy vessels. WAPOL have not spoken to the Navy (they are dealing with the Albany Port Authority) so they are unsure if the Navy will be utilising the marina.

6. DATE OF NEXT MEETING:

Thursday 19th June 2014

7. CLOSURE OF MEETING:

Meeting closed 9:50 am



**LOCAL EMERGENCY MANAGEMENT COMMITTEE MEETING
Minutes**

Special Meeting (Anzac Workshop)

held on Thursday 19 June 2014 at 8.30am
City of Albany – Civic Rooms, North Road
(File Ref: ES.MEE.5 / AM1490372)

Committee Terms of Reference: *The aim of the Local Emergency Management Committee (LEMC) is to overview, plan and test the local community emergency management arrangements. The committee includes representatives from agencies, organisations and community groups with expertise relevant to the identified community hazards and risks and emergency management arrangements.*

1. ATTENDANCE:

Councillor Gerry Gregson	City of Albany (CoA), Councillor (Chair)
Dale Putland	CoA ED Planning & Development Services
Matthew Bird	CoA Manager Tourism Development and Services
Tony Ward	CoA Manager Rangers & Emergency Services
Scott Reitsma	CoA Coordinator Environmental Health
Suzan Lees	Project Officer Business Improvement (R & ES) (Minutes)
Matt Thompson	CoA ED Works and Services
Anna Page	CoA Airport Reporting Officer
Kevin Parsons	DFES
Quentin Flatman	WAPol
Cath Bullen	Regional Superintendent WAPol (Visitor)
John Thompson	Dept of Housing
Ross Fenwick	City of Albany VBFB - CBFCO
Jason Balhorn	BOM
Gary Berg	Main Roads WA
Noel Chambers	DOT
Ron Panting	SES
Neville Blackburn	DCPFS
Lorna Woodward	DCPFS
Barbara Marquarnd	WACHS – Albany Hospital
Steve Dean	Department of Education
Scott Macaulay	Albany Port Authority
David Hunter	ATCO Gas
Stacey Abbott	St John's Ambulance

Apologies/Absent:

Garry Turner	CoA Emergency Management Team Leader
Dave Murphy	WAPOL
Andrew Collins	ABC Radio
Adam Smith	SEMC
Vince Hilder	DPaW
Danny Roberts	Department of Agriculture
Jill Robinson	Dept of Health
Brad Nelson	Telstra
Steven Childs	Water Corporation
Gareth Evans	Water Corporation
Sean Bolt	Port Authority
Sumarth Surandra	Port Authority

2. The City of the Albany LEMC workshop focused on:

Workshop Objectives:

1. Developing a list of emergency events likely to impact on the Albany community during the ANZAC Commemorations period (24th October to 9th November 2014)
2. Identifying the hazards associated with each identified emergency event
3. Performing risk analysis on the identified hazards
4. Prioritising the hazards, based on the risk analysis process, in order to direct emergency management planning.
5. Recording outcomes in a risk register.

Workshop Focus:

- All-hazards approach
- Geographic focus – Albany
 - not whole of Great Southern region – regional issues are being addressed by DEMC Anzac Sub-committee.
- Hazard identification and risk analysis
 - Not Risk Evaluation/treatment plans – this will be addressed at subsequent LEMC meetings

3. Welcome and Introductions:

- | | |
|-----------------------------------|----------------------------------|
| ○ Welcome | Councillor Gerry Gregson |
| ○ Workshop Objectives and Outcome | Tony Ward |
| ○ Workshop Process | Kay Geldard - Facilitator |
| ○ Introductions | Participant/agency introductions |

4. Update from DEMC Anzac Sub-Committee

Police Superintendent Cath Bullen provided an update regarding the activities of the DEMC Anzac Sub-committee as follows:

- To ensure there is clarity around how the DECM and LEMC interact.
- From a DEMC perspective, feeling confident that all are aware not to underestimate the likely impact of Anzac Albany commemorations on the community.
- The sheer numbers of visitors anticipated will have a flow-on effect and increase the opportunities for things to go wrong, and planning will need to be in place to prepare for those contingencies.
- The DEMC has a two-pronged focus around Anzac Albany:
 - To identify across the district the likely implications
 - As there will be federal and state focus on the events, the DEMC is ensuring a reporting framework is in place both directly with Department of Premier and Cabinet (DPC) and with the federal government, through the DPC.
- There are funding implications for a number of agencies that goes beyond the local capacity to have an operational response and a preparation around an emergency event.
- The preparedness level for these particular events can be likened to the preparedness required for a Level 2/3 emergency event.
- Funding submissions will be submitted to DPC in the near future.
- Agencies seeking additional support to enable response to not only an emergency event at Anzac but to have the capacity to respond to other emergencies that may occur in the district.
- The challenge is how agencies will structure an Operational Area Support Group (OASP) in response to an incident. Regional managers will be expected to sit on an OASG and IMT if a particular event goes beyond the capacity of the local resources.

- Planning is required at the local level. For example the current identified evacuation centres will not be available during the Anzac commemorations as they will be used for other functions. Identifying alternate evacuation centres is a critical issue for us to be considering.
- DEMC, in addition to their state and federal level reporting activities, has a responsibility for preparedness across the district as eyes will be on Albany, both nationally and internationally, which must be taken into account in preparations.
- DEMC has meetings with Main Roads, Project 3 and other agencies represented at LEMC.
- LEMC discussions should focus on what's happening at a local level and some to the likely responses.
- DEMC's discussions focus on "having their Level 3 hats on", looking what it means to their agencies and to business continuity following an emergency event.
- The DEMC sub-committee is formulated as an operations command group.
- Managers who are DEMC members are feeding information regarding what needs to be focussed on out of DEMC back to their agencies.
- A functional airport exercise around a plane crash is proposed for September. DEMC will keep LEMC informed regarding this exercise. WAPol is to write the exercise as external provider was quoting \$50,000. WAPol will not umpire it, they will request the heads of the relevant agencies to do this.
- From a DEMC perspective the capacity of the hospital, the ability of St John's Ambulance to transfer patients, WAPol's response to a major incident on road, major storm, major fire all require to be planned for. DEMC is looking at what resources are required.
- The challenges that lay ahead are our structures, how an ISG and OASG will be formulated in the event of a major incident. Some LEMC member agencies will have managers who are feeding them information (from DEMC) to an operational level, but if LEMC members feel that is not appropriate they need to air that to the Chair of DEMC sub-committee so that it can be taken back to the DEMC.
- Urged all agencies to prepare for the worst-case scenario. If something goes wrong, the microscope will be on the response provided by agencies.
- The LEMC members were encouraged to support Tony Ward. The CEMO is also there to provide support. The City of Albany Risk Management Plan, the Local Emergency Management Plan and Recovery Plan all need to be brought up to date.
- Acknowledged that AWARE grant has been obtained by the City of Albany to conduct a Community Emergency Risk Assessment project.

5. Transport Management Plan

Presentation by Matt Thompson & Rhys Skipper – City of Albany Works and Service

- The Transport and Traffic Management Plans are still in their early stages.
- Originally the transport planning for the Anzac events was the responsibility of Project 3 in consultation with the City of Albany.
- A relationship with the Public Transport Authority (PTA) has recently been established through the Department of Premier and Cabinet to provide a transport solution and transport resources during the events.
- The PTA is providing a professional planning service to assist in getting the transport solutions up and running.
- Due to the complexities involved with the transport planning, the City of Albany has undertaken a leading role.
- Works & Services have been working hard to get to a stage where they can start talking about the traffic management plans in more detail to stakeholders.

- The transport management plans are still in draft format and have not yet been released to the public.
- The PTA will be providing some busses and drivers. The overall concept is to provide “park-and-ride” solutions.
- The traffic management plans are the high detail guides to direct traffic to and from key locations and events
- First step has been to identify the anticipated demand for each event, which is difficult at the events are open to the public and not ticketed. Venue capacity has been used as the estimate for numbers.
- The PTA has been focussed on defining the transport tasks, moving people from point A to B.
- Parking needs for out of town visitors to be considered as part of the plan. Parking nodes are being considered where visitors leave their cars and utilise public transport to the events.
- These bus routes need to be projected from congestion to prevent traffic jams.
- Stakeholder consultation has commenced including communications with the PTA and several schools which have been identified as possible transport hubs as they already have transport facilities in place, minimising the infrastructure that would need to be constructed.
- Talking to Main Road WA with regards to potentially creating a bus priority route through Hanrahan Road to a transport hub in lower Stirling Terrace to effectively bring people into the CBD.
- Will also be engaging External bus companies to provide transport between Albany and neighbouring towns such as Denmark and Mt Barker to try to reduce congestion on the highways.
- Currently investigating the possible impacts on the local road networks created by the Anzac events and to try to mitigate these impacts.
- Hanrahan Road is being considered as a feeder road for buses to protect event transport from congestion. This would mean permitting larger vehicles only on this road with detours in place for smaller vehicles
- Albany Port has agreed to some closure during some events which will decrease the number of trucks operating in the area. Details of closure times still to be confirmed.
- Verge parking may become an issue which may require additional controls to ensure road congestion doesn't impede emergency vehicle or bus access and egress.
- Will also be looking at bus circuits around the CBD to provide transport between the events and to keep the local transport network active.
- Preservation of VIP and priority transport routes, such as emergency service vehicle is a high priority.
- Emergency vehicles must be able to access all events at all times which means that any road closures will need to be manned to allow access for emergency vehicles.
- The PTA's preference is for a central “park-and-ride” point. The City of Albany has concerns that this would cause too much congestion on local roads and has recommended a number of peripheral “park-and-ride” points (as per handouts).

6. Workshop Session 1:

Identification of Emergency Events/Ranking of Events:

The large group discussion identified a number of likely emergency events, used a risk/consequence assessment to rank the impact of the events. (See Attachment WS1)

7. Workshop Sessions 2 &3:

(See Attachment WS2 for details)

Identification of associated Hazards

The events ranked with a risk of high and above in the Workshop Session 1 were assigned to small groups to identify associated hazards:

- Failure of utilities (gas, electricity, water, sewerage)
- Communications outage
- Bush fire
- Severe storm
- Major health event

Risk Analysis of Hazards

The identified hazards were prioritised by the group members.

Prioritisation of Hazards

The hazards were prioritised depending on the 'score' assigned during the risk analysis process.

8. Where next?

Tony Ward introduced the evaluation process that will be applied in future workshops to prepare treatment plans for the identified hazards.

Workshop Closed: 12.20pm