

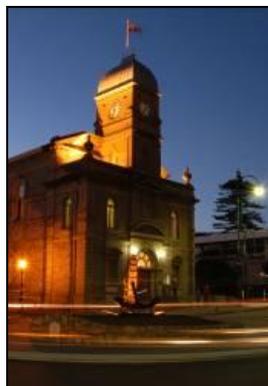
ALBANY LOCAL PLANNING STRATEGY (ALPS)



Albany



Eyre Park



Town Hall



ANZAC War Memorial, Mount Clarence

FINAL VERSION - AUGUST 2010

© City of Albany, 2010

DOCUMENT CONTROL – for office use only

Document Title: *Albany Local Planning Strategy (Final Version - August 2010)*

Author: *City of Albany (Planning and Development Services)*

Date & Reference of Council Adoption: *OCM 15/06/2010 DS Item 13.2.8*

File No: *STR078*

File Name & Path: *ALPS_June_15_FINAL.doc*

Status of Document: *Final Draft adopted by Council 15 June 2010 and endorsed by WAPC on 26 August 2010.*

**IMPORTANT INFORMATION – ADOPTION
PROCESS**

Council resolved at its December 2005 ordinary meeting:

“THAT;

- i) Council note and receive the draft Albany Local Planning Strategy (ALPS); and*
- ii) Subject to a final review of the contents of the draft ALPS, the strategy be forwarded to the Western Australian Planning Commission (WAPC) with a request that the document be assessed as soon as possible for compliance with the Regulation 12A(3) of the Town Planning Regulations and Council be permitted to advertise the Strategy in accordance with the Regulations.”*

In August 2006, the City was advised the WAPC had granted consent to advertise the draft ALPS, subject to changes being made to the document before inviting comment from the public and government agencies.

In September 2006, the ALPS was referred to relevant government agencies and advertised for public comment for three months. Following requests from government agencies and the community this was extended for an additional month. During this period Council officers made special presentations to professional and community groups.

Council resolved at its August 2007 ordinary meeting:

1. *THAT;*

- i) The Schedule of Submissions be received, the comments on individual submissions be tabled and the recommendations contained therein be either adopted or rejected as detailed;*
- ii) The report of the Peer Panel Review by the Great Southern Development Commission on the Draft Albany Local Planning Strategy be received and the recommendations contained therein be actioned;*
- iii) Council receive and endorse the modified Final Draft of the Albany Local Planning Strategy; and*
- iv) The Albany Local Planning Strategy be forwarded to the Western Australian Planning Commission with a request that the document be endorsed as soon as possible in compliance with the Regulation 12B(3) of the Town Planning Regulations.*

2. *THAT the Chief Executive Officer actively pursue, through the State Government;*

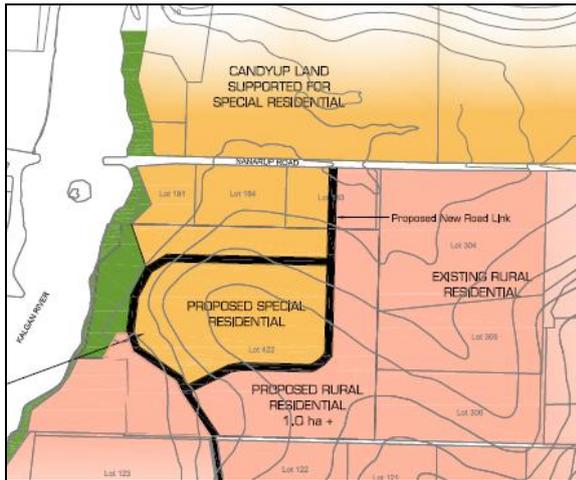
- i) The establishment of a Ministerial Taskforce to create a short-term mechanism to establish an integrated strategy for urban growth in the City of Albany; and*
- ii) The establishment of a Great Southern Planning Committee, with full delegated powers from the WA Planning Commission, similar to the Committee established in the South West.*

3. *THAT, as a matter of procedure, Council requires staff, when submitting future land-use strategy documents for Council consideration, to detail the implications of that strategy on ALPS and that, at the earliest opportunity after the adoption of any minor*

strategy document, ALPS be modified to reflect the agreed change in Council's strategy position.

Council resolved at its June 2010 ordinary meeting:

THAT Council for land at Lower Kalgan agrees to MODIFY the 'Future Urban designation to 'Special Residential' on the north side of Nanarup Road and Lots 181, 184 and Pt Lots 183 and 422 on the south side of Nanarup Road (as per attached plan), and "Rural Residential" on the remainder of land on the south side of Nanarup Road and to the west of the Kalgan River.



THAT Council agrees to MAINTAIN the land at Little Grove in the 'Future Urban' designation.

THAT Council for retail components, agrees to MAINTAIN the recommendations of the Activity Centres Planning Strategy, except that the allocations of floor space for the Bayonet Head south and north sites be reversed recognising that the Bayonet Head south site is to be developed to a Future Large Neighbourhood Centre in the near future.

THAT Council agrees to MAINTAIN the land at King River in the 'Rural Residential' designation.

THAT Council in relation to existing and constrained special residential areas, agrees to MODIFY these areas on Map 9B to 'Special Residential'.

THAT Council agrees to MODIFY land at Lot 124 Gladville Road, McKail, on Map 9B to 'Future Urban'.

The Western Australian Planning Commission endorsed the ALPS on 26 August 2010 subject to an adjustment to the special residential boundary for Lots 50 and 51 Nanarup Road, and the inclusion of the amended recommendations associated with the Albany Activity Centres Planning Strategy (ALPS).

TABLE OF CONTENTS

EXECUTIVE SUMMARY	VII
Protecting the Environment	vii
Protecting Agricultural Land	vii
Water Resources.....	viii
Population and Housing	viii
Sustainable Settlements.....	viii
Infrastructure	ix
Summary of Strategic Objectives and Actions	x
Implementation and Monitoring	xiv
1 INTRODUCTION.....	16
1.1 BACKGROUND	17
1.2 REPORT FRAMEWORK	18
2 PLANNING CONTEXT.....	19
2.1 STATE PLANNING STRATEGY.....	20
2.2 REGIONAL STRATEGIES.....	21
2.3 STATE AGENCIES.....	25
2.4 CITY OF ALBANY PLANNING REQUIREMENTS	26
3 SUSTAINABILITY	27
3.1 FEDERAL AND STATE REQUIREMENTS.....	27
3.2 CITY OF ALBANY INITIATIVES	30
4 ENVIRONMENT.....	31
4.1 BIODIVERSITY	32
4.1.1 Ecosystems and Biodiversity	32
4.1.2 Threatened Fauna and Flora	33
4.1.3 Climate Change.....	34
4.2 VEGETATION	35
4.2.1 Remnant Vegetation and Linkages	35
4.2.2 Vegetation Clearing	40
4.2.3 Fire Management	41
4.2.4 Weed Management	43
4.3 TERRESTRIAL.....	44
4.3.1 Salinity.....	44
4.3.2 Coastal Development	44
4.3.3 Contaminated Sites	47
4.4 WATER	49
4.4.1 Potable Supplies.....	49
4.4.2 Non-Potable Supplies	51
4.4.3 Flooding/Drainage	52
4.4.4 Wetlands	53
4.4.5 Harbours and Marine	55
4.4.6 Rivers and Tributaries.....	56
4.5 LAND USE IMPACTS.....	58
4.5.1 Land Use Conflict	58
4.5.1.1 Albany Airport.....	58
4.5.1.2 Albany Port Noise Buffer Zone	61
4.5.1.3 Industrial Area Buffer Zones	63
4.5.1.4 Major Sport Venues.....	64
4.5.1.5 Sewer and Water Treatment Plants.....	66
4.5.1.6 Rock Quarry	66
4.5.1.7 Transport Infrastructure	67
4.5.2 Visual Amenity.....	68
4.5.3 Public Safety	69
5 ECONOMY	71
5.1 EMPLOYMENT	71
5.2 COMMERCE	73
5.2.1 Retail and Commerce.....	73
5.2.2 Other Business Activity.....	77

5.2.3	Development Requirements	78
5.3	INDUSTRY	78
5.3.1	Existing Industrial Sites.....	79
5.3.1.1	Mirambeena Strategic Industrial Estate and Down Road Timber Processing Precinct.....	79
5.3.1.2	Pendeen Industrial Estate.....	80
5.3.1.3	Lower Denmark Road Industrial Estate	80
5.3.1.4	Milpara Industrial Estate	81
5.3.1.5	Terry/Hooper Road Special Industrial Estate	82
5.3.1.6	Centennial Park Mixed Use Area.....	82
5.3.1.7	Other Local Industries	82
5.3.1.8	Rural Industries	83
5.3.2	Manufacturing.....	83
5.3.3	Fishing and Aquaculture	84
5.3.4	Mineral Resources and Basic Raw Materials	86
5.4	TOURISM.....	87
5.4.1	Destination Sites.....	88
5.4.2	Accommodation.....	89
5.4.3	Ecotourism	89
5.4.4	Albany Icons.....	90
5.5	AGRICULTURE	91
5.5.1	Priority and General Agriculture	92
5.5.2	Farm Forestry	93
5.5.3	Intensive Agriculture	95
5.5.4	Intensive Animal Keeping	96
6	SOCIAL.....	97
6.1	RESIDENTIAL POPULATION	98
6.1.1	Existing Population	98
6.1.2	Age Groups	98
6.1.3	Population Growth Trends	98
6.1.4	Seniors	99
6.1.5	Youth.....	99
6.2	HOUSING.....	99
6.2.1	Household Structure	100
6.2.2	Existing Housing	100
6.2.3	Future Housing Needs.....	100
6.2.4	Rural Townsites.....	101
6.2.5	Housing Choice	103
6.3	COMMUNITY, HERITAGE AND CULTURAL	103
6.3.1	Community Services.....	103
6.3.2	Local Government Buildings.....	104
6.3.3	Heritage.....	105
6.3.4	Aboriginal Heritage and Culture	105
6.3.5	Art.....	106
6.4	INFRASTRUCTURE SERVICING	107
6.4.1	Energy	107
6.4.2	Potable Water.....	108
6.4.3	Effluent Disposal.....	109
6.4.4	Telecommunications.....	110
6.4.5	Health	111
6.4.6	Education	111
6.4.7	Recreation	112
6.5	TRANSPORT	114
6.5.1	Roads.....	115
6.5.2	Rail	116
6.5.3	Pathways.....	116
6.5.4	Public Transport	117
7	PLANNING CONSTRAINTS AND OPPORTUNITIES	118

7.1	REGIONAL PLANNING REQUIREMENTS.....	118
7.2	PLANNING CONSTRAINTS.....	118
7.3	PLANNING OPPORTUNITIES	119
8	STRATEGIC DIRECTION	121
8.1	OVERVIEW	121
8.2	STRATEGIC PLANNING OBJECTIVES	122
8.3	SETTLEMENT STRATEGY	123
8.3.1	Strategic Settlement Direction	123
8.3.2	Urban Lot Consolidation and Staged Incremental Development	127
8.3.3	Urban Infill	129
8.3.4	Protection of Future Urban Land.....	130
8.3.5	Rural Living	130
8.3.6	Rural Townsiness	136
8.3.7	Key Outcomes and Monitoring Indicators	144
8.4	ENVIRONMENTAL STRATEGY	144
8.4.1	Biodiversity	145
8.4.2	Vegetation and Landscape	146
8.4.3	Terrestrial	147
8.4.4	Water Resources.....	148
8.4.5	Land-use Impacts/Risks	150
8.4.6	Key Outcomes and Monitoring Indicators	150
8.5	ECONOMIC STRATEGY.....	151
8.5.1	Employment	151
8.5.2	Commerce.....	152
8.5.3	Industry.....	155
8.5.4	Tourism	156
8.5.5	Agriculture	157
8.5.6	Key Outcomes and Monitoring Indicators	159
8.6	SOCIAL STRATEGY	159
8.6.1	Population	159
8.6.2	Housing	160
8.6.3	Community, Heritage and Cultural	160
8.6.4	Infrastructure Servicing Strategy.....	161
8.6.5	Transport Strategy.....	163
8.6.6	Key Outcomes and Monitoring Indicators	164
9	IMPLEMENTATION	166
9.1	ACTION PRIORITIES.....	166
9.2	CITY OF ALBANY LOCAL PLANNING SCHEME 1	166
9.3	PRECINCT PLANS.....	166
9.4	STRUCTURE PLANS.....	167
9.5	STRATEGIES AND STUDIES	168
9.6	LAND DEVELOPMENT PROGRAM.....	168
9.7	MONITORING AND REVIEW	169

FIGURES

Figure 1:	Planning Hierarchy – P19
Figure 2:	Draft Lower Great Southern Strategy – P24
Figure 3:	Albany Greenways (Rural) - P38
Figure 4:	Albany Greenways (Urban) - P39
Figure 5:	Albany Airport Noise Buffer – P60
Figure 6:	Albany Port Noise Buffer - P62
Figure 7:	Speedway Noise Buffer - P65
Figure 8	Activity Centres Planning Strategy Map for Regional (Town) Centre – P75
Figure 9	Activity Centres Planning Strategy Map – P76
Figure 10:	Extractive Industries – P86
Figure 11	Estimated Potential of New Dwellings - P126
Figure 12:	Special Rural/Residential Lot Supply Legend - P133
Figure 13	Special Rural/Residential Lot Supply - P133
Figure 14	Special Rural/Residential Lot Supply - P134
Figure 15	Special Rural/Residential Lot Supply - P134
Figure 16	Wellstead - P138
Figure 17	Manypeaks - P138
Figure 18	Kalgan - P139
Figure 19	Torbay Hill - P139
Figure 20	Elleker - P140
Figure 21	Cheynes Beach - 140

TABLES

Table 1:	Persons Employed by Industry - P72
Table 2	Lower Great Southern Strategy Rural Settlement Hierarchy - P101 and 102
Table 3:	Estimated Potential of New Dwellings - P125
Table 4	Number of Lots Created 2004/05-2005/06 - P132
Table 5	Rural Townsites: Existing and Proposed - P142 and 143

MAPS

Map 1	Study Area
Map 2	Ecological Value of Remnant Vegetation
Map 3	Environment and Natural Resources
Map 4	Water Resources
Map 5A	Priority and General Agriculture: Rural
Map 5B	Priority and General Agriculture: Urban
Map 6A	Existing Land Zoning: Rural
Map 6B	Existing Land Zoning: Urban
Map 7	Settlement and Tourism
Map 8A	Infrastructure: Rural
Map 8B	Infrastructure: Urban
Map 9A	Strategic Plan: Rural
Map 9B	Strategic Plan: Urban

ACRONYMS

ABS	Australian Bureau of Statistics
ACC	Albany City Centre
ACPS	Activity Centres Planning Strategy
AHRC	Albany Harness Racing Club
ALPS	Albany Local Planning Strategy
ANEF	Australian Noise Exposure Forecast
APA	Albany Port Authority
APEC	Albany Plantation Export Company
ARI	Australian Rainfall Index
ARS	Albany Regional Strategy
ASS	Acid Sulphate Soils
CBD	Central Business District
CDEP	Community Development and Employment Program
CoA	City of Albany
DAF	Department of Agriculture and Food
DCAS	Defining Central Albany Strategy
DCSP	Draft Country Sewerage Policy (1999)
DET	Department of Education and Training
DEC	Department of Environment and Conservation
DF	Department of Fisheries
DHW	Department of Housing & Works
DIA	Department of Indigenous Affairs
DoF	Department of Fisheries
DoH	Department of Health
DoW	Department of Water
DPI	Department for Planning and Infrastructure
DSR	Department of Sport and Recreation
DLGRD	Department of Local Government and Regional Development
DRGL	Department of Racing, Gaming & Liquor
FESA	Fire and Emergency Services Authority
GIS	Geographical information system
GSDC	Great Southern Development Commission
HCWA	Heritage Council of Western Australia
HDWA	Health Department of Western Australia
HIP	Housing Issues Paper
HPP	Housing Position Paper (City of Albany) 2005
LG	Local Government
LPS	Local Planning Strategy
LPS1	Local Planning Scheme 1
LGSS	Lower Great Southern Strategy
LRS	Local Rural Strategy (City of Albany)
MPRA	Marine Parks and Reserves Authority
MRWA	Main Roads Western Australia
NHT	Natural Heritage Trust
NRMC	Natural Resource Management Council
OCF	Office of Crime Prevention
OLS	Obstacle Limitation Surface
PDWSA	Public Drinking Water Source Areas
PGA	Pastoralists and Graziers Association of Western Australia
RDS	Retail Development Strategy (City of Albany) 2005
RPIR	Rural Planning Issues Review (City of Albany) 2002
SCMG	South Coast Management Group
SCNRM	South Coast Natural Resource Management
SPF	State Planning Framework
SPP	Statement of Planning Policy
SPS	State Planning Strategy
TAFE	Technical and Further Education

TPS1	Town Planning Scheme No. 1
UWA	University of Western Australia
WAFF	Western Australian Farmers Federation
WAPC	Western Australian Planning Commission
WATC	Western Australian Tourism Commission
WP	Western Power
WRC	Water & Rivers Commission
WSPP	Water Source Protection Plan

NOTE: Photographs and images in this document are the property of the City of Albany unless otherwise identified.

EXECUTIVE SUMMARY

The historic port town of Albany, the State's oldest European settlement, has one of the best natural anchorages in the southern hemisphere and is the economic, retail and administrative centre of the Great Southern region. It is also the transport hub from which the region's agricultural production is exported.

The City of Albany's (CoA) development potential requires a sustainable planning approach to cater for population and employment growth while protecting its unique natural environment. The Albany Local Planning Strategy (ALPS) is the most comprehensive strategic planning document outlining the future use and development of land since the City was established in 1998.

This report provides the planning direction for the City's adopted *Albany's 3D Future*¹ vision for future growth and a framework for the new Local Planning Scheme 1 and more detailed precinct and structure planning.

Protecting the Environment

Albany is renowned for its pristine and spectacular natural environment, particularly the coastal areas. These features contribute to the area's appeal to visitors and tourists.

The City's biodiversity is one of its most important assets as its landscape, plants and animals create a sense of the area's "personality". The district contains flora and fauna, habitats and ecosystems of global significance. The ecosystems represent significant land-use and planning challenges requiring balance between accommodating population and employment growth with necessary infrastructure while protecting the environment.

Protecting Agricultural Land

Agriculture is the major employment sector within the City. The economic importance of agricultural land means it is essential to protect it. The agricultural industry also needs this certainty of purpose to encourage future investment and production.

The ALPS identifies two agricultural classifications:

1: *Priority Agricultural*. These areas are of State, regional and local significance and must be retained and protected as a finite resource. These areas should be avoided for settlements because they contain land suitable for traditional agricultural activities plus irrigated annual and perennial horticulture and other irrigated crops and pasture.

2: *General Agricultural*. These areas contain land suitable for a wide range of agricultural activities including animal husbandry, grazing, cropping, tree farming and other rural pursuits. They are the remaining rural areas that have not been identified as *Priority Agricultural* or areas for closer settlement.

¹ The City of Albany 3D Corporate Plan 2004-2007
http://203.56.99.1/albany/3d_plan/3d_plan.html

Water Resources

Albany's water resources are limited. The South Coast Water Reserve is fully allocated. A rationalisation of the existing borefield and an extension of the Werillup borefield (refer to **Map 4**) is proposed to meet short-term demand. Marbellup Brook (refer to **Map 4**) has been identified as the next major water source for this scheme. A desalination plant is also being considered. The future urban and major industry growth of Albany requires the identification and protection of additional water supplies for the medium to long term.

Population and Housing

The 2006 Census figure of 33,393 represents an average annual increase of 1.3% since 2001. WAPC *Country Land Development Program (2006)*² data suggests a 2.4% increase during 2005-2006. The City's building statistics support this figure, showing an annual average of 400 new residential dwelling approvals from 2001-2006 compared with 429 in 2005-2006.

The 2006 Census shows that 40.8% of the City's housing is made up of family households consisting of couples with children, compared with 45.1% for Western Australia. It is important to match household types such as families, couples and singles with appropriate locations, lot sizes and housing structures.

The key housing issues are affordability and choice. The price of housing in Albany has risen substantially in recent years, pushing existing homes and house-and-land packages out of the reach of many people, especially first-home buyers. A key ALPS aim is to help provide an adequate supply and range of urban lot sizes and encourage a greater diversity in the housing stock.

Sustainable Settlements

Key ALPS aims:

- Infill and consolidation of development within existing urban areas.
- Incremental development of new urban areas based on the concept of integrating settlement nodes within the natural environment.

The ALPS seeks to contain the spread of fragmented urban and rural living areas in the City to:

- Minimise the development footprint on the landscape to help protect biodiversity and the environment.
- Promote energy conservation.
- Provide greater housing choice.
- Minimise journey length from home to work/school/services and encourage the use of public transport, cycling and walking.
- Reduce government expenditure on servicing current and future populations.

The ALPS has identified five categories of Priority Development areas to encourage the incremental creation of fully-serviced urban development nodes ranging from Priority 1 areas now being developed to a Priority 5 classification to protect long-term

² http://www.wapc.wa.gov.au/Publications/GreatSouthern_Final.pdf?id=1567

proposed future urban areas. However, this approach will not prevent consideration of well-planned, fully-serviced urban nodes as identified in ALPS and funded by developers being developed ahead of other priority areas.

In the long term, the ALPS aims to maximise the use of the existing lots in defined rural living areas and to encourage new areas of limited development in selected existing rural townsites in accordance with Table 5. This type of development would support current communities and utilise existing services and infrastructure.

Infrastructure

Port of Albany

The Port is crucial to the development of the City and the Great Southern. The ALPS supports the retention of the Port in its current location and protection of its access routes against incompatible development.

Albany Airport

The ALPS acknowledges the significance of the Harry Riggs Regional Airport as a major infrastructure facility supporting the economy of Albany and the need to protect this land use from incompatible development.

Roads

The design of the City's current road network is poor. Many parallel roads provide predominantly residential access between suburbs. A significant issue is planning for east-west connectivity, principally between major highways and urban areas. The ALPS has identified an increase in east-west traffic but major transport studies and more detailed planning are required to determine long-term solutions.

The transport of agricultural produce to the Port and the continuing growth of the timber industry is causing peak traffic flows on arterial roads. The conflict between urban developments, tourism traffic, local commuters and road haulage is expected to increase until Menang Drive (formerly the Albany Ring Road) is linked to the Port to provide a route with minimal access points and limited intersections for commuter traffic wishing to avoid the Albany Highway roundabout.

Energy

A reliable power supply with sufficient capacity for Albany is vital to attract industry and support future population growth. Action is required urgently to secure a long-term energy supply commitment.

Wastewater

The extension of existing sewer mains and the location of new sewerage are greatly important for the urban expansion of Albany. The Water Corporation (WC) is responsible for the distribution and treatment of wastewater in Albany at the sewage treatment plant in Timewell Road. Other townsites such as Kalgan, Manypeaks and Elleker rely on onsite effluent disposal systems such as septic tanks.

The objective is to increase progressively the coverage of the deep-sewer network in existing urban areas and require all future urban areas to be connected to deep sewerage. The WC administers the program which connects selected unsewered areas throughout the State to the network. An extensive program to provide parts of Little Grove with sewerage infrastructure has been completed. The City will pursue the extension of this program to the remainder of Little Grove and to other unsewered urban areas.

Summary of Strategic Objectives and Actions

The following objectives and actions are taken from Section 8 Strategic Direction. Additional objectives and actions are located in other sections throughout the document.

Section 8.3 Settlement Strategy:

SETTLEMENT (Section 8.3)

- Facilitate and manage sustainable growth for the urban area in the City of Albany.
- Support the consolidation of serviced urban areas and facilitate staged fully-serviced urban frontal development nodes.
- Support urban infill development based on compatibility of land uses and infrastructure capacity.
- Protect areas designated as future fully-serviced urban areas from inappropriate land uses, subdivision and development.
- In the long term encourage the efficient use of existing rural living areas, based on land capability to maximise their development potential.
- Ensure that future rural living areas are planned and developed in an efficient and co-ordinated manner by being located either adjacent to Albany as designated on the ALPS maps, or within existing rural townsites in accordance with Table 5 along with adequate services and community infrastructure.
- Facilitate and promote the retention and sustainable growth of existing rural settlements.

Actions:

Prepare precinct and structure plans to provide a planning framework which follows development priorities for areas identified in the ALPS as Future Urban (CoA).
--

Maximise opportunities for variety of lot sizes by establishing appropriate zones, controls and mechanisms in the Local Planning Scheme 1 to ensure enough fully-serviced urban land is available to cater for short to-medium term development priorities (CoA).
--

Monitor development rates and trends to aid assessment of planning proposals and revise the ALPS as necessary (CoA).

Prepare precinct and local structure plans to determine housing densities and land use; provide for servicing infrastructure and resolve development issues to integrate urban infill within existing built-up and less densely developed surrounding areas in consultation with service providers and other stakeholders (CoA , WC, DPI, DH&W, MRWA, WP, developers).
--

Provide in the LPS1 for a variety of residential densities, with higher densities located

around the CBD and local centres (CoA).
Develop planning, development and design guidelines and establish criteria that need to be addressed for urban infill projects to achieve high-quality outcomes (CoA).
Introduce Special Control Areas for Future Urban areas and over appropriate zones within the LPS1 to protect them from inappropriate subdivision and development (CoA).
Develop and implement a long-term planning framework including the preparation of a District Structure Plan and strategic policies for areas identified for Future Urban (CoA).
Give top development priority to the subdivision of land currently zoned Special Residential and Special Rural within the City's current Town Planning Schemes and as designated on the ALPS maps (CoA , WAPC).
In the long term, maximise opportunities for existing rural living areas that do not have potential for future urban development to achieve higher sustainable lot yields based on land capability/suitability, service provision and local constraints These areas would be given second priority to meet future demands (CoA , WAPC).
Provide for the development of existing rural townsites within the City in accordance with Table 5. New development needs to minimise the impact on existing agricultural land, the landscape, fire risk, costs of providing and maintaining infrastructure, supply and demand and size of lots, availability of existing zoned land and extent of development (CoA).
Kalgan, Manypeaks and Elleker are to be the first-priority townsites for limited Rural Living development in accordance with Table 5 and using the above criteria. This is in addition to Wellstead which already has an existing townsite strategy to guide growth (CoA).
Include Rural Residential, Rural Small Holding and Conservation zones with appropriate provisions in the LPS1 (CoA).
Include the rural townsites of Wellstead, Redmond, Manypeaks, Youngs Siding, Elleker, Torbay, Torbay Hill, Kalgan, South Stirling and Cheyne Beach as Rural Townsite zones in the LPS1 and facilitate the completion of structure plans for each (CoA).

Section 8.4 Environmental Strategy

ENVIRONMENT (Section 8.4)

- Encourage biodiversity preservation.
- Maintain the character of the rural landscapes within the district and protect areas of significant remnant vegetation.
- Establish, protect and manage a local open space system that integrates with the regional open space system.
- Support and conserve the natural landscape and soil and water resources.
- Support the protection of the City's water resources and future supplies.
- Reduce land-use and development conflicts by protecting industry, infrastructure and special uses from the encroachment from incompatible land uses.

Actions:

Identify additional areas of potentially high biodiversity values (with assistance from DEC) and develop biodiversity surveys with land care/community groups (CoA , DEC).
Complement existing City of Albany GIS information and databases with new natural-resource information as it becomes available (CoA , DEC, HDWA, CSIRO).
Develop measures to monitor development impacts on natural resources within the urban area (CoA).
Continue to recommend the preparation of a regional open space scheme (CoA , WAPC).
Utilise cleared land wherever possible in new urban developments and develop incentives for retaining remnant vegetation in subdivisions (CoA).
Update City of Albany GIS database on vegetation quality and threshold levels (CoA , DEC).
Identify additional areas in the LPS 1 for inclusion in the local reserve system (CoA).
Implement the reserves planning framework classification through the precinct/structure plans for each locality (CoA)
Update City of Albany GIS information and databases on salinity risk, acid sulfate soils and contaminated sites (CoA , DEC, DAF).
Implement the Coastal Management Plan in areas under development pressure (CoA)
Protect existing and future potable water supplies by introducing controls into the LPS1 (CoA).
Utilise catchment management principles when assessing impacts of developments (CoA).
Ensure the development of sensitive uses, such as residential, next to areas where land-use conflict or hazards may occur is undertaken in such a way as to minimize the impact of any potential conflict or hazard (CoA).
Introduce into the LPS 1 land capability/suitability assessment requirements for proposals (CoA).

For more information on specific environmental actions refer to Section 4.

ECONOMY (Section 8.5)

- Promote economic development and encourage local employment opportunities.
- Promote the continued viability of the Albany City Centre as the regional commercial and retail centre of the district and Lower Great Southern.
- Retain existing and develop new staged neighbourhood and local centres incorporating retailing as a primary focus.
- Support in appropriate locations the growth in non-food business activity, in the form of bulky-goods outlets, office developments, consulting rooms and home businesses that do not have an adverse impact on existing uses.
- Provide the necessary land and supporting infrastructure to maintain an adequate supply and range of serviced industrial land in appropriate locations.

- Encourage sustainable rural tourism uses and developments in locations that are compatible with existing land uses especially agricultural activities.
- Facilitate the protection of priority and general agriculture land from incompatible land uses, developments and land-management practices.

Actions:

Promote economic development by supporting diversification of the present economic activities to encourage investment to the City (CoA).
Support activities to market local skills/trades databases and identify potential skill shortages and long term training needs (CoA).
Reinforce Albany's role as the regional centre in the Lower Great Southern (CoA).
Include the CBD area as a Regional Centre zone in the LPS 1 and place fringe commercial areas in complementary mixed-business and highway commercial zones (CoA).
Include in the LPS1 fringe commercial areas in complementary mixed-business/highway commercial zones (CoA).
Include in the LPS1 exemptions for small home office and home occupation type activities from formal approval (CoA).
Promote Mirambeena and the Down Road Timber Precinct ³ as significant industrial areas and include the sites and appropriate buffer areas within the LPS1 (CoA).
Protect significant mining and basic raw material resource sites from incompatible land uses and development (CoA).
Encourage the development of sustainable tourism uses and proposals that integrate with the City's unique natural and man-made landscape and heritage values (Tourism WA, GSDC, CoA , WAPC).
Put in place in the LPS1 necessary mechanisms to accommodate contemporary tourism development proposals (CoA).
Protect and promote sustainable agricultural activities in Priority and General Agricultural areas as new zones in the LPS1 along with appropriate scheme provisions (CoA).

For more information on more specific economic actions refer to Section 5.0.

SOCIAL (Section 8.6)

- Monitor population trends in terms of growth and structure and determine housing and infrastructure needs.
- Facilitate a diversity of housing to align with future population and social needs.
- Establish and protect sustainable community facilities and services located within or near centres in Albany townsite urban area and rural settlements.
- Preserve and protect heritage places.
- Understand, appreciate and protect the Aboriginal culture.
- Provide for and encourage the sustainable and timely delivery of essential utility infrastructure to accommodate sustainable urban and rural settlement growth

³ The 82ha Mirambeena Timber Processing Precinct is a plantation resource for blue gum timber. Its seven industrial blocks are at the west end of Down Road next to the existing Albany Plantation Export Company woodchip mill.

- Recreation facilities to be provided by the public and private sectors as part of Albany's urban growth areas.
- Support improvement in road and rail access, including safety and amenity, and the integration of the various modes of transport to service the infrastructure requirements of the City.
- Protect major infrastructure facilities from incompatible land uses

Actions:

Use information on population growth and characteristics to assist in determining residential land requirements and supporting infrastructure (**CoA**).

Encourage a greater variety of housing choice in fully-serviced urban areas by providing in the LPS 1 for a range of residential housing densities (**CoA**).

Use precinct and structure plans to promote co-ordinated delivery of community services to match demand and encourage timely delivery through scheme provisions in the LPS1 (**CoA**).

Promote the maximum use of existing and staged new infrastructure services through precinct and structure plans to support the development of the Albany urban area and rural settlements (WC, DPI, WP, DET, DSR, MRWA & **CoA**).

Incorporate into structure and precinct plans opportunities to integrate different modes of transport (cars, buses, cycling and walking) in urban areas and rural settlements to link residential, employment, retail, tourist, and other activities (DPI, MRWA, CoA)

Incorporate into structure and precinct plans ways to better link rural areas with the region, settlements and employment centres and activities involving agriculture, mining, recreation and tourism.(DPI, MRWA, **CoA**).

For further information on more specific social actions refer to Section 6.0.

Implementation and Monitoring

The successful implementation of the ALPS requires support from and co-ordination with Commonwealth, State and neighbouring Local Government agencies, the private sector and the Albany community. This includes the integration of ALPS actions with the outcomes and recommendations of the ALPS Peer Panel Review and the implementation mechanisms recommended in the *WAPC Lower Great Southern Strategy*⁴.

The ALPS will then be implemented through mechanisms identified in the strategic and specific actions in this document. These include the preparation of:

- A new Local Planning Scheme endorsed by the City of Albany and the WAPC.
- A District Structure Plan for the ALPS urban area.
- 13 Precinct Plans covering the City of Albany area.
- Urban Area Local Structure Plans.
- Rural Townsite Structure Plans.
- Revised Industrial Land Study.
- A final Retail Development Strategy.
- A Tourism Strategy.
- Revised Local Rural Strategy.
- A City of Albany Land and Housing Development Program.

⁴ <http://www.wapc.wa.gov.au/Publications/704.aspx>

The dynamic nature of planning and development requires continuous monitoring, review and updating of the ALPS to respond to emerging planning issues and changing demands. Monitoring actions identified in the ALPS will help determine the success of the strategy and progress made towards its implementation.

1 INTRODUCTION

Albany has a diverse community with a population of about 33,000. It is the retail and service centre for the Great Southern region of Western Australia, supporting about 50,000 people. Albany's urban areas are on the shores of Princess Royal Harbour, Oyster Harbour and King George Sound and the district covers about 4800 square kilometres, stretching from the eastern shores of the Wilson Inlet in the west, through to the Pallinup River in the east and about 30 kilometres inland. **See Map 1.**

Albany has a rich Aboriginal and European heritage. The first recorded contact between the two cultures occurred in 1791 when English explorer George Vancouver took possession of New Holland for the British Crown after entering and naming King George sound on September 26. Vancouver worked hard to establish good relations with the Menang people, the original inhabitants of the region before Major Edmund Lockyer created a settlement in 1826.⁵

The diaries of Albany's first Magistrate, surgeon-explorer Alexander Collie, and fellow explorers, assistant surgeon Isaac Scott Nind and King George Sound settlement military commander Collet Barker, provide valuable insights into the culture of the Menang and their early co-operation with the settlers. Legendary Menang warrior Mokare acted as a guide and interpreter on expeditions and was one of Collie's regular house guests. Collie asked to be buried next to his indigenous friend and colleague. Transfer of control of the settlement in 1831 to the Swan River settlement ended the peaceful coexistence.

The Noongar descendants of the early Menang hold a proud and respected place in the Albany of today and the settlement patterns of the two cultures are still clearly evident within the urban and rural landscapes.

⁵ Radiocarbon dating of Aboriginal sites near Oyster Harbour puts this occupation as far back as 18,850 years.

1.1 BACKGROUND

The Albany Local Planning Strategy (ALPS) is the most comprehensive strategic planning document created since the City of Albany was established in 1998.

The ALPS is also very timely as it corresponds with a period of population growth and major economic development within the City, including major mining activities, timber downstream processing and energy plants, port development to facilitate development projects and increasing agricultural activities that will stimulate the local economy for the 20-year timeframe of the strategy and beyond.

The strategy aims to meet the specific planning needs of the City while complying with relevant planning legislation and State and regional policies and guidelines. In particular, the ALPS has been prepared to comply with Regulation 12A of the Town Planning Regulations 1967⁶.

The ALPS provides the planning direction required by the City's *3D Corporate Plan*⁷ for future growth which was adopted in 2004 and a framework for the new draft Town Planning Scheme No.1 and more detailed structure and precinct planning.⁸

The purpose of the ALPS is to set long-term planning directions for the City while providing greater detail on the planning framework and actions that need to be implemented to guide the City's growth over the next 20 years.

The ALPS is also a planning report supporting the City's Local Planning Scheme 1 and providing the reasoning behind the incorporation of zones and provisions into the LPS1.

Many State and Local Government planning reports, policies and strategies have been prepared to address land-use issues within the City. Where there is conflict between a previous City strategic document and the ALPS, the ALPS takes precedence.

The ALPS rationalises the planning frameworks established previously under the former Shire and the Town of Albany and incorporates the major findings of recent planning strategies and studies undertaken by the City.

The ALPS also has an important role in informing the community, interest groups and the development industry of the City's vision for Albany.

⁶ Regulation 12A (amended 1999) of the Town Planning Regulations governs the zoning or classification of land and stipulates that a Local Planning Strategy (LPS) must set out long-term planning directions for Local Government within the framework of State and regional planning policies.

⁷ The City of Albany 3D Corporate Plan 2004-2007
http://203.56.99.1/albany/3d_plan/3d_plan.html

⁸ A structure plan is one of the first steps in a proposal to develop a new urban area. It illustrates the proposed layout and structure of a future development area, including details such as road configuration and the location of retail and community facilities such as shops, schools and public open space. It can also show details such as housing density, land-use classifications and buffer zones. A precinct plan is a subdivision plan that shows roads, open space and building footprints.

1.2 REPORT FRAMEWORK

The ALPS has been prepared to meet requirements outlined in the Western Australian Planning Scheme Manual released in July, 2000. Because of the City of Albany's specific requirements for the ALPS, the City has examined detailed planning matters and used a sectional approach to integrate outcomes into a comprehensive set of strategies.

Sections 2 and 3 show how the ALPS relates to State, regional and local planning.

Sections 4 to 6 examine the environmental, economic and social components of the strategy. Subjects within each of these areas are examined in terms of objectives based on evaluation of relevant policies, studies, issues, constraints and opportunities. Proposed actions to put in place planning initiatives are presented in each section in table form. These actions have been compiled with associated key outcomes and monitoring indicators in a separate appendix: Specific Actions, Key Outcomes and Monitoring Indicators. The actions identify the agencies responsible for their implementation. A number of maps and graphic presentations of facts and data are included for reference.

Section 7 summarises the key regional planning requirements, constraints and opportunities established in Sections 1-6.

Section 8 establishes the strategic direction of the ALPS over the next 20 years by presenting settlement, environmental and economic principles affecting planning. It also identifies strategies and actions, key outcomes and monitoring indicators.

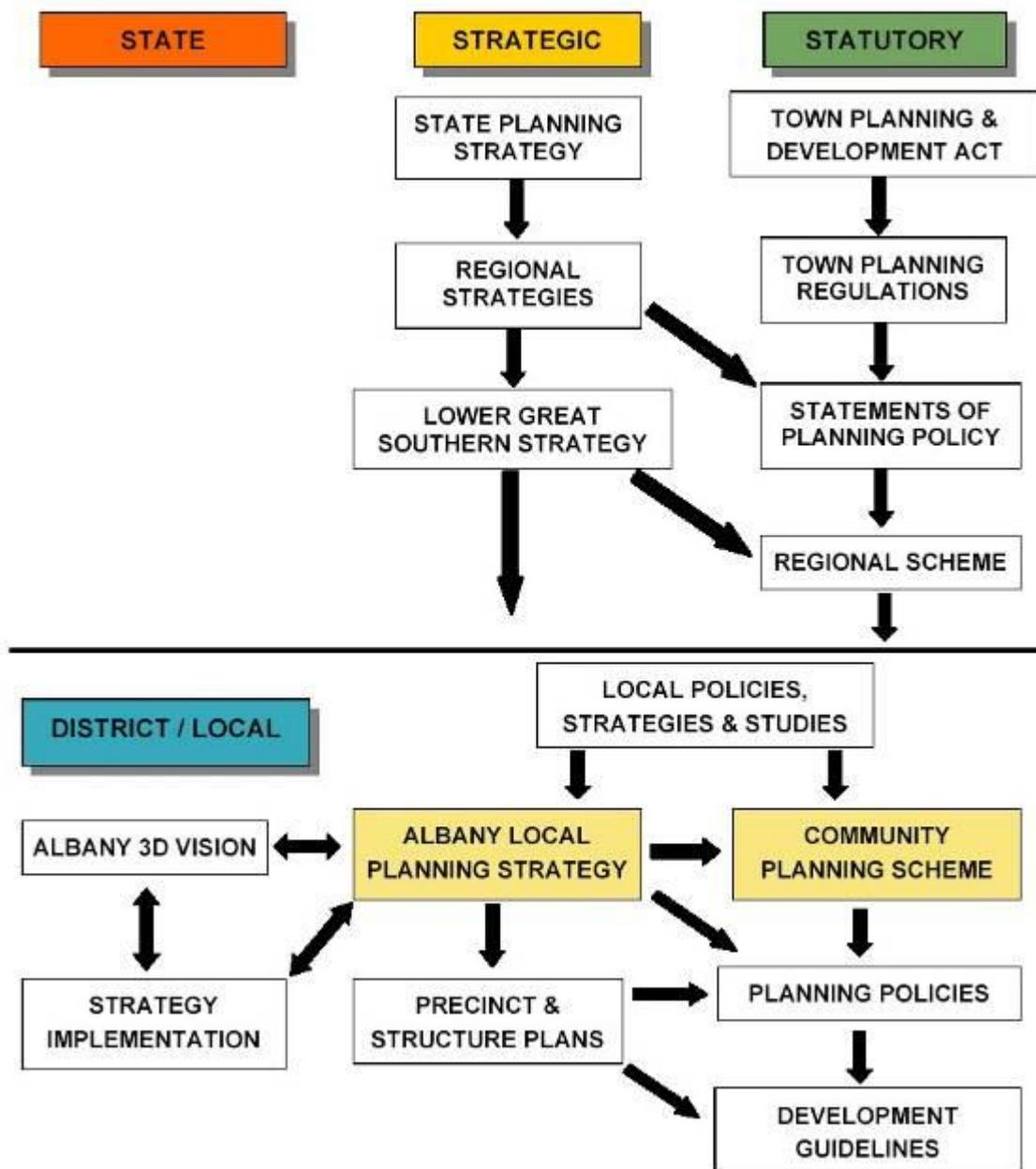
Section 9 shows how the ALPS will be implemented and key actions will be monitored and reviewed.

2 PLANNING CONTEXT

The planning system in Western Australia establishes a comprehensive framework of statutes, strategies and policies to guide State and Local Government in the improvement of the environment, economy and social wellbeing of the community.

See Figure 1 below:

Figure 1: PLANNING HIERARCHY



2.1 STATE PLANNING STRATEGY

The State Planning Strategy [1997] (SPS), prepared by the WAPC provides a strategic guide for land-use planning through to the year 2029. The SPS was based on this statement of intent:

“The State Planning Strategy will significantly contribute to the quality of life of all Western Australians in the years to 2029, by using the land-use planning system to facilitate and contribute to regional wealth, the conservation and enhancement of the environment and the building of dynamic and safe communities which nurture human activity.”

The SPS identified these priority actions for the Great Southern:

- Protect regional resources and guide the development of residential and tourist areas through a review of the Albany Regional Planning Strategy.
- Establish Albany regional planning committee.
- Start preparation of the Greater Albany statutory region scheme.

The SPS vision for the Great Southern is to:

- Create viable and significant residential and niche business locations.
- Develop unique residential locations with a range of expanded towns and lifestyles.
- Develop intensive agriculture production, including timber harvesting.
- Promote sustainable resource management and protection of coastal forest and mountain range environments.
- Create stronger inter-regional transport links.

Applying the SPS to the City of Albany will provide opportunities to:

- Diversify existing industries and expand Albany’s function as an agricultural centre of State significance;
- Develop a vibrant regional centre that celebrates the maritime industries of the historic City and Port.
- Provide unique and attractive lifestyle and tourism opportunities.

The SPS provides a framework to guide the development of local visions and plans such as those contained in the ALPS.

2.2 REGIONAL STRATEGIES

The State is divided into a number of planning regions, many of which are covered by regional strategies and other plans prepared by the WAPC.

The WAPC Albany Regional Strategy [1994] (ARS) is the current framework for the planning and development of the greater Albany region.

The WAPC reviewed the ARS and assessed key priorities for the Great Southern region to create the Lower Great Southern Strategy [2007] (LGSS). This sets out the direction for planning in the region for the next 20 years and addresses these major aims:

- Protect environmental systems (land, air and water).
- Protect biodiversity and vegetation.
- Identify ways to select and protect regional open space.
- Identify and protect land of State and regional agricultural significance;
- Protect access to the Albany Port.
- Identify regional transport infrastructure requirements to cater for the growth in the timber and tourist industries.
- Plan for the sustainable growth of settlements.
- Identify suitable sites for industry.
- Identify and secure access to long-term water supplies.
- Identify infrastructure requirements and upgrades for regional utilities such as energy from electricity and gas, telecommunications, internet access and boating and port facilities.
- Identify and secure access to raw materials and minerals.
- Allow for the continued growth of tourism in the area.

This table outlines the actions needed:

LGSS Strategy Objectives
<p>Environment protection and conservation</p> <ul style="list-style-type: none"> • Establish a comprehensive, adequate and representative reserve system. • Maintain or improve coverage of native vegetation. • Protect threatened flora and fauna and ecological communities. • Maintain the environmental and water quality of rivers and wetlands. • Protect valued landscape features.
<p>Coast and marine environment protection and conservation</p> <ul style="list-style-type: none"> • Maintain and protect the conservation values and biodiversity of the coastal, marine and estuarine environments. • Reduce conflict between different groups of beach and estuarine users. • Provide public access – where appropriate – to coastal and estuarine foreshores.
<p>Regional open space</p> <ul style="list-style-type: none"> • Protect regional areas of significance.
<p>Agriculture and farm forestry</p> <ul style="list-style-type: none"> • Facilitate the sustainable management of the agricultural industry. • Maximise opportunities for diversification of agriculture. • Manage the impact of salinity.

LGSS Strategy Objectives
<p>Port access</p> <ul style="list-style-type: none"> • Provide a strategic road network to facilitate the safe and efficient movement of freight to the Port. • Protect access to the Port along the principal freight routes of Chester Pass Road, Albany Highway, Hanrahan Road, Princess Royal Drive and Menang Drive (stage one of this ring road has been completed, linking Albany Highway and Chester Pass Road). • Plan for and develop additional rail infrastructure in appropriate locations. • Maximise the use of rail for freight haulage into the Port. • Protect the railway corridor between the Port and South Coast Highway.
<p>Sustainable settlements and community development</p> <ul style="list-style-type: none"> • Ensure the sustainable growth of settlements. • Improve public transport, walking and cycling opportunities within communities. • Identify, protect and manage all heritage areas. • Provide new or expand existing community services and facilities in accordance with settlement function.
<p>Long term water supply</p> <ul style="list-style-type: none"> • Provide existing and future populations with adequate and sustainable water supplies.
<p>Strategic industry</p> <ul style="list-style-type: none"> • Provide adequate, environmentally acceptable and appropriately located strategic industrial areas to cater for future development.
<p>Tourism</p> <ul style="list-style-type: none"> • Maximise opportunities for the development of a sustainable tourism industry.
<p>Fisheries and aquaculture</p> <ul style="list-style-type: none"> • Reduce conflict between fishing operations and other land uses. • Allow for the expansion of aquaculture in appropriate areas.
<p>Mineral resources and basic raw materials</p> <ul style="list-style-type: none"> • Maximise opportunities to enable mineral and raw material exploration and extraction in accordance with acceptable environmental standards.
<p>Regional infrastructure</p> <ul style="list-style-type: none"> • Maximise the trade and development opportunities of the Albany Port. • Develop an effective regional road network that will also cater for the needs of both the bulk commodity and tourist industries. • Ensure the continued efficient operation of the Albany Airport. • Develop opportunities for complementary commercial activities to be located on airport land. • Develop and maintain the airstrip network to provide emergency access. • Provide adequate and reliable power supplies. • Maximise the opportunities presented by the possible future provision of a natural gas pipeline. • Provide and protect water and wastewater infrastructure and treatment facilities. • Provide high quality telecommunications infrastructure and services.

These are the key methods of implementation:

- Establish a decision-making framework through which effective implementation and co-ordination can occur.
- Develop a program that sets in place a process through which the strategy can be implemented and its currency maintained through continuing evaluation, reporting, monitoring and review.

- Encourage local awareness of the LGSS.
- Audit annually the progress of the strategy.

The environmental, social and economic elements of the LGSS that apply to the City of Albany and the ALPS are included in various sections of this report.

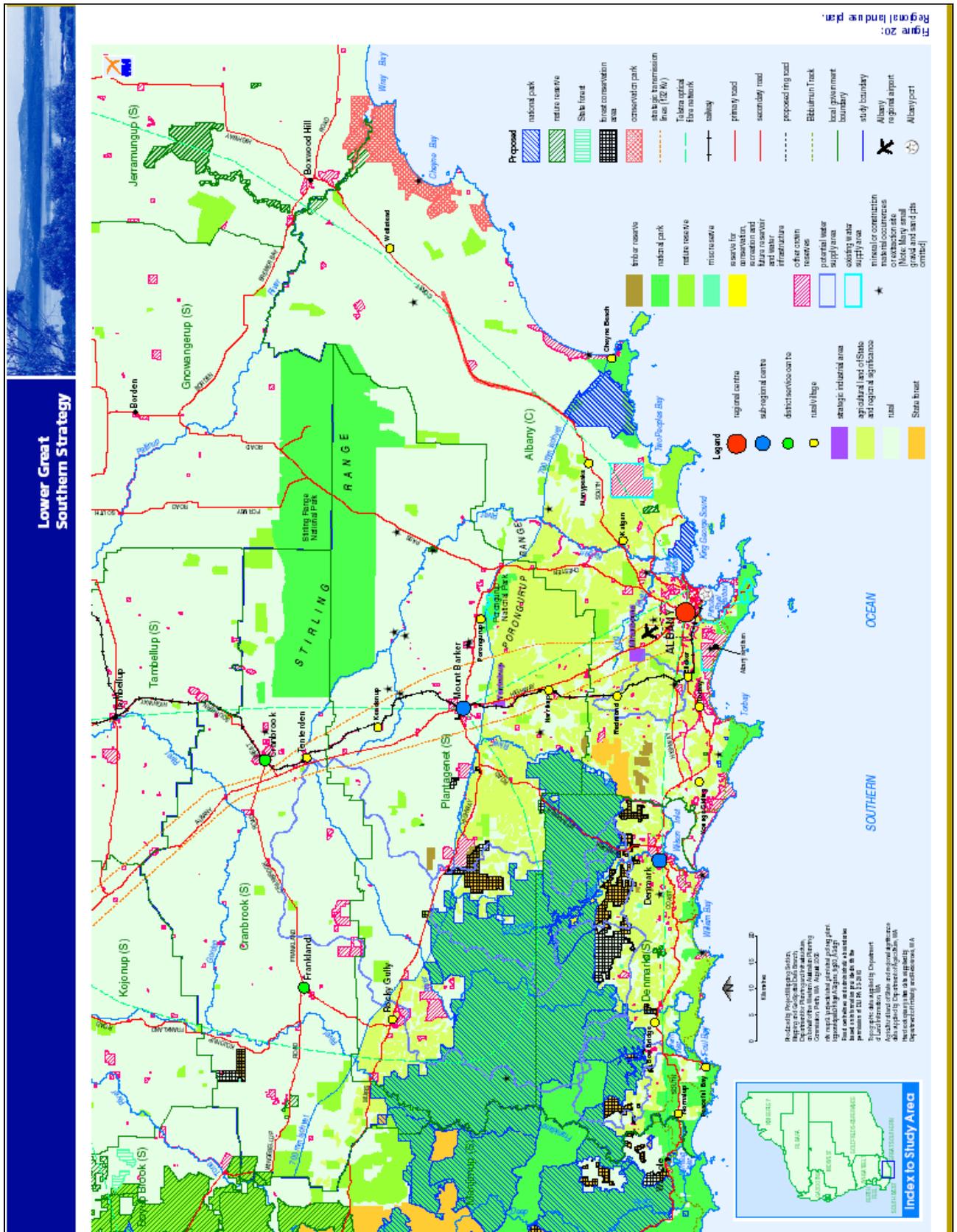


Figure 2: Lower Great Southern Strategy, WAPC, 2007

2.3 STATE AGENCIES

The WAPC State Planning Framework (SPF) applies to all land in Western Australia. The SPF amalgamates all planning policies, strategies and guidelines that provide direction on growth and development. The SPF sets out the key principles relating to environmental, community, economic, infrastructure and regional development.

The City of Albany was guided by SPF policies when preparing the ALPS and LPS1. These included these *Statement of Planning Policies (SPP)*⁹:

No. 1	State Planning Framework Policy (May 2000)
No. 2	Environment and Natural Resources Policy (June 2003)
No. 2.4	Basic Raw Materials (July 2000)
No. 2.5	Agriculture and Rural Land Use Planning (March 2002)
No. 2.6	State Coastal Planning Policy (June 2003)
No. 2.7	Public Drinking Water Source Policy (June 2003)
No. 3.1	Residential Design Codes (October 2000)
No. 4.1	State Industrial Buffer Policy (May 1997)
No. 4.3	Poultry Farms Policy (December 1998)

These *WAPC Planning Bulletins*¹⁰ were also consulted: No. 3, 8, 10, 17, 18, 21, 22, 26, 28, 34, 35, 37, 38, 43, 46, 48, 49, 50, 55, 56, 59, 61, 64

Other government agencies have legislative and policy documents which affect decision making at the Local Government level.

They include:

- Department of Conservation and Land Management (CALM), *Wildlife & Conservation Act 1950*.
- Department of Environment and Conservation (DEC), *Contaminated Sites Act 2003*.
- Heritage Council of Western Australia (HCWA), *Heritage of Western Australia Act 1990*.
- Health Department of Western Australia (HDWA)/Water Corporation (WC), *Draft Country Sewerage Policy 1999*.

Where appropriate, recommendations in the above documents have been acknowledged within the ALPS or an explanation has been provided for any proposed departure from the relevant agency's policy.

⁹ State Planning Policies are prepared and adopted by the WAPC under statutory procedures set out in part 3 of the *Planning and Development Act 2005*. The process of preparing a SPP also includes public consultation and consideration by the Minister for Planning and Infrastructure and the Governor of WA. The WAPC and Local Government must have "due regard" for the provisions of SPPs when preparing or amending local planning schemes and when making decisions on planning matters. <http://www.wapc.wa.gov.au/Publications/State+planning+policies/default.aspx>

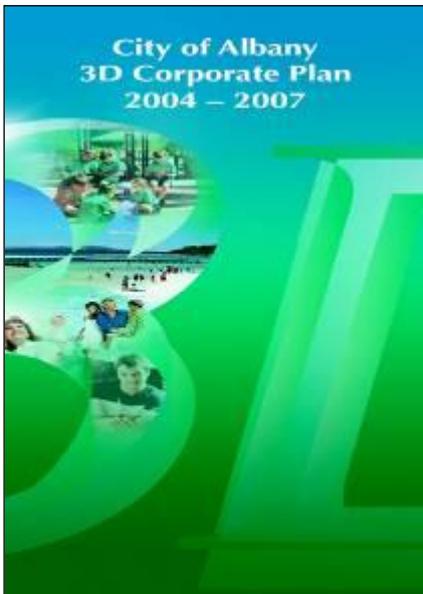
¹⁰ <http://www.wapc.wa.gov.au/Publications/Planning+bulletins/default.aspx>

2.4 CITY OF ALBANY PLANNING REQUIREMENTS

In 2003/04 the City of Albany sought feedback from the community on its vision for the development of Albany. The response resulted in the City of Albany 3D Corporate Plan which was prefaced by these words:

“By 2025 Albany will become historic Albany, a vibrant, learning and culturally diverse City nestled around a spectacular natural harbour in a region of unique beauty, enhanced by a spirit of generosity, enterprise and opportunity.”

The ALPS will define the land-use and development requirements for Albany over the next 20 years and provide a more general overview of development beyond that period. It will also be a beacon for growth and change in the City and help Albany become a *Learning City*, a *Healthy City* and a *Thriving City*.



***City of Albany 3D Corporate Plan
2004-2007***

A draft Local Planning Strategy, prepared by ERM Australia, was distributed to the community in May 2001 to get feedback on a longer-term (50-plus years) strategic direction. About 300 submissions were considered for the ALPS, which has focused on a more realistic planning timeframe of 20 years.

The submissions were part of a wide range of planning matters considered during the creation of the ALPS. The three overriding guiding principles that emerged are the need to:

1. Protect and enhance Albany's unique natural environmental qualities.
2. Provide for a range of recreational, social and cultural experiences for the community.
3. Provide for a robust economy to ensure current and future generations can remain in the region

All three principles are of equal importance .No single principle takes precedence.

The ALPS takes an overview of the existing Town Planning Schemes operating in the City of Albany and recommends the consolidation of the City of Albany Town Planning Schemes 1A, 2, 3, 3.2B and 7 into the proposed LPS1.

3 SUSTAINABILITY

“To achieve sustainable management of growth in the region.”

Source: City Of Albany 3D Corporate Plan



Mutton Bird Beach.



Albany Wind Farm.

Picture: Barb Green

3.1 FEDERAL AND STATE REQUIREMENTS

The United Nations Conference on Environment and Development was held in Rio de Janeiro in 1992 and produced Agenda 21¹¹, a detailed program of actions for the 21st Century. Negotiations on an international agreement on climate change started at that conference and agreements were initiated on forestry and biodiversity.

¹¹ <http://www.un.org/esa/sustdev/documents/agenda21/index.htm>

Australia responded to this emerging global issue by developing the *National Strategy for Ecological Sustainable Development*¹² between 1989 and 1991. The Federal Government focused on the physical environment and did not introduce a national approach to consideration of environmental issues in conjunction with economic and social impacts. This is known as Triple Bottom Line¹³ methodology.

The *Western Australian State Sustainability Strategy*¹⁴ released in 2003 was created to find ways of integrating economic, environmental and social issues as mutually supportive forces in a planning process involving a creative partnership between business, government and the community.



Sustainability has been defined by the State strategy as “meeting the needs of current and future generations through integration of environmental protection, social advancement and economic prosperity”.

State Sustainability Strategy.

The strategy promotes planning goals that address these principles of sustainability:

Long-term economic health

The needs of current and future generations for continuing economic health through innovation, diversity and productivity.

Equity and human rights

An environment where all people can reach their full potential and lead productive lives.

Biodiversity and ecological integrity

All life has intrinsic value and is interconnected. Biodiversity and ecological integrity are part of irreplaceable life support systems upon which the earth depends.

Settlement efficiency and quality of life

Settlements need to reduce their ecological footprint (fewer material and energy demands and reduction in waste) while improving their quality of life.

Community, regions, sense of place and heritage

The significance of community and regions in the management of the earth and the critical importance of sense of place and heritage (buildings, townscapes, landscapes and culture) in any plans for the future.

¹² <http://www.environment.gov.au/esd/national/nsesd/index.html>

¹³ The term Triple Bottom Line refers to a practice that has been adopted by many businesses and is applied to any form of communication of environmental, social and economic matters to stakeholders. The methodology is promoted by Group 100, a collaboration of many of Australia’s leading business executives.
http://www.group100.com.au/publications/G100_guide-tbl-reporting2003.pdf

¹⁴ <http://www.dec.wa.gov.au/our-environment/sustainability/state-sustainability-strategy.html>

Net benefit from development

All development, particularly development involving extraction of non-renewable resources, should strive to provide net environmental, social and economic benefit for future generations.

Common good from planning

Planning for the common good requires equitable distribution of public resources (such as air, water and open space) so that ecosystem functions are maintained and shared resources are available to all.

Integration of the Triple Bottom Line

Economic, social and environmental factors must be integrated by simultaneous application of these principles, seeking mutually supportive benefits with minimal trade-offs.

Accountability, transparency and engagement

People should have access to information on sustainability issues; institutions should have Triple Bottom Line accountability; programs and policies should be audited regularly for sustainability; public engagement lies at the heart of all sustainability principles.

Precaution

The requirement of caution: avoiding poorly-understood risks of serious or irreversible damage to environmental, economic or social capital; designing for surprise and managing for adaptation.

Hope, vision, symbolic and continuing change

Application of these principles as part of a broad strategic vision for the Earth can generate hope in the future, and involve symbolic change that is part of many successive steps over generations.

3.2 CITY OF ALBANY INITIATIVES

Albany's 3D Corporate Plan defines the community's vision for a sustainable City. The citizens of the City and its surrounds have been promoting and supporting sustainable land use for decades. Here are some examples:

- Plantation forestry.
- Wind-powered electricity generation.
- Efficient, ecologically-sound solid and liquid waste management.
- Regional land-care initiatives.
- Fauna management programs.
- The establishment of a Centre of Excellence in Natural Resource Management.¹⁵ at the University of Western Australia's Albany campus
- Increased retention of remnant vegetation (native plants that remain after land has been developed for agricultural or other uses).
- Continuing private and public funding of drainage solutions.

The ALPS seeks to achieve sustainable long-term land-use changes by promoting development with positive environmental, social and economic outcomes and requiring developers to justify or prevent any negative impact to the environment, society or the economy of the region.

The ALPS incorporates the principles of the Western Australian Planning Commission's (WAPC) *Statement of Planning Policy (SPP) No. 2 Environment and Natural Resources Policy*¹⁶, particularly those relating to the impact that growth and development will have on the natural environment. The ALPS recognises that planning decisions often require negotiation to achieve the best outcome for the community, the environment and the economy.

The integrated planning and management of land use fostered by the ALPS provides ways to achieve efficient use of the City's natural and man-made resources.

¹⁵ <http://www.cenrm.uwa.edu.au/>

¹⁶ <http://www.wapc.wa.gov.au/Publications/134.aspx>

4 ENVIRONMENT

“Albany’s community will enjoy healthy fulfilling lifestyles and a flourishing natural environment.”

Source: Albany’s 3D Corporate Plan



Gull Rock.



Lake Sepping.

Picture: Barb Green

Albany is renowned for its spectacular natural environment. The challenge is to preserve it while providing the land and infrastructure needed for population growth and to generate jobs.

Some past developments have hurt natural resources and there have been land-use conflicts between progress and protection of the environment. The ALPS aims to identify areas where the value of their environmental assets should be the main consideration in the assessment of risks from development.

4.1 BIODIVERSITY

PLANNING PRINCIPLE:

Encourage biodiversity preservation

“The South Coast area is within one of the few global regions featuring exceptional concentrations of species and experiencing exceptional loss of habitat. The high levels of biodiversity in the region are partially due to the biogeographical complexity of the region and the geological and climate history.”

- The South Coast Regional NRM Strategy – Southern Prospects 2004-2009¹⁷

Biodiversity is one of the Albany region’s most important assets. Its landscape, plants and animals create a “sense of place” or personality. The district contains flora and fauna, habitats and ecosystems of global significance. This biodiversity also contributes to the agricultural, fishing and tourism industries and assists in the maintenance of water quality and soil condition.

4.1.1 Ecosystems and Biodiversity



Banksia coccinea and honey possum.

Copyright B.B. Wells/CALM

PLANNING OBJECTIVE:

“To protect ecosystems with high biodiversity values.”

The ecosystems within the City are its greatest asset. They provide a significant land-use and planning challenge requiring actions to balance the competing expectations that exist between the development industry, the community and environmental groups.

The major threats that lead to the loss of habitat include:

- Climate change.
- Salinity and changes to the region’s water supplies.
- Plant diseases.
- Animal and plant pests.
- Agricultural practices such as crop spraying.
- Inappropriate fire management.
- Recreational pressures.
- Urban development.

¹⁷ http://www.southcoastnrm.com.au/site/publications_strategy.htm

- Inability of the land to sustain the loss of ecological values as a result of development.

ACTIONS

Promote habitat protection and encourage development that incorporates or re-establishes ecologically sound vegetation and waterway corridors (DEC, **CoA**).

Establish regional and local reserves to protect significant ecosystems in areas of high biodiversity value (DEC, WAPC, **CoA**).

Protect significant biodiversity areas that are not public property by encouraging the use of management plans and the creation of areas for conservation or exclusion of development in scheme amendments and subdivisions (WAPC, DPI, DEC, **CoA**).

Prepare management plans for significant biodiversity areas vested in the City of Albany (**CoA**).

4.1.2 Threatened Fauna and Flora

PLANNING OBJECTIVE:

“To maintain habitats and require that development avoids areas of threatened flora, fauna and ecological communities.”



The South Coast has a diverse range of fauna and flora and is home to many threatened species such as Australia's most threatened mammal, the Gilberts Potoroo, which is found only in Two Peoples Bay. Government and private research shows the region has a big number of plant species, a strong indicator of the district's biodiversity.

Gilberts Potoroo.

Picture: www.australianfauna.com

The *Wildlife Conservation Act 1950* protects WA's native plants and animals. Most threatened flora, fauna and ecological communities within the City of Albany are in reserves managed by the Department of Environment and Conservation (DEC) About 33 rare or endangered species of flora and 12 of fauna live on land vested in the City.

ACTIONS

Identify areas containing threatened flora and fauna communities and provide for them to be excluded from development (DEC, **CoA**).



Frenchman Bay Road foreshore looking towards Little Grove.

4.1.3 Climate Change

PLANNING OBJECTIVE:

“To monitor the impact of climate change and the implications for the natural and built environment and land use planning.”

Climate variability has a big impact on the Australian economy. The flow-on effects of climate change caused by El Niño¹⁸ events affect agriculture in southern WA and are blamed for droughts in rural Albany in 2004 and widespread winter floods in April, 2005.

The City of Albany district has an annual rainfall gradient ranging from 900mm in the west to 450mm in the east. Climate change predictions indicate less rainfall in the west. Average district rainfall has declined by 20-30% over the past few decades, due to seasonal variability and the increasing impact of greenhouse gas emissions. The long-term effect of these drier conditions will have an impact on fauna and flora, land use (including farming practices) and the availability of water for the development of Albany. The South Coast Natural Resource Management (SCNRM) group is now examining the effects of climate change on the South Coast in greater detail. There will be changes at all levels of government to climate-related strategies and the ALPS will be reviewed to address them.

Planning for climate change will affect development. Measures to improve energy efficiency, such as attention to solar aspect and water recycling, can be incorporated into housing design. Minimum building heights can be stipulated for buildings close to coast or estuarine areas likely to be affected by rising sea levels. The Department of Planning and Infrastructure (DPI) greenhouse planning database allows for a 0.4 metre increase in sea levels, but this data needs to be reviewed. The City of Albany, in co-operation with the DPI, is using the likely effect on sea levels of a 1-in-100-year storm as the benchmark for its foreshore development planning and assessment. This planning – based on Australian Height Datum¹⁹ – assumes a minimum 2.5-metre sea level for the Princess Royal Harbour foreshore and a 2.64-metre level for Oyster Harbour.

The consensus of current scientific opinion is that climate change poses a great risk to coastal communities in terms of rising sea levels, more frequent and severe

¹⁸El Niño refers to a sequence of changes in current circulation across the Pacific Ocean and Indonesian archipelago when warming is particularly strong (on average every three to eight years). <http://www.bom.gov.au/climate/glossary/elnino/elnino.shtml>

¹⁹A system of control points for height based on a network of levelling measurements that covered the whole of Australia and was fitted to mean sea level, as measured at tide gauges distributed around the Australian coast, over the period from 1968-1970. Source: Department of Lands

weather events and changing rainfall patterns. Planning for climate change requires a co-ordinated national approach involving all spheres of government. Monitoring of climate information and seasonal forecasting by government agencies is vital for Local Government to understand the effects of climate change and plan to deal with them.

ACTIONS

Monitor scientific data on climate change and evaluate its impact on land-use planning and development (WAPC).

Facilitate energy-efficient design principles in the LPS1, rezoning, subdivision and development proposals (CoA, WAPC).

Encourage urban stormwater solutions that maximise the ability of natural drainage systems to manage surface run-off (CoA, WAPC).

Incorporate measures to deal with rises in sea levels as they occur and modify building height policies if necessary (DOW, CoA).

4.2 VEGETATION

PLANNING PRINCIPLE:

“Conserve remnant vegetation within the district landscape.”

Community feedback has highlighted the important role native vegetation plays in the City of Albany’s landscape. Vegetation linkages, or corridors, are essential to preserve habitats for flora and fauna and maintain biodiversity. The decline of species is often caused by fragmentation or isolation of habitats. The most important vegetation linkages connect areas of high conservation value, such as national parks and reserves.

4.2.1 Remnant Vegetation and Linkages

PLANNING OBJECTIVE:

“To protect areas of significant remnant vegetation and increase the area of re-established local species of vegetation within the landscape.”

The City is fortunate to have significant amounts of bushland in national parks and nature reserves.

The City’s *Vegetation Survey of the Albany Hinterland (2001)*²⁰ has identified the total area of native vegetation remaining within the City as 162,136 hectares (ha). This represents 37.8% of the City’s total area. **See Map 2 for details.** The greatest areas of intact native vegetation occur along the coast and about 37,000ha or 22.9% of vegetation is protected within reserves for conservation purposes.

Remnant vegetation classed as being in very good condition is located mainly along the coast and in the south-east area of the City. Vegetation in good condition is

²⁰ The Albany hinterland vegetation inventory (Connell and ATA Environmental, 2001) was commissioned by the City to provide strategic direction and guidelines to enhance future management of native vegetation.

generally in larger reserved parcels. Areas in poor condition correspond to small, private tracts in extensively cleared urban and agricultural areas.

There are many smaller parcels (less than 200ha) of native vegetation within the district. They make up the bulk of individual habitats, but collectively represent the smallest proportion of total vegetation.

The EPA Position Statement No. 2 *Environmental Protection of Native Vegetation in WA (December, 2000)*²¹ requires a person or organisation intending to clear land to demonstrate that vegetation removal would not leave less than 30% of any species population that existed before European settlement.

Vegetation corridors will be needed to retain and enhance ecosystems within the district. In 2004, the Department of Conservation (DEC) identified the existing macro corridors along the coast and inland along river valleys. These need to be supplemented by narrower corridors of good quality remnant vegetation through private property to connect major national parks and conservation reserves. The planning, acquisition and management of these corridors is a State Government responsibility (DEC, WAPC). This includes the identification of open space within a statutory region scheme and subsequent acquisition for conservation purposes. The The Lower Great Southern Strategy (LGSS) supports the creation of remnant vegetation linkages identified in the DEC's 2004 South Coast macro corridor project. More detailed vegetation mapping is needed to define more the location and size of areas. **See Map 3 for details.**

Within the context of this regional framework, the City's *Albany Greenways (2002)*²² project has identified existing and potential vegetation links within the Albany district, focusing on urban Albany and the rural settlements of Torbay, Elleker, Cuthbert, Youngs Siding, Wellstead, Kalgan, Manypeaks and Redmond. **See Figures 3 & 4 for details.**

Greenways help to:

- Protect and enhance natural, cultural and historical resources.
- Provide open space for suitable human use.
- Connect communities with conservation land, parks, recreational facilities and cultural and historic sites.
- Reduce surface water run-off and enhance water quality.

Planning associated with the land-use components of the Greenways Project will continue to be refined during preparation of the City precinct and structure plans.

Extensive areas of vegetation were cleared in the past to make room for the expansion of agricultural activity and urban growth. It is now essential on conservation, recreational, social and economic grounds to protect the remaining native vegetation on public and private lands. The protection of foreshore areas is particularly important to provide ecological linkages between aquatic and terrestrial areas. The methods of securing regional linkages include acquisition of Crown land

²¹ http://www.epa.wa.gov.au/docs/1032_PS2.pdf

²² It identifies potential vegetation and recreation links, known as greenways, for the whole of the city, Greenways serve many functions with ecological and conservation benefits by creating corridors through bushlands for animals and trails and paths for people.

to be placed under the DEC's control, reservation of land by the WAPC or its acquisition as Regional Open Space. The City can help to establish vegetation linkages by defining open space reserves in its Town Planning Scheme and identifying reserves or conservation lots to be created through subdivision. The City does not have the financial capacity to acquire and/or maintain the substantial regional open space networks promoted in the LGSS.

ACTIONS

Identify remnant vegetation macro corridors through more detailed investigations and mapping to determine appropriate linkages at a local level (DEC).

Refine Greenway linkages and identify additional remnant vegetation areas to be protected through precinct and structure plans (**CoA**).

Secure vegetation linkages and regional reserves through the use of statutory planning mechanisms (WAPC, DEC), local scheme amendments and subdivision and development proposals (**CoA**). Regional reserves can only be included in the LPS1 if they have been included in a regional planning scheme prepared by the WAPC or designated or acquired by other State Government agencies (WAPC, DEC, **CoA**).

Retain and develop vegetation corridors within infrastructure reserves (road, rail and drainage) where this does not interfere with service delivery and ongoing management obligations (MRWA, WC, WP, Telstra, **CoA**).

Implement the City of Albany local open space program through the precinct and structure planning process and identify recreation and preservation reserves gained through subdivision and ongoing reviews of the reserve system (**CoA**).



Figure 3: Albany Greenways Project identification of remnant vegetation, conservation reserves, macro and conservation corridors (ATA Environmental, 2002)



Figure 4: Greenways in Albany townsite (ATA Environmental, 2002)

4.2.2 Vegetation Clearing

PLANNING OBJECTIVE:

“To minimise further vegetation clearing through the use of mechanisms including controls and incentives.”

The main reason for clearing vegetation has been to provide land for agricultural use and urban development. Its removal led to land degradation, a problem which must be dealt with in planning and decision-making by applying the principles of sustainable development.

Large-scale land clearing is the primary reason why many plant and animal species are now rare or threatened. Clearing and shallow-rooted cropping and pasture systems have created land now under threat from rising salinity levels in soils and water supplies.

Government agencies maintain controls on land clearing to:

- Minimise any future impact of vegetation removal on the environment by maintaining biodiversity and wildlife corridors and working to combat soil erosion and salinity.
- Protect the quality of water supplies for public drinking.
- Minimise the visual impact of development on the landscape.

Vegetation is protected under the *Environmental Protection (Clearing of Native Vegetations) Regulations 2004*²³. A DEC permit is required unless the clearing is for:

- An area less than one hectare.
- An approved building or structure.
- Firebreaks.
- New fence lines.
- Vehicle and walking tracks.

The City will help the DEC preserve vegetation through land-clearing provisions in the LPS1 and conditions on planning approvals.

Land clearing for any development must conform to sustainable land use and development practice. This principle must be at the heart of any design for new urban development areas. Planning at a structure plan or rezoning level must identify the location, conservation value and quality of species for their protection by the EPA position statement. The early identification of species' threshold levels is critical for intervention and protection.

It may seem sensible to limit future urban growth to existing cleared areas, but the downside is fragmentation leading to a bigger development footprint. It is inevitable that a growing community will need more housing and new areas to cater for increased industrial, retail, recreational and sporting needs. The impact of this continuing development can be minimised by the planting of local species in urban areas such as streetscapes and public areas.

²³ http://www.austlii.edu.au/au/legis/wa/consol_reg/eponvr2004657/notes.html

Rural land owners and organisations such as The Western Australian Farmers Federation (WAFF) and the Pastoralists and Graziers Association of Western Australia (PGA) believe it is unfair that some farmers have large areas of remnant vegetation that cannot be cleared because of government controls while neighbours have areas that have already been cleared. The organisations also feel some farmers are at more of a disadvantage than developers who want to clear vegetation in urban areas. Planning mechanisms to protect remnant vegetation include *WAPC Policy (Development Control) DC3.4 Subdivision of Rural Land*²⁴ which permits the subdivision of quality areas of remnant vegetation as conservation lots. Other measures, particularly financial and planning incentives, will be investigated further as will other ways for government and communities to contribute to the cost of protecting remnant vegetation.

ACTIONS

Continue to update the remnant vegetation database used for planning purposes (CoA).

Assess the impact of future vegetation clearing when preparing/assessing land-use planning proposals – including precinct planning, rezonings, subdivisions and developments – that will comply with the requirements of the *EPA Position Statement No. 2 Environmental Protection of Native Vegetation in WA (Dec 2000)* (CoA).

Be guided by the *Environmental Protection (Clearing of Native Vegetations) Regulations 2004* in creating the LPS1 (CoA).

Protect threatened vegetation communities in the structure planning of urban areas (CoA, WAPC).

Work with other government agencies and the community to examine ways to share the cost of protecting remnant vegetation areas outside public reserved areas (WAPC, DEC, CoA).

Promote the use of local native species in the revegetation and landscaping of urban streetscapes and public spaces (CoA).

4.2.3 Fire Management



Bushfire.

Picture: Steve Gray

PLANNING OBJECTIVE:

“To ensure the protection of life and property and reduce the impacts on the environment from bushfires.”

Uncontrolled fire is a constant threat to the community, environment and local economy. The extent of vegetation coverage and the district’s topography – undulating to steep landforms that promote faster burning – put a large percentage of Albany’s urban area and residents at risk from fire, particularly people on semi-rural and rural lots.

²⁴ <http://www.wapc.wa.gov.au/Publications/1510.aspx>

Over time, the local flora and fauna adapted to survive bushfires. However the loss of traditional Aboriginal land management practices²⁵ and the regulation of burns in reserves have encouraged infrequent, large-scale intense fires. These fires are the greatest danger to native species, particularly when they affect fragmented habitat areas. After a fire, some weed species tend to proliferate at the expense of native species and the local ecology is affected adversely.

The agencies responsible for fire management within the district are the Fire and Emergency Service Authority (FESA), the City of Albany and the DEC.

The City's guidelines on fire prevention and management have been guided by the *WAPC Policy DC 3.7 Fire Planning*²⁶ and the FESA/WAPC manual: *Planning for Bush Fire Protection*²⁷. They set out planning requirements for different levels of risk, ranging from barring development in high-risk areas to the incorporation of appropriate fire protection measures in other areas.

The City's *Strategic Bushfire Plan 2000-2005*²⁸ recognises the need to prevent or manage fire in remnant vegetation to protect endangered species and, with regard to land development, recommends:

- Identifying bushfire-prone areas.
- Preventing development within areas of extreme bushfire threat.
- Incorporating fire management into reserve development plans.
- Making sure developments incorporate adequate fire protection measures.

The City's bushfire plan is being reviewed.

Meanwhile, the City requires developers to identify fire risks, incorporate suitable prevention measures in rezoning proposals and development conditions and advise the WAPC on fire management issues involved in subdivision proposals.

ACTIONS
Include fire risk analysis and fire protection requirements in structure and precinct plans and the LPS1 (CoA).
Identify bushfire-prone areas which pose a significant threat to life and property (CoA, FESA).
Prevent development within areas of extreme bushfire threat (CoA, WAPC).
Require appropriate fire prevention measures to be included in rezoning proposals, development conditions and advice to the WAPC on subdivision proposals (CoA).

²⁵ Land management practices by Aboriginal peoples before European settlement are known popularly as "firestick farming", a technique used by indigenous people of a specific region or area to manipulate the native flora by burning off to enhance its viability to attract fauna species to range on, enabling access for hunting and gathering or to promote regeneration of plant life that relied on this practice for its reproduction.

Source: *The Australian Society of Agronomy*

²⁶ <http://www.google.com.au/search?rls=ig&hl=en&q=WAPC+Policy+DC+3.7+Fire+Planning+&btnG=Google+Search&meta=cr%3DcountryAU>

²⁷ No longer in publication. Contact Albany City Council for more information.

²⁸ No Internet link is available. Contact Albany City Council for more information..

4.2.4 Weed Management



Weed infestation at Mount Melville.

PLANNING OBJECTIVE:

“Reduce the spread of environmental weeds through integrated weed management.”

The City protects and manages of bush on land and reserves it owns or controls. Activities such as road and drainage construction, reserve management and urban development have the potential to introduce environmental weeds onto land and into waterways.

Weeds invade native vegetation and usually impact on the understorey (small trees and shrubs) and groundcover species. The City of Albany’s *Environmental Weeds Strategy (EWS)* ²⁹ has identified the most invasive species as Bridal Creeper, Blackberry, Victorian Tea-Tree, Sydney Wattle, Watsonia, Pampas Grass and Arum Lily. These species are now prevalent in roadside vegetation and drainage lines.

Weed infestation within the City continues to increase as do control efforts and costs involved in controlling outbreaks. It is sometimes difficult to identify areas of weed infestations in their early stages and an unnoticed weed can quickly invade habitats in a dramatic way. The lack information from the community can make it difficult to determine the precise location of weeds and their impact. Weed management needs a co-ordinated effort between government, land care groups, landholders and the community.

ACTIONS

Incorporate the planning elements of the *Environmental Weeds Strategy* in precinct/structure plans and the LPS1 (**CoA**).

Liaise with key stakeholders to coordinate weed control activities within the district (**CoA**, DEC).

Implement appropriate weed management procedures in City works and when considering private development components such as subdivision roads and open space that will eventually become the City’s responsibility (**CoA**).

Include weed management provisions/conditions/advice, where appropriate, in rezoning, subdivision and development proposals (**CoA**, DAF).

- Encourage planting of local native species.
- Discourage the planting of potential environmental weeds.
- Encourage the retention of native vegetation as part of gardening and landscaping.
- Encourage the management of weeds on undeveloped blocks.

²⁹ http://www.albany.wa.gov.au/website/uploads/8803_COA_EWS_2005.pdf

4.3 TERRESTRIAL

PLANNING PRINCIPLE:

“Consider the long-term implications of planning decisions to conserve the natural landscape and soil and water resources.”

4.3.1 Salinity

PLANNING OBJECTIVE:

“Avoid development and activities on areas that pose a long-term salinity risk or that may contribute to increased local salinity levels.”

Excessive clearing of native vegetation has increased salinity levels in WA. The replacement of this vegetation with annual shallow-rooted crops and pastures has raised groundwater levels, bringing salts closer to the surface. Increased salinity is more common in lower rainfall areas. There are only small pockets of salinity risk in the rural areas of the City.

The main risk from salinity is to agricultural production and this needs to be tackled by management of water catchments. Salinity is best overcome through changing farming practices, revegetation, drainage control and avoiding development and other activities that contribute to rising water levels.

ACTIONS

Encourage catchment-based salinity solutions to manage long-term salinity risk. (DAF).

Support land-use activities which help decrease salinity of agricultural land, such as revegetation and retaining remnant vegetation (**CoA**, DAF, DEC).

Incorporate salinity-risk mapping into the City database for use in assessment processes (DAF, WAPC, DoW, **CoA**).

4.3.2 Coastal Development



PLANNING OBJECTIVE:

“Promote land usage and development proposals compatible with protecting the environmental, social and economic values of the coast and harbours”

Ellen Cove, Middleton Beach.

The Albany coastline is spectacular and diverse with sandy beaches, limestone cliffs, granite headlands, vegetated dunes and harbours and inlets. About 70% of the

terrestrial coastal environment is within reserved areas such as national parks or nature reserves managed by DEC. **See Map 3 for details.** The coastal strip provides an important link for fauna and flora migration and is under increasing pressure from development, tourism and recreation.

Albany is the oldest European settlement and port in Western Australia. It is the most significant coastal settlement on the South Coast and impacts on the coastal ecosystem. Albany continues to grow as a regional centre, including the ongoing development of the Port.

The commercial and recreational boating activity and facilities in Princess Royal and Oyster Harbours are also of regional significance. Cheyne Beach, about 63km east of Albany at the south end of Hassell Beach, is the main coastal rural settlement in the City. The little fishing townsite is growing into a holiday and recreational node, but its small size means it has minimal impact on the coast.

The Port of Albany is the service base for deep-sea fishing vessels operating south of Australia. Commercial fishing occurs along the coast and estuaries and has become an integral part of small coastal farming settlements such as Cape Riche, about 130km east of Albany. Several aquaculture businesses, such as mussel and oyster farms, operate in Albany's harbours and seasonal bait fishing occurs in the coastal bays. Sites used for commercial fishing are usually operated under fishing leases and have infrastructure including cottages and sheds.

The Albany district has a number of remote coastal camping tourism sites in areas managed by the DEC or the City in accordance with containment principles.

The *South Coast Regional Strategy for Natural Resource Management*³⁰ (SCNRM) identified issues for the coastal zone, including:

- Coastal planning, development and management.
- Recreation.
- Nature-based coastal tourism.
- Land conservation.
- Marine planning.
- Sea and land based aquaculture.
- Acid sulfate soils.³¹
- Marine pollutants and oil spills.

The *WAPC SPP 2.6 State Coastal Planning Policy*³² provides a broad framework for the planning and development of the City of Albany's coastline. The policy's main objectives are to:

- Protect, conserve and enhance coastal values.
- Provide for public foreshore areas and access.

³⁰ http://www.southcoastnrm.com.au/site/publications_strategy.htm

³¹ Acid sulfate soils (ASS) is the common name given to soils and sediments containing iron sulfides, the most common being pyrite. When exposed to air, due to drainage or disturbance, these soils produce sulfuric acid, often releasing toxic quantities of iron, aluminium and heavy metals. This can have major environmental, health, engineering, and economic effects.

³² <http://www.wapc.wa.gov.au/Publications/139.aspx>

- Ensure the identification of appropriate areas for the sustainable use of the coast for housing, tourism, recreation, ocean access, maritime industry, maritime industry and commercial activities.
- Ensure that the location of coastal facilities and development takes into account coastal processes (the actions of natural forces on the shoreline and near-shore seabed).

The policy has been amended to limit the height of buildings to a maximum of five stories and, in special circumstances, eight stories within an area of 300 metres from the coastline.

The City's settlements – particularly its main urban area – and its coastal harbours and inlets are highly desirable locations due to their landscape values, ocean views and easy access to the coast. Normal population growth – including the “seachange” phenomenon – and increasing tourism will continue to put pressure on the coastal areas.

The City has prepared a *Coastal Management Strategy* which remains in draft form. It contains many useful recommendations used in creating the ALPS. Implementation of the recommendations requires co-operation between the City and organisations including the South Coast Management Group, conservation volunteers such as the Green Corps and local community groups to fund, plan and complete on-ground works.

The City has a *Building Height Restriction Policy* for Middleton Beach covering an area bounded by Wollaston Road, Golf Links Road, Emu Point Drive, Mermaid Avenue, Boongarrie Street, Cunningham Street and the Middleton Bay foreshore. Its key elements are:

- Rejection of developments that overlooks the foreshore bathing area.
- A building height limit of 7.5 metres on all developments other than the hotel site in Barry Court.

Land-use planning provides mechanisms to ensure that coastal development includes the protection of environmental, economic and social values. Regional and local planning strategies are needed to give guidance and recommendations for the growth of coastal settlements. A prime objective for the City's coastal planning is provision of an appropriate foreshore reserve around coastal areas to allow for conservation and recreational needs.

ACTIONS

Protect coastal areas of high conservation value as regional reserves (WAPC, DEC).

Ensure the development of coastal settlements is in accordance with State coastal planning policy (CoA, WAPC):

- Concentrate development in and around existing settlements, particularly those with established infrastructure and services.

ACTIONS
<ul style="list-style-type: none"> • Ensure that land use and development close to the coast is compatible with existing uses and its location and design complement and enhance visual, social and ecological values and any existing natural or manmade amenities. • Ensure that development does not cause discharges of waste and stormwater that would degrade the coastal environment. • Protect significant natural, indigenous and cultural features of the coast. • Ensure appropriate development controls such as setback limits are established. • Ensure that a coastal foreshore management plan is prepared and implemented at the rezoning, subdivision or development proposal stage (whichever is the appropriate stage).
<ul style="list-style-type: none"> • Identify during the planning process land to be set aside (over and above the required provision for public open space) as a foreshore reserve for conservation, management, public access and recreation and ensure that the land is given up free of cost at the time of subdivision/development. • Include appropriate development setbacks and controls for various developments in the LPS1, including the Middleton Beach TPS Policy and an Albany foreshore development zone to guide land use and development on the Princess Royal Harbour waterfront.
Review the City's <i>Coastal Management Strategy</i> (CoA, DEC).
Require incorporation of public access points and facilities within coastal areas to be developed in accordance with management plans (CoA).
Identify and incorporate design guidelines for coastal developments, particularly coastal icon tourist accommodation sites (CoA).
Develop remote coastal camping sites in accordance with adopted management plans (CoA).

4.3.3 Contaminated Sites

PLANNING OBJECTIVE

“Ensure the suitability of land uses on existing or potential contaminated sites and require hazard reduction mechanisms to prevent harm to human health or the environment.”

Contamination occurs when industrial or other land use creates substances on or under the ground, often near groundwater, that have the potential to harm human health or the environment. Land activities that can contaminate include industrial sites which produce or store chemicals or fuel or have been established to dispose of toxic materials. Service stations, especially those in urban areas, pose a contamination threat, as do market gardens and other intensive agricultural activities.

The current legislation controlling land contamination is administered by the DEC under the *Contaminated Sites Act 2003*³³ and *Contaminated Sites Regulations 2006*³⁴.

³³ http://portal.environment.wa.gov.au/portal/page?_pageid=53,84404&_dad=portal&_schema=PORTAL

³⁴ http://portal.environment.wa.gov.au/portal/page?_pageid=53,733027&_dad=portal&_schema=PORTAL

The City of Albany is now completing a study identifying previous land uses that may have contaminated land. These sites are being incorporated into a database and include service stations, refuse disposal sites and fuel/chemical storage areas. The City will use the database when assessing development proposals and make the information available to the public when completed. Information on confirmed contaminated sites is also available from the DEC database.³⁵

The identification of acid sulphate soils (ASS) is a more recent but equally concerning land contamination issue. ASS is naturally occurring phenomenon in soils and sediments containing iron sulfides. Within the City, ASS occurs in waterlogged areas such as river and creek systems, wetlands and swamps. The disturbance of these soils can release acid and metals that can harm the environment and infrastructure. Apart from the impact on water quality, there are human health concerns over the contamination of groundwater and corrosion of engineering works and structures such as water pipelines. *The WAPC Bulletin 64 Acid Sulphate Soils*³⁶ provides guidelines for the assessment of subdivisions and developments affected by ASS. High-risk areas include Yakamia Creek, Lake Seppings, Oyster Harbour, Lower King, Robinson, Cuthbert and Elleker.

The most significant issues in relation to contaminated sites involve their impact on site development, and compatibility with surrounding land uses. Sites are often left in a poor state between the closure of an existing activity and redevelopment.

ACTIONS

Complete the contaminated sites study to provide a database to assist in the evaluation of planning proposals (**CoA**).

Complete the mapping of potential ASS areas for incorporation into the City's database (DPI, DEC, DoW, **CoA**).

Review the Albany Industrial Study to include the City's database of known contaminated sites to promote their location, decommissioning and clean-up (WAPC/DPI, DoW and DEC).

Include in the LPS1 measures to ensure land uses and developments that involve contamination (such as ASS, storage of chemicals, waste, toxic materials or liquid fuel) are not located next to existing incompatible land uses. Where acceptable, potential contamination will be managed to avoid adverse impacts on the environment and future uses (**CoA**).

Ensure rezoning, subdivision and development applications affected by contamination comply with State government statutes, policies and guidelines for contaminated sites, including the WAPC Bulletin 64 *Acid Sulphate Soils*, *Contaminated Sites Act 2003* and *Contaminated Sites Regulations 2004* (DoW, DEC, WAPC, **CoA**).

³⁵ http://portal.environment.wa.gov.au/portal/page?_pageid=53,34343&_dad=portal&_schema=PORTAL

³⁶ <http://www.wapc.wa.gov.au/Publications/213.aspx>

4.4 WATER

PLANNING PRINCIPLE:

“Protect the City’s water resources and future supplies.”

Water features within the City of Albany vary significantly, ranging from major rivers or tributaries, estuaries and wetlands to significant coastal freshwater aquifers. Rainfall is the major influence on the quantity and quality of water resources.



The water tank on Mt Melville.

4.4.1 Potable Supplies

PLANNING OBJECTIVE:

“Protect existing and future public drinking water supply areas.”

The Lower Great Southern Town Water Supply Scheme (LGSTWSS) provides the bulk of the potable, or drinking, water for the City of Albany and northern settlements such as Mt Barker along Albany Highway. This treated reticulated supply is mainly groundwater supplemented with surface water. Groundwater is drawn from borefields within the South Coast Water Reserve about 5km south-west of Albany. The borefields are made up of more than 45 production bores drawing from the Werillup Formation aquifer.³⁷

Surface water supplies are abstracted from the two dams at Angove Creek at Two Peoples Bay, (25km east of Albany) and on rare occasions from Limeburners Creek, next to the Sandpatch groundwater sources. **Refer to Map 4 for details.**

These water resources, in conjunction with Bolganup Dam (20km east of Mt Barker), form the Lower Great Southern Town Water Supply Scheme used by the Water Corporation to supply potable water to Albany, Mt Barker, Kendenup, Narrikup, Porongurup and farmlands in the area.

The South Coast Water Reserve is fully allocated. It is proposed to extend the Werillup borefield to meet demand for the short term (5-10 years). Marbellup Brook has been identified as the next major water source for the scheme. However, declining annual rainfall has prompted the Water Corporation to consider setting up a desalination plant in the Albany district.

The rural settlements within the City have mainly individual catchment storage and water supply sources. Wellstead is reticulated from natural catchments and other

³⁷ <http://www.anra.gov.au/topics/water/overview/wa/gmu-gibson.html>

areas such as Manypeaks rely on private supplies such as rainwater tanks and bores. Existing supplies are at full capacity and cannot be expanded without significant capital investment. The City has been told there are no government plans to expand these services ahead of any development.

The *WAPC SPP 2.7 Public Drinking Water Sources Areas Policy*³⁸ provides the framework for land use and development in drinking-water source areas, which are controlled by the Department of Water (DoW). The policy covers compatible land uses that protect the long-term management of water resources for public water supply purposes. The DoW *Land Use Compatibility in Public Drinking Water Source Areas Water Quality Protection Note*³⁹ also provides advice on land use and development.

Threats to existing water supplies in terms of quantity or quality are mainly from unplanned urban growth, overuse of existing supplies and the risk of pollution because most of the City's water supply is sourced from groundwater. Incompatible land uses above the South Coast Water Reserve, such as sand extraction, the motocross track and Albany Racecourse will be permitted to remain under the *South Coast Water Reserve and Limeburners Creek Catchment Area Water Source Protection Plan (WSPP)*⁴⁰ provided they are managed with no increase in existing pollution and nutrient discharge levels. There are no plans to relocate these facilities but they are being monitored regularly by the DEC. Albany City Council is developing contingency plans for relocation of the motocross track and racecourse. The Albany Regional Prison and the Allerton Street noxious industry zone are both within the South Coast Water Reserve and will be connected to the Water Corporation's deep sewer to reduce their impact on groundwater resources. Little Grove has now been connected to the deep sewerage system, reducing the potential for septic pollution of groundwater supplies and minimising nutrient discharge into Princess Royal Harbour.

Water conservation is a major issue for the development of the Albany urban area and rural settlements within the City. Potential scarcity of long-term water supplies means the potential for water conservation and re-use needs to be explored. The LGSS promotes a reduction in the use of Water Corporation infrastructure and supply through encouragement of water self reliance such as the use of rainwater tanks, bores and dams and re-use of greywater⁴¹. Self-sufficient water supplies are supported for Rural Residential areas where the distance from existing water infrastructure and connection is considered too great to be economic and sustainable. The City's abundant annual average rainfall, ranging from about 925mm in the west to 450mm in the east, reinforces the view that low-density lots need not be connected to Water Corporation. This approach appears to be the most sustainable and worth further consideration. The application of this strategy would

³⁸ <http://www.wapc.wa.gov.au/Publications/149.aspx>

³⁹

http://portal.water.wa.gov.au/portal/page/portal/WaterQuality/Publications/WaterQualityProtectionNotes/Content/PDWSA_LandUse.pdf

⁴⁰

http://portal.water.wa.gov.au/portal/page/portal/WaterManagement/Publications/PlansandAssessments/Content/WRP44_SOUTH_COAST.pdf

⁴¹ Non-industrial wastewater generated from domestic processes such as dishwashing, laundry and bathing.

focus on rural townsites and lots between 1ha and 4ha above the 700mm isohyet⁴². However, this approach needs to be evaluated in relation to *WAPC SPP No. 2.5 Agricultural and Land Use Planning Policy*⁴³ which requires mandatory connection to potable reticulated water for Rural Residential lots up to 4ha.

ACTIONS
Protect the main existing and known future public water supply areas in the LPS1 (CoA).
Ensure that future potential public drinking water supply areas are protected from inappropriate land uses and development (WAPC, DoW, CoA).
Investigate and help implement the creation of alternative potable water supplies such as rainwater tanks, bores, and dams, particularly for Rural Residential areas and rural townsites that are too distant from economic and sustainable connection to Water Corporation infrastructure (CoA, WC, WAPC).
Identify potential alternative sites for the location of the motocross and racecourse tracks outside the groundwater area (GSDC, DSR, CoA).

4.4.2 Non-Potable Supplies

PLANNING OBJECTIVE:

“Identify and protect existing and future non-potable water supplies.”

Water resources within the City have environmental, social and economic values. Agricultural production is still a major economic activity and its continuation, growth and diversification depends on enough water of suitable quality being available to support new industries.

Many intensive rural industries require and depend on substantial water supplies and could be affected by future use of ground and surface water reserves in the western part of the district. However, the increase in agricultural production is closely linked to the introduction and increasing use of fertilisers. Although essential for crop and pasture development, this has also led to increased nutrient levels in non-potable water resources. Similarly, land clearing for agricultural and urban development has generally increased salinity levels and soil erosion.

The DEC manages the allocation of groundwater through the issuing of extraction licences under the *Rights in Water and Irrigation Act*⁴⁴. The DEC, in conjunction with the Department of Agriculture and Food (DAF), has programs to reduce nutrient levels for the Albany harbours, Wilson and Torbay Inlets and Wellstead Estuary and in river/creek systems and dams.

Changes in urban development and land use caused by agricultural activities can pose a threat to water resources through increased nutrient levels, modification of natural processes and the extraction of water for non-production purposes.

⁴² A line on a map connecting places with equal rainfall.

⁴³ <http://www.wapc.wa.gov.au/Publications/138.aspx>

⁴⁴ http://www.slp.wa.gov.au/wrc/water_irrigation_act.html

ACTIONS

Support natural resource management programs, including land and river care, and initiatives at a local, catchment and regional scale to improve water quality (DAF, DoW, **CoA**).

Use LPS1 controls, drainage and reserves to control inappropriate land uses and prevent development from impacting upon water resources (**CoA**, DEC).

Liaise with other government agencies to evaluate the impact of development on non-potable water supplies when assessing planning proposals for rezoning, subdivision and development (DoW, WAPC, **CoA**).

4.4.3 Flooding/Drainage**PLANNING OBJECTIVE:**

“To preserve the natural ecological and drainage function of watercourses, drainage systems and floodplains and limit the potential for damage to buildings caused by flooding and/or inundation.”

Flooding is the most common cause of property damage within urban and rural parts of the City. It is caused by a temporary, rapid increase in water levels created by combinations of tidal events, increases in the volume of rivers and streams and localised surface flows after heavy rainfall. These natural forces work together to overcome the capacity of watercourses, estuaries or drainage systems and can cause floodwater to spill over onto floodplains⁴⁵.

Floodplain management is intended to reduce risks to property and hazards associated with inappropriate occupation and use of flood-prone land. The DoW is the main body responsible for floodplain management. The Waters and Rivers commission (WRC) and the DoW have helped the City by preparing flood maps for Yakamia Creek. The City has also undertaken its own drainage studies to facilitate urban expansion in areas such as Lake Seppings, McKail/Gledhow and Willyung Creek. The heavy rainfall in April 2005 produced an equivalent 1-in-100 year average recurrence interval (ARI) event and allowed existing data to be updated. However, additional floodplain information for the major urban river system catchments is a high priority. Land use and development controls need to direct inappropriate development away from hazardous areas in floodplains. **Refer to section 8.4.3 for information on flooding risk management.**

Planning for flooding requires assessing the risk and identifying areas and activities that may be affected, including:

- Broadacre land clearing and the irrigation of land.
- Urban and semi-urban expansion into flood-prone areas.
- Loss of wetlands and flood storage areas.
- Structures that obstruct or divert flood flows.
- Modifications of land run-off characteristics.
- Levees in inappropriate areas.

The retention and enhancement of natural streams and vegetation is an important element of any flood management strategy. This can be achieved in new urban

⁴⁵ Low plains next to a river formed chiefly of river sediment and subject to flooding.

developments by ensuring adequate land is set aside for drainage purposes as part of rezoning and subdivision proposals.

ACTIONS
Undertake floodplain studies to provide a database for flood management, mitigation and land-use planning and development (DoW).
Identify flood-prone land in precinct and structure plans and rezoning, subdivision and development applications. Require flood management plans to be prepared where necessary (DoW, CoA).
The LPS1 to include mechanisms that: <ul style="list-style-type: none"> • Protect and preserve the natural ecological and drainage functions of watercourses, drainage systems and floodplains to store and convey stormwater and floodwater. • Enable land-use and development controls to direct inappropriate development away from hazardous areas in floodplains and prepare flood management plans to allow development to be controlled within non-hazardous areas. • Limit the potential for damage to buildings caused by flooding, including minimum height levels for building development. • Identify adequate setbacks between development and the foreshores of any harbours, estuaries, wetlands and river systems. • Discourage the subdivision of land with potential for flooding (CoA, WAPC, DoW).
Require management of stormwater quality and quantity and run-off to be incorporated in water-sensitive urban design (CoA , WAPC, DoW).
Require drainage management plans for urban proposals (including rezonings, subdivisions and commercial and industrial developments) that will use or alter existing drainage systems (CoA , WAPC, DoW, WC).
Improve stormwater management, incorporating best management practices in water-sensitive urban design in the LPS1 to reduce nutrient levels and impacts on waterways and water bodies (CoA).

4.4.4 Wetlands

PLANNING OBJECTIVE:

“Ensure that significant wetlands and their associated ecological systems are protected.”

Wetlands are among the most diverse and complex ecosystems in the world. They provide significant ecological functions such as water purification, erosion control and groundwater recharge⁴⁶.

The Albany district contains a great diversity of wetlands. These are complex systems that are not easily mapped. Wetlands and their buffer areas need to be protected from threats. The lack of detailed information on wetland location and characteristics is a major constraint to making better-informed planning decisions. Map 4 indicates where significant wetlands exist. Some are within lands managed by the Conservation Council of Western Australia while others are located on freehold land or other Crown Reserves.

⁴⁶ A hydrologic process where water moves downward from surface water to groundwater.

These three wetlands are listed in *A Directory of Important Wetlands in Australia*⁴⁷:

- Lake Pleasant View system, within the Lake Pleasant View Nature Reserve.
- Moates Lake System, within Two Peoples Bay Nature Reserve.
- Oyster Harbour.

There are no internationally recognised (Ramsar listed⁴⁸) wetlands within the City.

There is a general lack of understanding and appreciation of wetlands as part of the ecosystem. Inappropriate or poorly located developments can create the potential for wetlands to suffer from higher water levels and flooding, along with increased salinity levels, that can destroy wetland-dependent vegetation and severely affect the natural wetland ecology.

Wetlands often have special fauna and flora habitats that can be impacted adversely by the clearing of remnant vegetation or changed local hydrology and water quality. The use of wetland and buffer areas for intensive agriculture such as the growing of potatoes or as urban landfill sites has been a major ecological issue and some of these historic land uses are being gradually phased out.

The *WAPC SPP No. 2 Environment and Natural Resources Policy*⁴⁹ supports the protection of natural ecosystems by ensuring that future growth and development protects, manages and conserves wetlands of importance. The *WAPC (draft) Guideline for the Determination of Wetland Buffer Requirements*⁵⁰ identifies land clearing as the primary threat, and intensive agriculture, silviculture (the management of forest land for timber) and Special Rural zoned areas as potential threats to wetlands. Urban land uses put pressure on wetlands through drainage and stormwater run-off, pollution and contamination of groundwater.

As part of the land-use planning process, the WAPC guideline suggests consideration of these wetlands protection issues:

- The level of importance – international, national, state or local – of wetlands.
- The wetlands' function as part of a natural catchment system;
- Defining the functional wetlands area, including the water body and supporting vegetation.
- The separation distance for adjoining uses may include an associated terrestrial habitat.

ACTIONS

Determine the significance, extent and values of wetlands for inclusion in the City's GIS database to assist in planning decisions (DoW, DPI, CoA).

Protect significant wetlands as part of the regional reserve system, particularly in coastal areas of high conservation value (DoW, DEC, WAPC & CoA).

Control land uses and development around the functional area of wetlands and their
--

⁴⁷ <http://www.environment.gov.au/water/publications/environmental/wetlands/directory.html>

⁴⁸ The Convention on Wetlands (Ramsar, Iran, 1971) is an international treaty that aims to halt the worldwide loss of wetlands and to conserve those that remain through wise use and management.

⁴⁹ <http://www.wapc.wa.gov.au/Publications/134.aspx>

⁵⁰ <http://www.wapc.wa.gov.au/Publications/740.aspx>

ACTIONS

separation distance by:

- Identifying compatible and incompatible land uses.
- Applying appropriate development setbacks, including the use of the LPS1 criteria.
- Requiring site management plans to incorporate best management practices.
- Protection of remnant vegetation (**CoA**, WAPC, DPI, DoW).

Require the incorporation of water-sensitive urban design approaches in subdivisions and developments to manage stormwater quality and quantity and run-off to protect urban wetlands (**CoA**, WAPC, WC).

4.4.5 Harbours and Marine

Breaksea Island Lighthouse.

PLANNING OBJECTIVE:

“To ensure the sustainable use of harbours and estuaries by controlling water and shore-based uses.”

Albany harbours provide a safe anchorage for recreational boating and international trade and shipping. The natural harbours were the main reason for Albany being selected as the site of the earliest European settlement in WA. The district's estuaries provide an important commercial fishery, as well as opportunities for tourism and recreational pursuits.

The *Albany Harbours Planning Strategy (1997)*⁵¹ was prepared to establish appropriate and preferred activities in the use of the City's waterways and related land areas. The area covered by the strategy includes Oyster Harbour, Princess Royal Harbour, King George Sound and the lower portions of the King and Kalgan Rivers.

The aim of the strategy was the need for compatibility between existing and potential activities and their locations within the harbours. It focused on:

- Port activities.
- Historical and cultural conservation.
- Aquaculture.
- Vehicular recreation.
- Conservation, with special attention to multi-use marine areas.
- General purpose planning areas.

Implementation of the strategy relies on the cooperation of a number of Federal and State Government agencies.

⁵¹ No Internet link is available. Contact Albany City Council for more information.

To help create certainty for industry groups and the community, it is essential for the City to provide as much direction as possible to agencies assessing harbour activities.

There is increasing pressure for a variety of uses on and around the harbours. Proposals include port expansion and development of waterfronts and small boat harbours. Harbours are finite resources and need to be managed to retain ecological diversity. New developments should address adequately environmental, recreational and commercial requirements to help achieve an overall positive benefit to the community.

The City is also responsible for managing reserves next to the Wilson, Taylor and Torbay Inlets to protect natural systems and maintain conservation values, determine appropriate public access and protect estuarine flood levels, particularly by preventing direct storm water discharge into estuaries.

ACTIONS

Use the strategy as a reference document for land use planning and development decision making (**CoA**, WAPC, DPI, APA).

4.4.6 Rivers and Tributaries

PLANNING OBJECTIVE:

“To protect and enhance river systems.”



Kalgan River foreshore.

The City has many river, tributary and creek systems that flow south and discharge into the Southern Ocean. The two largest river systems flowing into our urban areas are the Kalgan and King catchments which discharge into Oyster Harbour. River flows are directly related to rainfall and catchment size. **Refer to Maps 3 and 4 for details.**

The river systems are valuable resources that provide:

- Natural drainage of the land.
- A water supply.
- Habitat and wildlife corridors and associated aesthetic values.
- Economic value through agriculture production and fishing.
- Considerable recreation and tourism attractions.
- Cultural importance and historical significance.

The district has a well established program of river care through the DEC and Natural Resource Management Council (NRMC) Community Landcare co-ordinators.

The State Government's framework for water management is the *State Water Quality Management Strategy for Western Australia*⁵². This is the State's main mechanism for implementing the Federal Government's *National Water Quality Management Strategy*⁵³, with its prime objective: "to achieve sustainable use of the nation's water resources by protecting and enhancing their quality while maintaining economic and social development".

The *WA Planning Commission State Planning Policy No. 2 Environmental and Natural Resources Policy*⁵⁴ provides the framework for water resource management in planning strategies, schemes and decision making that should:

- Consider ways to protect, manage, conserve and enhance waterways, wetlands, estuaries, marine environments, gazetted public drinking water source areas and other water sources of environmental value.
- Ensure availability of water sources for environmental and human uses.
- Use water-sensitive design for stormwater management.
- Ensure adequate setback from water sources.

The clearing of native vegetation has created the biggest threat to river systems in the district, resulting in changes to river hydrology, sedimentation and increased salinity levels. Other threats include the loss of riparian⁵⁵ vegetation, increases in nutrients and pollution and inappropriate development along the river.

ACTIONS
Establish in the LPS1: <ul style="list-style-type: none"> • Requirements for adequate setbacks between development and the foreshores of any river system. • Subdivision guidelines and development controls for rivers and tributaries (CoA, WAPC).
Require the incorporation of water-sensitive urban design approaches to manage stormwater quality and quantity and runoff into rivers and tributaries (CoA , WAPC).
Control development around rivers and tributaries by: <ul style="list-style-type: none"> • Defining compatible land uses in precinct and structure plans and zoning maps (CoA, WAPC); • Require that planning proposals incorporate principles to maintain/improve the ecological and physical function of rivers or tributaries (CoA, WAPC). • Impose subdivision conditions to require the creation of foreshore reserves and the preparation of management plans (CoA, WAPC).
Include major river systems as regional reserves within the LPS1 following their inclusion into a Regional Planning Scheme prepared by the WAPC (WAPC, DEC, CoA).

⁵²

http://portal.environment.wa.gov.au/pls/portal/docs/PAGE/DOE_ADMIN/TECH_REPORTS_REPOSITORY/TAB1019688/SWQ%202.PDF

⁵³

<http://www.environment.gov.au/water/quality/nwqms/index.html>

⁵⁴ <http://www.wapc.wa.gov.au/Publications/134.aspx>

⁵⁵ Relating to, or located on, the bank of a natural watercourse such as a river, lake or tidewater.

4.5 LAND USE IMPACTS

PLANNING PRINCIPLE:

“Manage land-use conflict and impacts within acceptable community standards and protect industry, infrastructure and special uses from the encroachment of incompatible uses.”

4.5.1 Land Use Conflict



Harry Riggs Airport.



Albany Port buffer.



Attwell Park Speedway.

Some land uses and developments can impact adversely on residential and sensitive areas such as schools and hospitals. These uses in Albany include activities at the port and airport, heavy freight routes, water treatment plants and industrial and extractive industries that emit noise, dust and other pollutants. **Refer to 4.5.2 and 5.2 for more information.**

Land management practices such as burning stubble and the use of sonic bird scarers have created conflict between neighbours. These sorts of practices are often not covered adequately by legislation and can cause considerable disharmony if not resolved. Conflict usually arises from a change to existing land uses or when new residents try to apply urban values to a rural landscape.

Land-use conflicts can also occur in rural areas between intensive and non-intensive agricultural pursuits, rural residential and agricultural activities and plantations and aquaculture ventures.

4.5.1.1 Albany Airport

The City operates the Harry Riggs Albany Regional Airport, 10km north of the city centre. The airline Skywest operates a daily passenger service between Perth and Albany. The airport serves Albany and the Shires of Denmark, Plantagenet, Cranbrook and Jerramungup and provides access to the wider Great Southern Region. The land surrounding the airport is used for rural purposes.

The City of Albany's *Albany Airport Master Plan (2001)*⁵⁶ allows for the main 1800m runway to be extended to 2100m to accommodate bigger jet aircraft and for the 1096m cross strip to support smaller aircraft activities. The vacant airspace around Albany and the airport's instrument landing system make it an attractive location for military exercises and flight training schools. It is anticipated that aircraft activity will increase and infrastructure will be added near the airport over the next decade.

⁵⁶ No Internet link is available. Contact Albany City Council for more information.

Aircraft noise can be a nuisance in residential areas but urban growth has not occurred near the airport's approach paths and detailed modelling has been undertaken by the City to identify appropriate buffer areas.

The City of Albany adopted the *Albany Airport Noise Buffer Town Planning Scheme Policy*⁵⁷ in 2004 to:

- Protect the continued operations of the airport.
- Control subdivision and development to minimise the potential for sensitive land uses within the noise buffer zone.
- Restrict the development of residential uses that can be affected adversely by aircraft noise in accordance with these Australian Noise Exposure Forecast (ANEF)⁵⁸ guidelines for residential development:
 - Less than noise level of 20 ANEF: acceptable.
 - 20-25 ANEF: conditional.
 - More than 25 ANEF: unacceptable.

Refer to Figure 5 for details.

The master plan recommends the retention of rural land uses surrounding the airport and expansion of a development node within the airport precinct for aviation-related industrial uses and transport facilities.

The 20 ANEF noise level is adopted in *Australian Standard AS2021 Aircraft Noise Intrusion Building Siting and Construction*⁵⁹ as the maximum acceptable noise level for sensitive uses. Similarly, the *Civil Aviation Safety Authority's Obstacle Limitation Surface (OLS)*⁶⁰ map for the airport identifies the maximum height for buildings.

Industries which produce heat or require tall structures should not be established in the Mirambeena Industrial Area (about 10km north of the airport) beneath the northern approach to the airport. Protection of the airport and its surrounding area from incompatible land uses is essential to safeguard its current level of operation and enable it to expand to meet future aviation and freight requirements. Relocation of the airport would hurt the community economically and socially.

ACTIONS

Include the *Albany Airport Noise Buffer Town Planning Scheme Policy* in the LPS1 (CoA).

Be guided by the policy and OLS and AS2021 criteria in the preparation of precinct and structure plans and assessment of rezoning, subdivision and development proposals (CoA, WAPC).

⁵⁷ http://www.albany.wa.gov.au/website/uploads/23c_pdf_02.pdf

⁵⁸ ANEF contour maps are used to forecast noise levels which are expressed as ANEF values. http://www.infrastructure.gov.au/aviation/environmental/transparent_noise/expanding/1.aspx

⁵⁹ This document is not freely available. It can be bought online at: <http://www.saiglobal.com/shop/Script/Details.asp?DocN=AS093043004987>

⁶⁰ <http://www.casa.gov.au/rules/1998casr/139/139m07.pdf>

ALBANY AIRPORT (ANEF) NOISE BUFFER

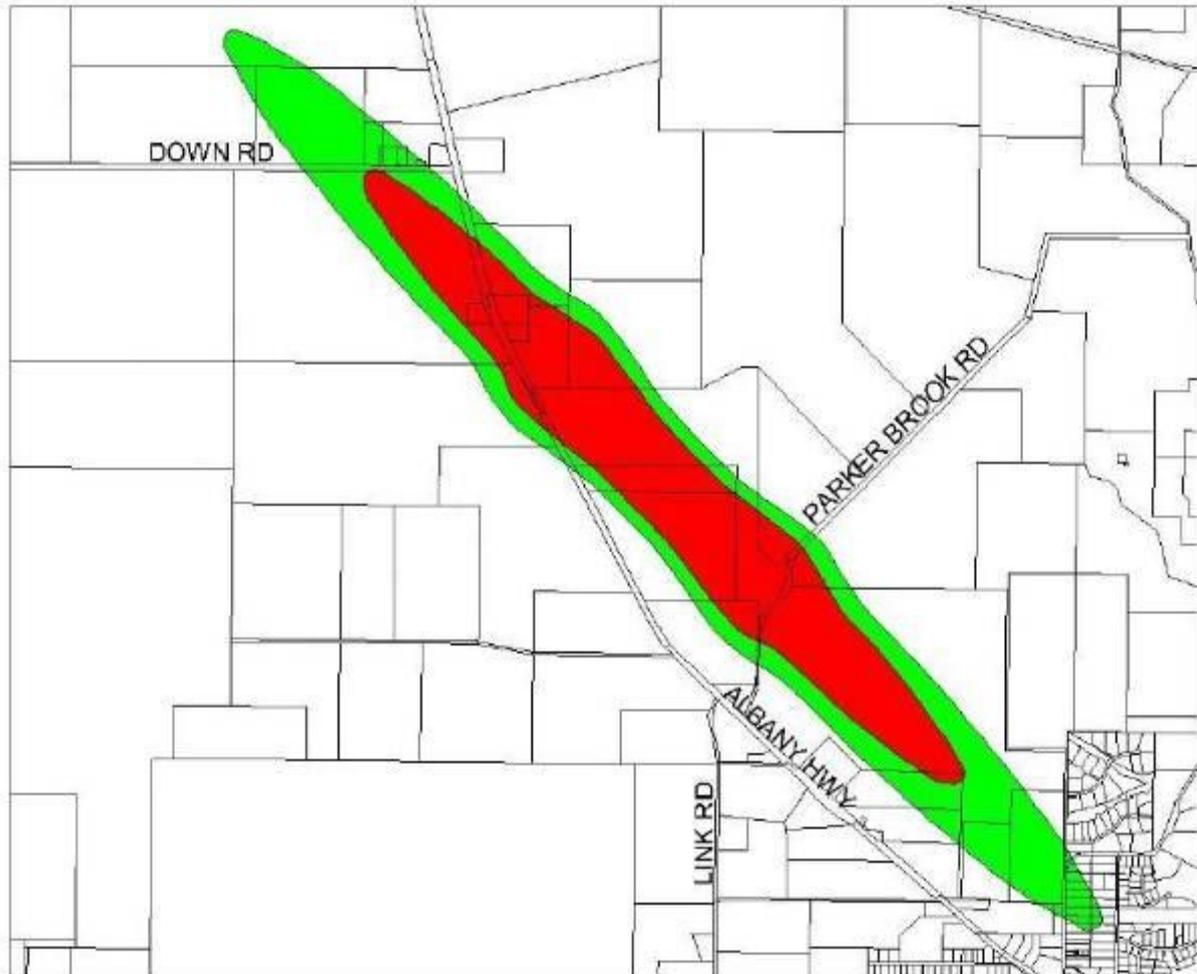


Figure 5: Albany Airport noise buffer zone

4.5.1.2 Albany Port Noise Buffer

The Port and homes to the north have coexisted with few problems over the years. Residents recognise the Port's historical significance and economic importance and accept rather than tolerate its activities. The location of a significant regional port near a town centre and residential developments can create conflicts, particularly over issues such as noise, dust and heavy freight traffic. These problems could be made worse by likely continued expansion of the Port's operations. The Albany Port Authority (APA) expects that increased exports of woodchips and grain will spearhead continued growth and proposed mining ventures have the potential to further boost port trade.

A report by Vipac Engineers and Scientists⁶¹ commissioned by the City established sensitive noise levels generated by the port and recommended an appropriate noise buffer to deal with its current operations and future expansion identified by the APA. The report's findings were based on the DEC *Environmental Protection (Noise) Regulations 1997*⁶² and recommended that the City control residential development within the to minimise the impact of noise on homes. As a result of the Vipac report the City adopted a draft TPS *Albany Port Noise Buffer Policy 2003*⁶³ with these objectives:

- Protect the operations of the Port.
- Reduce noise impacts on existing homes.
- Ensure new residential developments comply with the DEC noise regulations.
- Encourage the APA to ensure future developments do not increase noise levels within the buffer zone.

Refer to Figure 6 for details of the buffer.

The policy accepts that noise from the Port affects nearby homes and recognises the need for co-operative management between the City, the APA and land holders. It is the APA's responsibility to ensure noise is minimised in present activities and future developments. The City needs to ensure homes in the buffer are designed to reduce noise intrusion. Similarly, land owners are obliged to protect future homes from port noise.

Development of the Albany waterfront project next to the port area must include noise-reduction measures to protect tourist accommodation and other land uses and developments sensitive to noise generated by port activities such as train and truck movements.

ACTIONS

Ensure noise from port operations is within levels established in the buffer requirements of the Vipac Report (APA).
--

Include the <i>Albany Port Noise Buffer Policy</i> in the LPS1 (CoA).

Minimise noise intrusion from the port into new or substantially renovated homes
--

⁶¹ <http://www.vipac.com.au>

⁶²

http://portal.environment.wa.gov.au/pls/portal/docs/PAGE/DOE_ADMIN/POLICY_REPOSITORY/TAB_1144266/SUMMARY%20OF%20THE%20NOISE%20REGULATIONS.PDF

⁶³ http://www.albany.wa.gov.au/website/uploads/23c_pdf_04.pdf

(CoA).
Establish planning guidelines and controls for the Albany waterfront project to minimise noise intrusion from port and related transport activities (Land Corp, CoA).
Encourage the port to prepare a strategic land-use plan for future developments (APA, CoA).

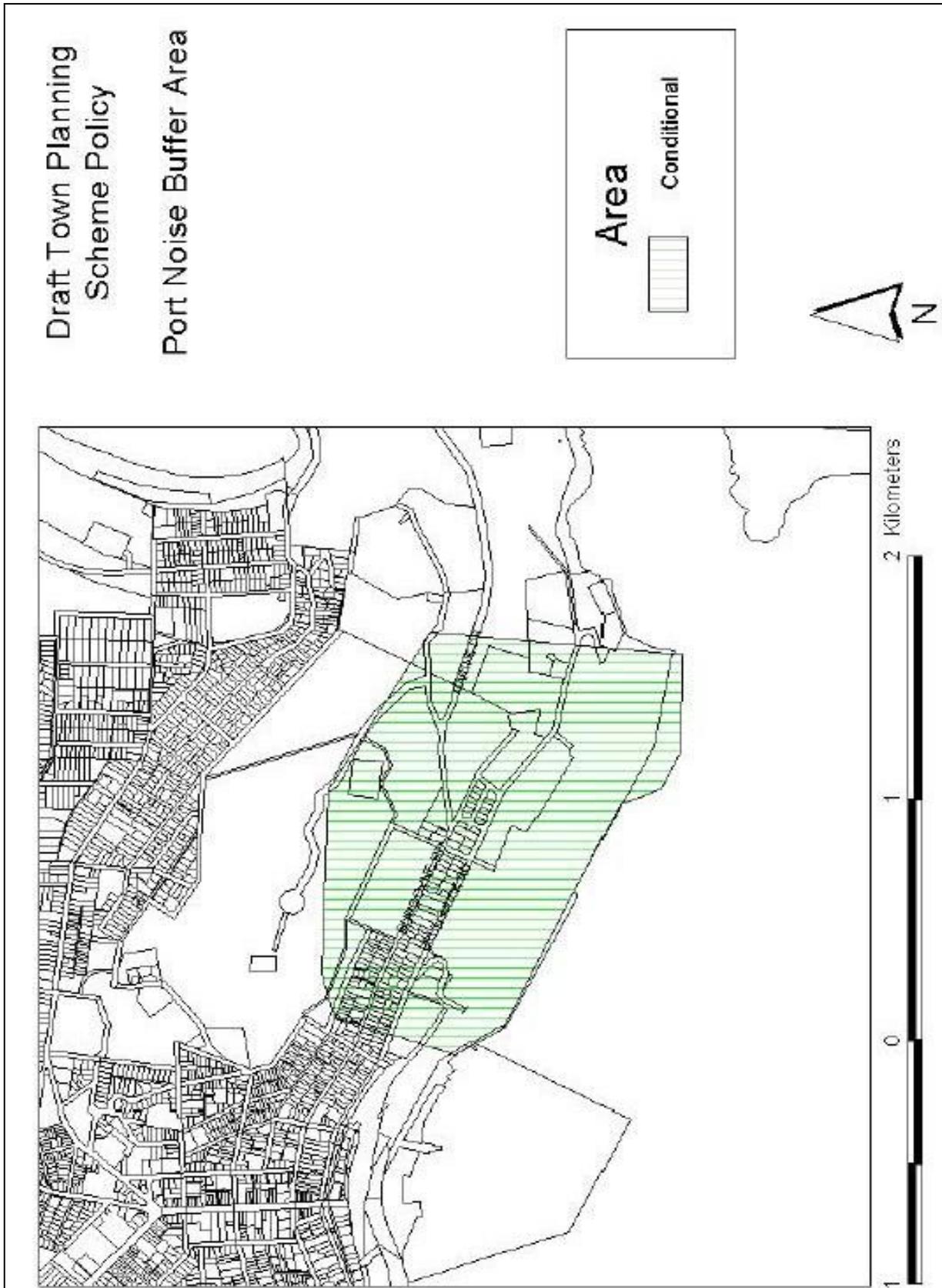


Figure 6: Albany Port Noise Buffer Area

4.5.1.3 Industrial Area Buffers

Industry emits pollutants including noise, dust, gas, odour, fumes and light spill⁶⁴ at nuisance or risk levels which may be incompatible with other land uses. As a result, most industries and associated infrastructure need to be separated from residential areas and other sensitive land uses by buffers to ensure environmental quality and health and safety standards are maintained at acceptable levels. Buffers can be created onsite within an industrial plant, outside the plant, but within its property boundary, or offsite on surrounding properties. Onsite buffers are usually found in light and service industries but general industry buffers are more likely to be offsite.

Buffer locations and requirements are based on the *WAPC SPP No. 4.1 State Industrial Buffer Policy*⁶⁵ which was created to control impacts and risks from industries not compatible with other land uses.

The policy provides long-term security for industrial zones, transport terminals, utilities and special use areas. It includes recommendations for onsite and offsite buffers and outlines a range of planning controls for industrial activities and buffer areas. Local Government can use town planning schemes and planning strategies to identify and prevent or minimise land-use conflicts.

Light and service industries should be developed in such a way that their emissions and hazards are contained onsite or within a buffer inside the industry's property boundary. Adequate setbacks and landscape screening can help control emissions and risks and minimise impacts on adjacent land uses.

The EPA's *Guidance Note No. 3 Separation Distances between Industrial and Sensitive Land Uses (June 2005)*⁶⁶ recommends separation distances between certain industrial uses and sensitive land uses to assist in the land-use and development planning process.

For example, buffers have been determined for the Pendeen⁶⁷ and Mirambeena industrial estates, but proposals to extend these areas would require the buffers to be redefined. More studies are needed to determine buffer requirements for existing general and noxious industries at Milpara and industrial areas in the Lower Denmark Road area.

ACTIONS

Consider WAPC and EPA buffer policy and guidance notes when preparing precinct and structure plans and assessing rezoning, subdivision and development proposals (**CoA**, WAPC, DEC).

Include mechanisms in the LPS1 to facilitate a range of onsite and offsite buffers for industrial transport, utilities and special uses where emissions of pollutants, including noise, dust, gas, odour, fumes and light spill may be at public health risk levels or not compatible with other land uses (**CoA**).

Support the undertaking of buffer studies for all general and noxious industry areas.

⁶⁴ The emission of light outside the premises which the lighting is supposed to illuminate.

⁶⁵ <http://www.wapc.wa.gov.au/Publications/152.aspx>

⁶⁶ http://www.epa.wa.gov.au/docs/1840_GS3.pdf

⁶⁷ About 10km north of Albany, off South Coast Highway in the locality of Willyung.

4.5.1.4 Major Sport Venues

The City commissioned a report by consultants *Herring Storer* to monitor noise at the Atwell Park Speedway in Reddale Road and make recommendations on the establishment of a noise buffer. The report's findings were based on the DEC Environmental Protection (Noise) Regulations 1997 and recommended that the City control residential development within the buffer to minimise the impact of noise on nearby homes.

After assessing a large amount of community feedback, the City adopted the *Speedway Noise Buffer Area Town Planning Scheme Policy*⁶⁸ in 2004. The objectives are to:

- Allow for ongoing operations at the speedway and encourage the operators to incorporate additional noise reduction measures to reduce the impact of on nearby residential developments.
- Acknowledge it is unlikely any retrospective noise reduction measures will need to be applied to existing residential developments within the buffer.
- Ensure that developers make people who intend to buy homes in the buffer zone are aware of speedway operations and noise generated during events.

Refer to Figure 7 for details.

The City has not monitored noise at the Albany Harness Racing Club's trotting complex in Lancaster Road, but it could be needed as urban development continues around the complex. If a buffer is necessary, it will be modelled on the speedway policy.

ACTIONS

Undertake noise monitoring at the trotting complex and, if necessary, combine any results with the speedway noise buffer area policy for inclusion into the LPS1 (AHRC, CoA).

⁶⁸ http://www.albany.wa.gov.au/website/uploads/23c_pdf_29.pdf

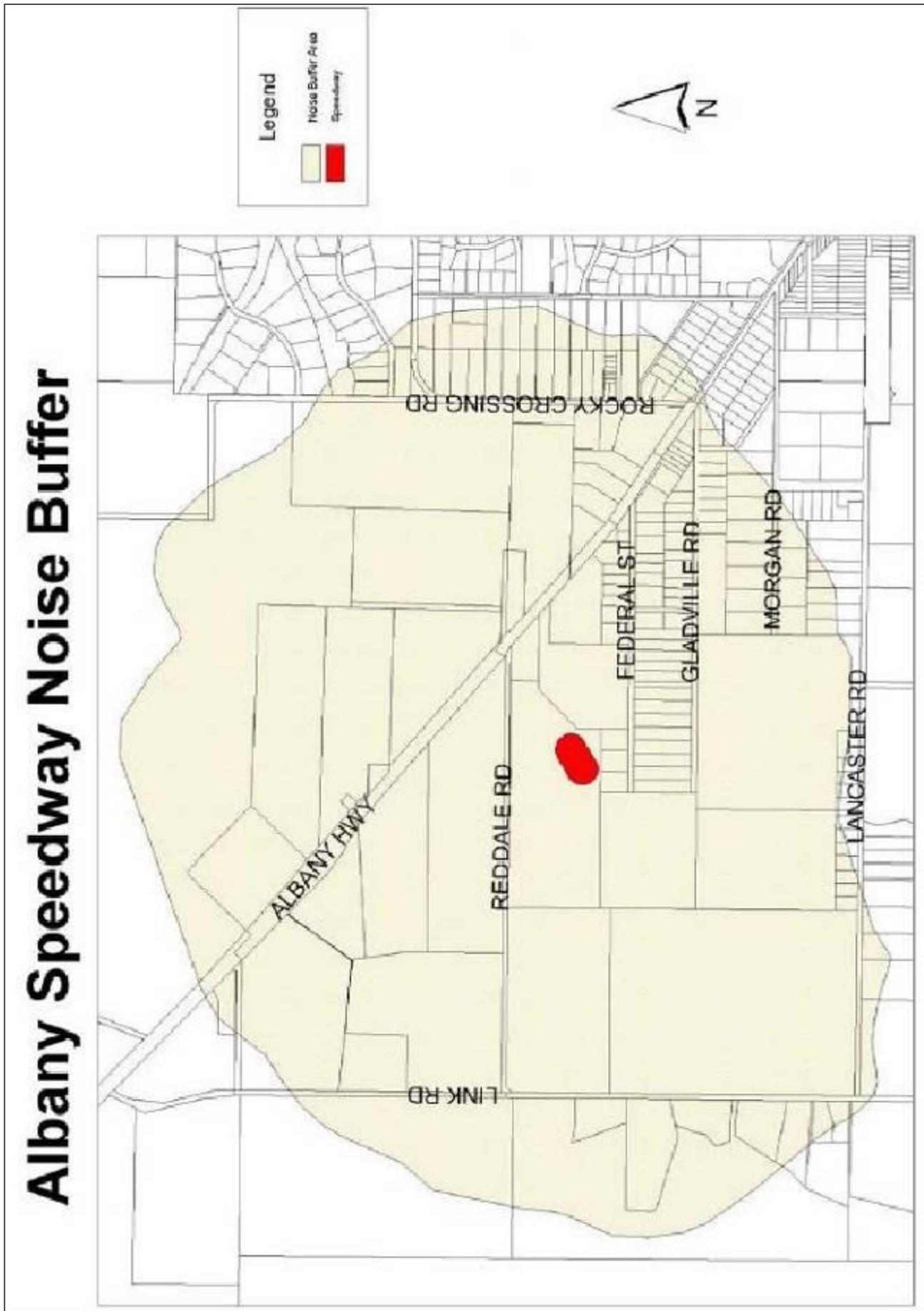


Figure 7: Speedway Noise Buffer

4.5.1.5 Sewer and Water Treatment Plants

The Water Corporation (WC) operates the City's reticulated sewerage system and water supply. Sewage is treated at the Timewell Road plant off South Coast Highway in McKail and pumped about 12km to the corporation's effluent-irrigated tree farm opposite the airport. The WC requires an odour buffer of as close as possible to 500m around the Timewell Road facility. **Refer to Maps 6B and 9B for the general buffer zone area.** The corporation, which set up the 550ha tree farm between 1992 and 1994, believes irrigated plantation forestry will continue to be the backbone of sustainable management of treated effluent in Albany. The corporation plans to create a sustainability park within the buffer area to promote the re-use of wastewater and the use of biosolids created during its treatment, green waste composting and aquaculture.

The WC also recommends maintaining a 20-50m hazard buffer around water treatment plants, mainly as protection from chlorine storage.

ACTIONS

Ensure and include in the LPS1 that only compatible land uses and developments are permitted within and next to the WC 500m odour buffer around the Timewell Road treatment plant (WC, WAPC, **CoA**).

Ensure that only compatible land uses and developments are permitted within and next to the recommended minimum 20-50m chlorine storage hazard buffer around nominated water treatment plants (WC, WAPC, **CoA**).

4.5.1.6 Rock Quarry

The only hard rock quarry in the district is on Willyung Hill. **Refer to Map 6B for the interim buffer and 9B for the strategic buffer.** Operators CSR Ltd carried out noise monitoring in 2003 and established site boundary noise levels to be adhered to. Blasting is carried out during the working week to reduce the impact on the community.

The establishment of a buffer around the quarry is recommended to protect its long-term operation. Compatible land uses within the buffer should be defined and residential development controlled within the buffer to minimise the effect of noise on homes.

ACTIONS

Encourage the owners/operators of the Willyung Hill rock quarry to undertake a review of the existing information and prepare a buffer definition study to protect their long term operations (land owner/operator, DEC, **CoA**).

4.5.1.7 Transport Infrastructure

Transport routes play a vital role in moving people and goods, but growing volumes of traffic and greater community awareness of quality-of-life issues have led to traffic noise becoming an important planning issue. Albany Highway, Chester Pass Road, Hanrahan Road, Princess Royal Drive, Menang Drive (formerly the Albany Ring Road) and the railway are heavy transport routes with noise issues, particularly their impact on residential areas.

The City's draft *Transport Network Strategy (2003)*⁶⁹ pursues these objectives:

- Redirect non-essential traffic away from neighbourhoods.
- Support unrestricted heavy freight access to the Port and industrial areas on district distributor roads⁷⁰ (usually truck routes carrying traffic between industrial, commercial and residential areas).
- Improve safety for all road users.
- Integrate transport and land use planning.
- Minimise the impact of transportation on areas of environmental significance and residential use.
- Incorporate appropriate planning controls to buffer sensitive land uses along heavy freight routes.
- Incorporate streetscape and landscape treatments to improve the view along access roads leading into Albany.
- Integrate cycling and walking paths with the road network.
- Cater for future road needs in planning studies.

The *WAPC SPP Road and Rail Transport Noise Policy 2005*⁷¹:

- Establishes criteria to be used in the assessment of proposals involving noise-sensitive development in the vicinity of major transport corridors.
- Identifies measures to reduce road and rail traffic noise.
- Describes circumstances when these measures are required.

Planning measures to reduce noise in residential developments include setback distances, non-residential or low-density land uses, vegetation buffers and noise reduction.

ACTIONS

Ensure that the location and design of new heavy transport routes minimises the impact on sensitive land uses (MRWA, DPI).

Ensure that the location of new land uses identified in precinct and structure plans, zones and developments near existing and proposed heavy transport routes are compatible or incorporate appropriate noise reduction measures (CoA, WAPC).

Incorporate appropriate noise reduction measures for new housing on heavy freight routes in the LPS1 (CoA).

⁶⁹ No Internet link is available. Contact Albany City Council for more information.

⁷⁰ <http://www.mainroads.wa.gov.au/UnderstandingRoads/FactsFigures/TrafficData/FunctionalRoadHierarchy/Pages/FunctionalRoadHierarchy.aspx>

⁷¹ <http://www.wapc.wa.gov.au/Publications/500.aspx>

4.5.2 Visual Amenity

PLANNING OBJECTIVE:

“Maintain the outstanding visual amenity of the City and public viewsapes and iconic elements”

Albany is renowned for spectacular natural features such as its coastline and rural hinterland landscapes and its historic buildings and attractive tourist facilities.

The City’s visual environment, in urban and rural areas, is a combination of its topography, vistas, physical features and buildings. This “look” works with the City’s history and culture to create its character.

Because the City’s landscape is a major factor in attracting new residents and tourists, its *Local Rural Strategy*⁷² (LRS) contains a *Visual Resource Protection Policy* to protect and improve the visual amenity of the district. Three categories are used to assess visual resources:

- High quality.
- Moderate quality.
- Outside visually sensitive area.

Subjective criteria and poor mapping hamper identification of areas of high visual amenity. To address these problems, the WAPC has prepared guidelines and criteria to assess and identify visual amenity.

To preserve visual amenity, the ALPS aims to:

- Prevent development above the sky or vegetation line.
- Encourage the grouping of buildings in one location on farms, rather than being scattered around the property.
- Prevent the erection of visually intrusive structures such as large signs in rural areas.
- Protect roadside vegetation.
- Introduce urban design and landscaping requirements in what are defined as Rural Living areas.

ACTIONS

Review the existing LRS after the WAPC’s visual amenity guidelines have been completed and adopted (CoA, WAPC).

Incorporate appropriate planning mechanisms in the LPS1 to protect visual amenity (CoA).

Evaluate the suitability of planning proposals in visually sensitive areas, such as along tourist routes, river foreshores, coastlines, national parks and elevated locations. Development deemed suitable can be required to incorporate design elements to maintain acceptable levels of visual amenity.(CoA).

⁷² No Internet link is available. Contact the City of Albany for more information.

4.5.3 Public Safety

PLANNING OBJECTIVE:

“Maximise public safety and perceptions of safety within the community.”

Planning and development within the City needs to be able to reduce the risk from natural hazards such as bushfires, floods and severe storms, which each have different requirements for prevention, control or mitigation of their effects, but all cause significant social, environmental and economic disruption.

Land-use planning can improve personal public safety through subdivision design requirements that include:

- Lot layouts fronting streets.
- Continuous street frontage for safe use by pedestrians, cyclists and vehicles.
- Surveillance.
- Removal of walled estates.
- Quality street lighting.
- Landscaping.

The WAPC’s *Liveable Neighbourhoods Policy*⁷³ and *Designing Out Crime Planning Guidelines 2006*⁷⁴ outline design criteria for urban safety for use by local government. A paramount need is for appropriate lighting to minimise risk and maximise community use of the City centre and public open spaces.

The city needs to be aware of and observe changing safety standards, particularly when establishing and maintaining sporting facilities and playgrounds.

The City has created a Local Emergency Management Committee and *Emergency Management Arrangements*⁷⁵ covering prevention, preparedness, response and recovery to aid the coordination of government, voluntary and private agencies to deal with major emergencies.

Land-use planning, provisions in the LPS1 and other measures such as the preparation and maintenance of a database of public safety hazards, can reduce the risk from natural hazards by:

- Maintaining natural systems that contribute to the protection, resilience and rehabilitation of areas affected by natural hazards.
- Locating settlements, employment centres and infrastructure away from areas exposed to natural hazards.
- Reducing the risks associated with major infrastructure, such as airports, ports, industrial areas and sporting venues, by providing buffer zones to reduce the impact on human health and safety.
- Preventing development of areas at high risk from natural hazards such as flooding and bushfires. New urban and Special Residential developments should be designed to preserve natural drainage systems and floodplains.

⁷³ <http://www.wapc.wa.gov.au/WAPC+statements/1597.aspx>

⁷⁴ <http://www.wapc.wa.gov.au/Publications/896.aspx>

⁷⁵ <http://www.albany.wa.gov.au/website/page.php?folder=25d>

They should be located outside areas that have recorded a 1-in-100 flood event and in bushfire areas that do not pose an extreme threat and have been developed with adequate risk prevention measures.

- Protecting vulnerable developments in existing areas subject to flooding.
- Enhancing personal safety by using urban design to minimise the potential for crime, vandalism and fear.

For more information on risk management, refer to 4.2.3 (Fire Management), 4.4.3 (Flooding), 4.5.1 (Land Use Conflict) and 4.5.4 (Public Safety).

For more information on public safety refer to 4.2.3 (Fire Management), 4.4.3 (Flooding), 4.5.1 (Land Use Conflict).

Refer to 8.4 for Environmental Strategies.

ACTIONS
Identify public safety issues within the City (CoA , WC, FESA, WP).
Prepare and maintain a database on known public safety hazards to help evaluate planning proposals (CoA).
Maximise public safety through good urban design in precinct and structure planning and rezoning, subdivision and development proposals (CoA , WAPC).
Ensure risk management and land-use suitability are major parts of precinct and structure planning and essential criteria used to determine planning proposals (CoA , WAPC, FESA, DEC, WC).
Include appropriate risk management and land-use suitability provisions in the LPS1 and develop assessment criteria for determining planning proposals (CoA , WAPC).
Take into account Emergency Management Australia's (EMA) <i>planning guidelines for natural disasters</i> ⁷⁶ when assessing planning proposals for risk (CoA , WAPC).

76

5 ECONOMY

“Albany’s community will enjoy economic growth and outstanding opportunities for our youth.”

Source: City Of Albany 3D Corporate Plan



York Street.



Rural Albany.



Newbey Street industrial area.

The economy of the City and the Great Southern is driven largely by agricultural production and associated processing and exports, but continues to diversify. The attractiveness of the City and improved services and infrastructure underpin continuing economic growth in the region.

5.1 EMPLOYMENT

PLANNING PRINCIPLE:

“Facilitate opportunities for local employment and economic growth by providing appropriate locations for establishing and growing business.”

The economic wellbeing of the City is related strongly to the health of the wider regional economy. Employment is the key indicator of how our economy is faring.

This table shows a breakdown of employment by industry in the Lower Great Southern compared with WA.

Table 1 Employment by industry

Industry	Persons	Region WA	
		Prop	Prop
Agriculture, forestry & fishing	4,570	19.2%	3.3%
Mining	205	0.9%	4.3%
Manufacturing	1,659	7.0%	9.4%
Electricity, gas, water & waste services	202	0.8%	1.0%
Construction	1,933	8.1%	9.1%
Wholesale trade	819	3.4%	4.0%
Retail trade	2,744	11.5%	11.1%
Accommodation & food services	1,374	5.8%	5.8%
Transport, postal & warehousing	875	3.7%	4.2%
Information media & telecommunications	183	0.8%	1.3%
Financial & insurance services	440	1.9%	2.9%
Rental, hiring & real estate services	352	1.5%	2.0%
Professional, scientific & technical services	838	3.5%	6.3%
Administrative & support services	520	2.2%	3.2%
Public administration & safety	1,396	5.9%	6.4%
Education & training	1,899	8.0%	7.7%
Health care & social assistance	2,222	9.3%	10.2%
Arts & recreation services	154	0.6%	1.2%
Other services	808	3.4%	3.8%
Inadequately described/Not stated	587	2.5%	2.7%
Total Employed Persons	23,780	100%	100%

Source: 2006 Census of Population and Housing, ABS

It is clear from these figures that the economy of the study area is based on Agriculture, Forestry & Fishing, which accounts for 19.2% of all employment. This is well above the equivalent proportion for WA as a whole (3.3%). The only other industry sectors in which study area employment exceeds average WA employment in proportional terms (albeit only by a fraction) are Retail Trade and Education & Training. Manufacturing, Construction, and Health Care & Social Assistance are also well represented in Albany, although they are slightly below the WA average.

Continuing growth of the urban area and ageing of the population will increase retail and service sector employment within the City.

Tourism and hospitality are two related industries which are growing and generating jobs but do not rely heavily on the rural sector.

The City’s recent economic buoyancy has created shortages of some skilled trades, mainly in the construction sector. This has caused problems and delays for new projects in the City. Agricultural industries have advertised nationally with mixed success to attract skilled operators. Education and training providers have introduced programs to teach skills needed but there is an inevitable delay before trainees are ready for work.

ACTIONS
Identify local skill shortage areas and support programs that result in local training and employment opportunities within the district (TAFE, DET, CoA).

5.2 COMMERCE

PLANNING PRINCIPLE:

“Albany to remain the commercial centre of the Lower Great Southern, supported by neighbourhood and local centres.”

As the regional centre of the Great Southern, Albany will continue to provide services for a broad range of activities including retailing, administration, government and social, cultural, tourist-related and inner-city residential living needs. The regional centre is supported by neighbourhood centres catering for bulk shopping, residential service needs, office accommodation and medical and welfare services. Local centres provide smaller-scale shopping, convenience retailing and service needs.

5.2.1 Retail and Commerce



The Albany Plaza.

PLANNING OBJECTIVE:

“Facilitate and maintain Albany as a vibrant regional centre providing a wide range of retail and commercial facilities and activities to service regional, local and tourist populations with neighbourhood and local centres for convenience retailing.”

The WAPC SPP 4.2 Metropolitan Centres Policy Statement for the Perth Metropolitan Region⁷⁷ provides the policy framework to guide retail development in metropolitan local planning strategies and schemes. The policy’s key feature is the hierarchy of metropolitan centres – regional, district, neighbourhood, local – and this has provided the basis for the planning of regional towns and cities, including Albany.

The City prepared a retail and commercial centre strategy in 1994, reviewed it in 2000, started in 2005 on a replacement – the *Retail Development Strategy* (RDS) and completed in 2009 the *Activity Centres Planning Strategy*.

The *Activity Centres Planning Strategy* provides objectives, a centres hierarchy and guidelines for commercial development throughout Albany (refer to figures 8 and 9). The main objective will be to maintain the viability of the City centre while supporting the provision of shopping in designated neighbourhood and local centres.

In 2003 most Shop/ Retail floorspace in Albany (73%) occurred within the commercial complexes within a 3km radius of York Street. Most of this floorspace (44,233 sqm – 57% of all Shop/ Retail) was in the York Street complex itself). source: Table 4, *Activity Centres Planning Strategy*.

⁷⁷ <http://www.wapc.wa.gov.au/Publications/153.aspx>

In 2003, there was, however, a significant quantity of Shop/ Retail floorspace in the Industrial complexes – 17% of the inner (<3km) floorspace and 60% of the outer floorspace. Source: Table 4, *Activity Centres Planning Strategy*.

In Albany as a whole, 60% of Other Retail floorspace occurred in commercial complexes, and 40% in industrial complexes. Within the inner area the split between commercial and industrial complexes was fairly even, but in the outer area most of the Other Retail floorspace (68%) occurred in the Commercial complexes. Source: Table 4, *Activity Centres Planning Strategy*.

In Albany as a whole, most Office/ Business floorspace (71%) occurs in the commercial complexes, with almost all of it being within the defined inner area. Within the inner area, 81% of the Office/ Business floorspace is in the commercial complexes. The vast majority of this occurs in the York Street complex. Source: Table 4, *Activity Centres Planning Strategy*.

Between 1998 and 2003 the total amount of Shop/ Retail (SHP) floorspace in commercial complexes increased by 9,635 sqm (19%) from 50,774 sqm to 60,409 sqm. The vast majority of this increase (all but 330 sqm) occurred within a 3km radius of central Albany. Source: Table 4, *Activity Centres Planning Strategy*.

Within a 3 km inner area, the total amount of retail floorspace increased by 8,313 sqm (11%). Most of this occurred in commercial complexes, but a considerable proportion also occurred in industrial complexes. This shows the extent to which retail floorspace in various forms is starting to intrude into parts of the industrial complexes. Source: Table 4, *Activity Centres Planning Strategy*.

The total amount of Other Retail (RET) floorspace located within industrial complexes increased by 3,104 sqm (28%) from 11,128 sqm to 14,232 sqm. The vast majority of this increase occurred within a 3km radius of central Albany.

The most significant shift in emphasis within the inner area, however was the reduction of Other Retail floorspace in commercial complexes (-28%); and the almost corresponding increase in the industrial complexes. In Albany as a whole, Other Retail floorspace in industrial complexes increased by 28%. This suggests that the potential for bulky goods retail activities within commercial complexes might be reducing, and that it is the industrial complexes that are accommodating more of this demand. Detailed analysis of the figures indicates that the main focus of this change is in the Centennial Park area on both sides of Lockyer Avenue.

Between 1998 and 2003 in Albany as a whole, Office/ Business floorspace increased by 20% in the commercial complexes and a very significant 179% in the industrial complexes. Within the inner area commercial complexes, most of the Office/ Business increase occurred within the York Street complex. Within the industrial complexes, most of the Office/ Business increase occurred within the Port Albany complex.

The overall pattern and trends may be summarised as follows:

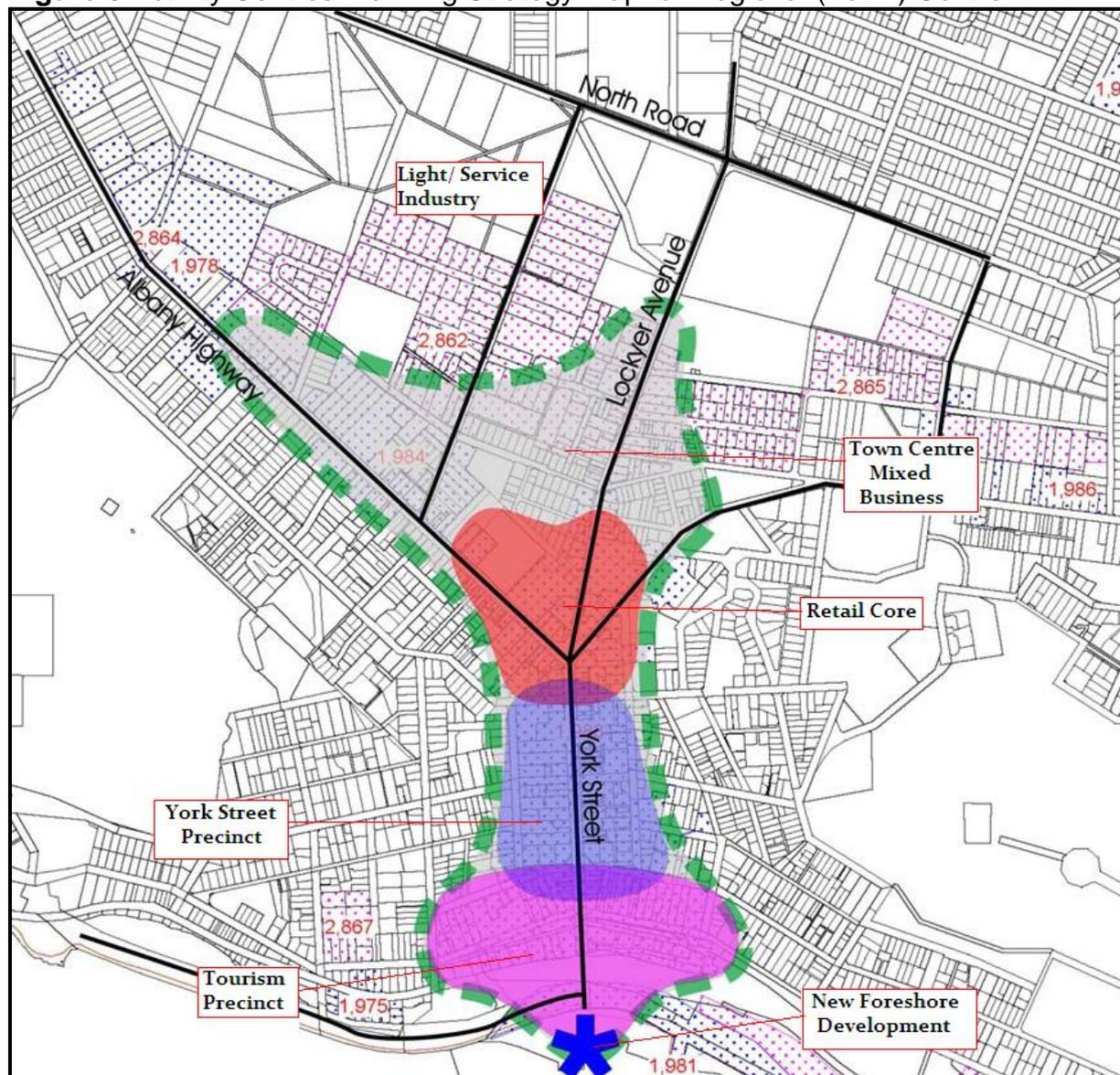
- The dominance of inner Albany in terms of Shop/ Retail and Office/ Business floorspace, but not Other Retail floorspace, which is more-or-less evenly divided between the inner and outer areas.
- The significance of the industrial complexes as locations for both categories of retail floorspace, as well as Office/ Business floorspace.

- A shift in the emphasis of Shop/ Retail floorspace towards the inner area commercial complexes.
- A shift in emphasis of Other Retail floorspace away from the inner area commercial complexes towards the inner area industrial complexes.

To sharpen this focus on ensuring the City centre will continue to be a viable regional centre, the City has adopted a *Residential Design Code Policy*⁷⁸ – a set of objectives, land-use aspirations and guidelines for the northern part of the City centre extending from Campbell Road to Centennial Park. The aim is to guide a transition of land uses from heavy industrial to mixed-use activities and staging developments to ensure the establishment of a long-term living environment without curtailing the shorter-term operational requirements of existing industries.

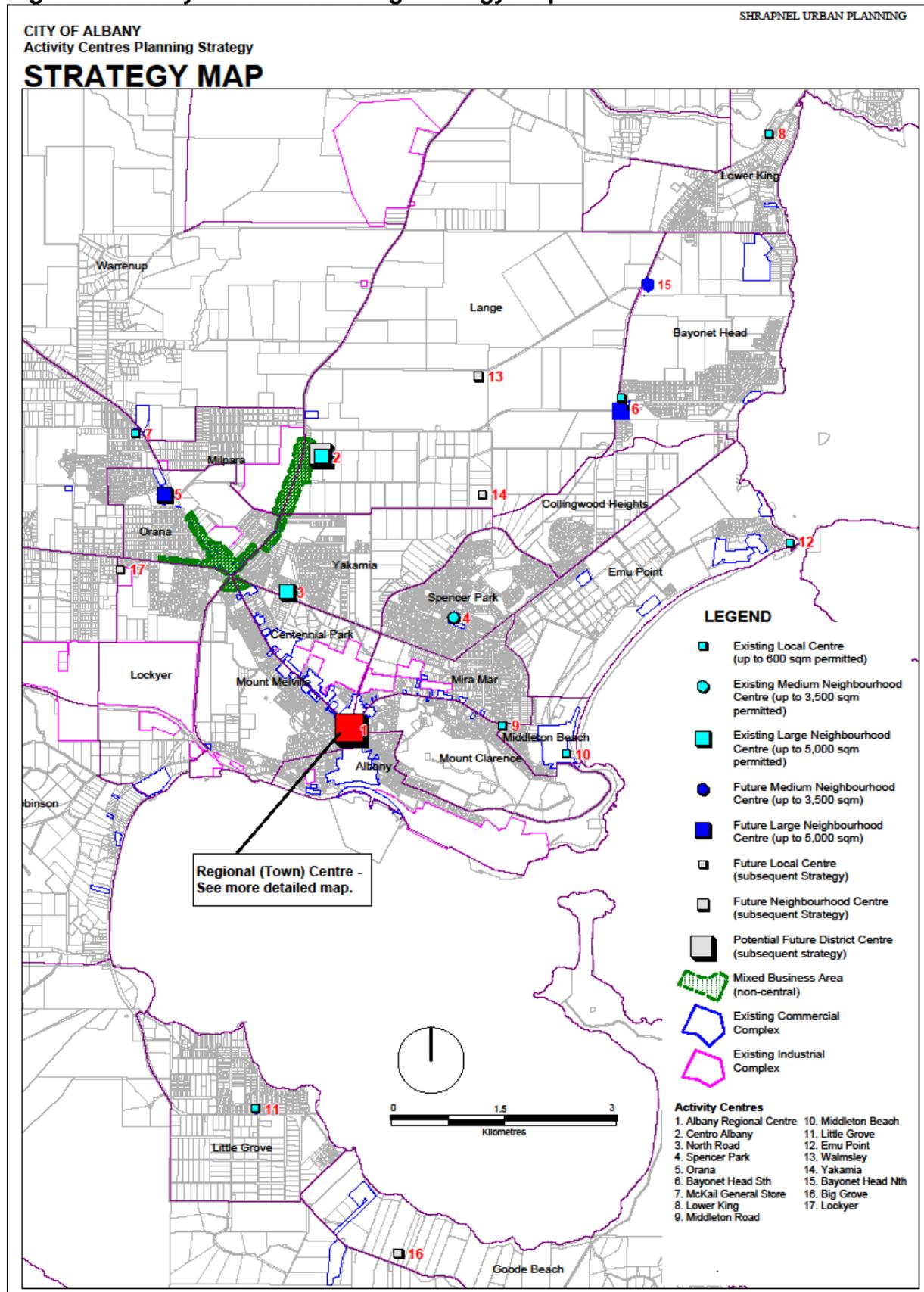
Service and light industries that are compatible with the mixed uses and meet environmental standards will be encouraged to remain to provide jobs. Recreational areas will be maintained and improved.

Figure 8 Activity Centres Planning Strategy Map for Regional (Town) Centre



⁷⁸The policy is based on the Western Australian Planning Commission's Residential Design Codes: <http://www.wapc.wa.gov.au/Publications/1598.aspx>

Figure 9 Activity Centres Planning Strategy Map



ACTIONS

Ensure the City centre remains the primary multi-purpose centre for administrative, social, cultural, retail, office, community and entertainment facilities and is zoned in the LPS1 as the Regional Centre (**CoA**, WAPC).

Ensure that neighbourhood centres cater for the bulk shopping and service needs of

the wider community and that local centres cater for small-scale shopping and convenience retailing and be zoned appropriately in the LPS1 (CoA, WAPC).

Use the RDS/Activity Centres Planning Strategy as a planning input for LPS1, precinct and structure planning and in the evaluation of retail development proposals (CoA, WAPC).

Monitor the progress/success of the RDS/Activity Centres Planning Strategy and update it when necessary (CoA).

5.2.2 Other Business Activity

PLANNING OBJECTIVE:

“Provide appropriate locations for establishing and growing business activity.

There is a significant amount of what is termed “other business activity” within the City in the form of bulky-goods outlets, office developments, consulting rooms and home-based businesses.

The *Defining Central Albany Strategy* (DCAS) found that between 1998 and 2003 the main change in business activity outside the CBD was an increased number of storage and distribution centres, service trades and office services, mainly near the Port. The study also recorded increases in entertainment, recreation and retail outlets. The activity that declined most was manufacturing.

There has been a trend in recent years for the City centre to extend north along Lockyer Avenue and north-west along Albany Highway. Lockyer Avenue, which once mainly contained light industry, has been transformed into a hub for showrooms selling goods such as carpets, furniture, electrical goods and automobile parts.

The Activity Centres Planning Strategy concludes that growth pressures in the City centre will continue to extend along Albany Highway and Lockyer Avenue, within the Town Centre Mixed Business Precinct. Other proposed Mixed Business areas are highway frontages along Albany Highway and Chester Pass Road, where there is a transition under way from service industrial uses to showroom sales and other retail activities. **See Map 9B for details.**

The Activity Centres Planning Strategy expects most future office development to be in the City centre, mainly in the York Street precinct, to be accompanied by a mix of shopping, commercial and residential development. There has been a trend in recent years of small offices and consulting rooms replacing residential use in homes on the fringe of the City centre, notably on Aberdeen Street, Albany Highway and Middleton Road. This has created issues over the impact of street parking and access and compatibility with adjoining uses. Although this trend is concentrated in the CBD, it is spreading out on both sides of Middleton Road past the cemetery.

Home-based businesses are viewed as legitimate services which contribute to the City’s economy and are located mainly within areas classified as Residential and Rural Residential.

ACTIONS

Include Mixed Business areas identified in the Activity Centres Planning Strategy in the LPS1 (CoA).

Encourage in the LPS1 development/redevelopment of offices in the CBD (CoA).
Locate smaller offices and consulting rooms as incremental extensions on the periphery of the CBD to reduce strip developments along Middleton Road (CoA).
Encourage through precinct and structure plans in the LPS1 development of smaller offices and consulting rooms within neighbourhood centres (CoA).
Support home-based businesses in Residential and Rural Residential areas and incorporate controls in the LPS1 to reduce approval requirements (CoA).

5.2.3 Development Requirements

PLANNING OBJECTIVE:

“To include the necessary planning controls to facilitate appropriate commercial/retail developments in suitable locations.”

The LPS1 will combine the planning provisions of Town Planning Schemes 1A (City) and 3 (formerly the Shire of Albany). Because of their age and the fact that they applied to separate areas before the amalgamation of the City and the Shire in 1998, these schemes have become too complex and difficult to understand in relation to retail and commercial matters.

The Activity Centres Planning Strategy seeks to simplify all retail and commercial statutory areas in the LPS1 and suggests all retail activity be classified as either Shop/Retail or Other Retail. Shop/Retail relates to the sale of goods to the public from a shop or shopping centre and Other Retail refers to activities not carried out in shopping centres such as selling bulky goods.

The key feature of the DCAS is the creation and observance of planning precincts. It is proposed to help retain the “main street” character of York Street by improving its nearby public spaces. The DCAS will influence development controls in the CBD and surrounding areas in the LPS1.

After feedback from the public and endorsement by Council, the LPS1 will guide commercial and retail development in the City.

ACTIONS

Be guided by the Activity Centres Planning Strategy and DCAS when dealing with retail and commercial elements in the LPS1 and evaluating development proposals and other relevant planning policies (CoA).

Be guided by the Activity Centres Planning Strategy and DCAS when preparing precinct plans that incorporate retail and commercial elements (CoA).

5.3 INDUSTRY

PLANNING PRINCIPLE:

“To maintain an adequate supply and range of serviced industrial land in appropriate locations.”

Continuing industrial growth underpins the economic buoyancy of the City and needs to be anticipated by land use and infrastructure planning.

5.3.1 Existing Industrial Sites

PLANNING OBJECTIVE:

“To maintain the sustainable use of existing industrial sites.”



The Mt Romance Sandalwood Factory at Mirambeena Industrial Estate.

Most of the City's industrial sites are near its urban centre and major transport routes such as Albany Highway and Chester Pass Road. Light or service industries are common in the urban area and heavier general industries are found mainly on major roads such the Mirambeena Estate on Albany Highway or the Pendeen Estate on Chester Pass Road.

The industrial zones in the City can be seen on **Maps 6A and 6B**.

5.3.1.1 Mirambeena Strategic Industrial Estate and Down Road Timber Processing Precinct

The Lower Great Southern Strategy (LGSS) identifies Mirambeena Industrial Estate as an area of significant importance.

About 15km north-west of the CBD on the corner of Albany Highway and Down Road, Mirambeena caters for industries with special environmental needs and has a designated buffer zone. The site is a sparsely-settled large flat area with good road access and potential to expand north. Mirambeena's development is restricted by limited access to drainage, power and water, lack of a rail connection and, at its eastern end, proximity to Albany Airport. Industries onsite so far are the Mt Romance Sandalwood Factory and fertiliser storage.

The Down Road Timber Processing Precinct is 1.5km west of Mirambeena. It has access to a railway spur line connected to the Perth-to-Albany rail line which enables transport of woodchips to the Port. The precinct contains the Albany Plantation Export Company (APEC) woodchip mill and its storage areas. Development plans for the precinct include a plant to produce lumber (Engineered Strand Lumber) from woodchips, a biomass energy plant and another woodchip mill. The *Down Road Timber Processing Precinct Noise and Hazard Management Policy*⁷⁹ has established

⁷⁹ http://www.albany.wa.gov.au/website/uploads/23c_pdf_12.pdf

a separation area to shield non-compatible land uses and developments. Because the precinct is within the Marbellup Creek Water Reserve, a high level of environmental management will be needed to protect this water resource for the future.

Mirambeena and Down Road are possible sites for development of an inland freight terminal.

The LGSS makes these observations and recommendations:

- As new industries develop in Mirambeena, water and power upgrades will be necessary and the need for sewer connections may have to be investigated.
- Any further industrial development on Down Road to the west of existing industries will be affected by the Marbellup Creek Water Reserve and will need to be located more to the north between the Albany Highway and the railway line. However development near the airport may be restricted by its Airport Obstacle Limitation Surface plan (OLS)⁸⁰ and site-specific environmental constraints.
- Investigations should be made into extending the railway spur line enabling port access from the Albany Plantation Export Company (APEC) woodchip mill in Down Road to Mirambeena.

5.3.1.2 Pendeen Industrial Estate

The Pendeen Industrial Estate in Chester Pass Road, Willyung, 8km north of the City centre, was established to accommodate transport-orientated uses such as trucking depots and warehouses without significant effluent or waste disposal requirements. Pendeen is also being used for agricultural processing.

The 54ha estate can provide 51 lots with a minimum size of 4000m². Landscaped internal and external buffers screen this Special Industrial zone. The site has proved popular for a range of industries and has a steady rate of development and lot take-up.

Completion of Stage 1 of Menang Drive (formerly the Albany Ring Road) which now links Albany Highway and Chester Pass Road has led to the closure of the original entrance to the estate via Pendeen Road. Access is now from Menang Drive via Copal Road.

This site faces encroachment by Urban/Special Residential development and requires buffer zones and restrictions – mainly environmental – on expansion.

The estate is an important part of Albany's industrial land development over the next 20 years. Completion of Menang Drive will provide Port access and opportunities to expand the estate to the north-west – subject to structure planning before rezoning.

5.3.1.3 Lower Denmark Road Industrial Estate

This estate has three separate industrial sectors on both sides of the Lower Denmark Road about 4km south-west of the CBD

⁸⁰ An Obstacle Limitation Surface plan establishes the limit to which objects may project safely into the airspace associated with an airport.

The Allerton Street area south of Lower Denmark Road has a 11ha Noxious Industry zone accommodating outlets for fish, bait and pet food and agricultural feed supplies and, further south in Robinson, a 12ha General Industry zone for transport and light industry. About 50% of the Allerton Street area is developed and prospects for the remainder are limited by the high water table, the soil's poor water permeability and a lack of reticulated sewerage. These factors have contributed to high levels of nutrients entering the Water Corporation's regional drainage system which flows into Princess Royal Harbour. Because of these environmental restrictions and the lack of heavy freight access, further development needs to be contained.

To the north of Lower Denmark Road is the 58ha Gledhow General Industry zone. The land varies from undulating to low-lying and is largely undeveloped. Industries include an engineering works, a car wrecking firm and a freight storage yard. The closure of the saleyards has removed the most significant use – and a major source of pollution. A fish processing plant in Kitson Road was forced to close in 2008 because of the lack of reticulated sewerage and was given approval to relocate in the Centennial Park industrial area near the CBD. Access for big trucks is restricted by the railway line. There are several homes within the area and the rest of the land is used for animal grazing or is vacant.

Immediately north of the General Industry zone is a 46ha Light Industry zone with 40 lots, many of which have been developed as housing.

Too much land has been zoned industrial in the localities of Gledhow and Robinson. Large areas to the west and some land to the north provide a buffer to the residential area and need to be rezoned for small-scale agriculture to reflect their existing uses.

Environmental problems such as a high water table, low-lying land and no reticulated sewerage have worsened nutrient pollution of Princess Royal Harbour and are chiefly to blame for minimal development of the Lower Denmark road estate since it was established about 20 years ago. A lack of access for heavy vehicles has been another restricting factor.

As only a very small proportion of the land has been used for industrial purposes, demand is expected for rezoning of big areas to the west, and some to the north, to provide a buffer for the residential area and reflect existing rural uses (**see Map 9B for details**). Rezoning requests which compromise buffering of incompatible land uses should not be considered.

5.3.1.4 Milpara Industrial Estate

The Milpara Industrial Estate in Chester Pass Road about 3km north of the City centre includes a General Industry and a Light Industry zone.

The 27ha Light Industry zone is mainly located around Newbey Street off Chester Pass Road and is bordered by a residential zone to the south. There is a park on the western boundary as a buffer to North Albany Senior High School and Great Southern TAFE. Most of the site has been developed. Industries include building-component manufacturing, warehousing, rural support sales and service, vehicle repairs and sales. The 11ha General Industry zone between the Light Industry zone and John Street is mainly undeveloped and does not have any main road frontage.

The 1997 Anson Road Structure Plan allows for expansion of TAFE and the high school to the south and the construction of a new road south of Anson Road to extend Newbey Street to Albany Highway.

Expansion opportunities for the Light Industry zone are limited by its nearness to residential land to the south and possible noise problems, lack of sewerage and drainage issues and the need for Main Roads Department (MRD) permits for access by heavy vehicles, particularly restricted-access vehicles. The Anson Road plan will be reviewed to define appropriate land uses next to the Newbey Street extension and their access requirements.

5.3.1.5 Terry/Hooper Road Special Industrial Estate

The Terry Road (also identified on some maps as Hooper Road) Industrial Estate on Chester Pass Road about 5km from the City centre is for low-density development. It has good drainage and access to Chester Pass Road and is partially developed.

5.3.1.6 Centennial Park Mixed Use Area

As the closest Light and Service Industrial area to the CBD, the Centennial Park site is coming under increasing pressure for use by certain types of retail and bulky-goods showrooms. These higher-priced outlets are encouraging light industries to move to outer industrial locations on Sanford Road, Albany Highway and, in particular, along Chester Pass Road. Prominent examples north of John Street are the Chester Pass Industrial Area and the Ardess Industrial Estate.

The Activity Centres Planning Strategy recommends that Centennial Park be zoned Town Mixed Business to recognise this transition.

5.3.1.7 Other Local Industries

There are other small industrial sites outside of the areas that have been mentioned:

- The Albany Woolstores (General Industry – being demolished)
- The Woollen Mills (General Industry – has been redeveloped)
- Cull Road (General Industry)
- Roundhay Road (General/Light Industry)

A 1994 study commissioned by Landcorp reviewed the availability of industrial land in Albany and concluded that the low-lying industrial land in Roundhay Road, Allerton Road and at the Woolstores had sub-standard levels of servicing. At that time there were 333.6ha of land zoned Light and General Industry. Only half that land had been developed in 1994 and the study blamed unsatisfactory location and servicing costs as key factors.

Since then, the Mirambeena and Pendeen Industrial Estates have been established and Milpara is being developed. There is little up-to-date information on industrial land availability and take-up rates. The WAPC *Country Land Development Program*

*Annual Review (2006*⁸¹*)* says Pendeen and Milpara are emerging centres of industrial growth and that Mirambeena has considerable room for development.

The allocation of industrial-zoned land is currently considered adequate, however the zones' functions need to be defined more clearly. The location of sites, environmental restrictions, accessibility, level of services, type of industrial activity, take-up rates and assessment of future demand are key issues that need to be addressed to plan for additional industrial land within the City.

5.3.1.8 Rural Industries

The City's rural industries, such as crushing plants or mining operations, process raw materials. **Refer to 5.3.4** for more information. Service and light industries in rural areas are mainly within existing rural settlements, processing local produce and servicing the communities. Sustainable industries will be encouraged.

ACTIONS
Identify Mirambeena Estate as a strategic industrial site in the ALPS (CoA).
Undertake a comprehensive structure plan for Mirambeena, including infrastructure requirements such as the extension of the existing rail spur line from the Down Road Timber Precinct (DPI, DOIR, CoA).
Identify the Down Road Timber Precinct in the ALPS and protect the site by reflecting its use as an appropriate zone in the LPS1 (CoA).
Identify the Pendeen Industrial Estate and its proposed extension as an industrial site in the ALPS and include it as a General Industry zone in the LPS1 (CoA).
Undertake a comprehensive structure plan for the proposed extension of the Pendeen estate as identified in the ALPS before any rezoning in the LPS1 (DPI, CoA).
Identify these industrial zones in the ALPS and the LPS1: <ul style="list-style-type: none"> • Lower Denmark Road Industrial Estate (excluding north-western part which will be zoned Rural Small Holdings). • Milpara Industrial Estate. • Terry Road (also known as Hooper Road) Special Industrial Estate (CoA).
Review the <i>Albany Industrial Study (1984)</i> ⁸² , focusing on expected take-up rates for existing estates, current lot availability, expansion needs, restrictions and opportunities (WAPC, CoA).
Incorporate existing service/light industry areas within Rural Townsites identified in the ALPS into a rural settlement zone in the LPS1.

5.3.2 Manufacturing

PLANNING OBJECTIVE:

"To maintain and improve opportunities for manufacturing industries within the district."

As the manufacturing base for the Great Southern, Albany makes a valuable contribution to the region's economy mainly by supplying agricultural equipment and

⁸¹ <http://www.wapc.wa.gov.au/Publications/1425.aspx>

⁸² No Internet link is available. Contact Albany City Council for more information.

services. The manufacturing sector includes vegetable processing, joinery works, marine engineering, fertiliser works and an essential oil and cosmetic factory.

In the City in 2006, there were 688 people or 5.6% of the full-time workforce employed by the manufacturing sector. This is a drop of 1.7% on 2001.

It is not proposed to dedicate industrial estates to manufacturing because industries of this type can be integrated within locations such as Mirambeena. Specific requirements for bigger manufacturing industries need to be considered to plan for the allocation of suitable land. In some cases this may result in sites outside industrial estates being considered. These matters should be addressed in a review of the Albany Industrial Study.

Meanwhile, any manufacturing can be accommodated by existing industrial sites.

ACTIONS

Review the Albany Industrial Study to identify restrictions, opportunities and appropriate locations for manufacturing activities within the City (WAPC, DOIR).

Establish appropriate planning controls in the LPS1 to allow for manufacturing activities in industrial areas (**CoA**).

5.3.3 Fishing and Aquaculture



Dhufish caught on fishing charter.

Picture: Blueback Charters

PLANNING OBJECTIVE:

“To promote opportunities for the commercial fisheries, including value adding activities.”

The Albany region’s commercial fishing industry produces crab, lobster, abalone, cobbler, whiting, sea mullet, pilchards, salmon, herring, bream and shark for the domestic market.

The 2005/06 catch totalled 2641 tonnes and was valued at about \$3.5 million – significantly higher on volume than the previous year’s 2109 tonnes, but the price per tonne was less compared with the 2004/05 turnover of \$3.2 million⁸³.

Charter fishing is based at the Albany Town Jetty and Emu Point and also caters for sightseeing and bird watching. Prize catches among the main species include snapper, dhufish, Breaksea cod, shark and kingfish. The charter fishing industry is

⁸³ The figures are for South Coast salmon (Windy Harbour to Trigelow Beach), South Coast crustaceans (Albany zone only), South Coast purse seine (Albany zone only), South Coast estuarine fishery, South Coast herring fishery and roe abalone (Cape Leeuwin to Shoal Cape). *Source: Department of Fisheries.*

expected to grow and ongoing management is needed to ensure its long-term viability.

The Department of Fisheries (DoF) controls commercial fishing zones. The commercial fleet is based mainly at Emu Point. The King George Sound and Albany Pilchard Fisheries at Emu Point are the two biggest pilchard fisheries in Australia and are part of the South Coast purse seine⁸⁴ fishery.

Land and sea-based aquaculture is a growing industry within the City, producing abalone, marron, yabbies, mussels, oysters, seahorses and other aquarium species. Albany is the home of the biggest single producer of mussels and oysters in WA. The *Albany Harbours Planning Strategy (1997)*⁸⁵ designated aquaculture zones within the harbours as part of a multi-use strategy. Aquaculture licences cover 125ha of Oyster Harbour and 500ha in King George Sound near Whale World. The strategy recommends further development of aquaculture in Oyster Harbour and King George Sound. The DoF has also identified potential sites for land-based aquaculture at Boat Harbour on the Pallinup River east of Wellstead, Nanarup Beach, Two Peoples Bay and Cheyne Beach, about 63km east of Albany. The DoF and the Department of Environment and Conservation (DEC) have established minimum standards for any new development. Aquaculture will compete for limited freehold land in the City next to the coastline.

The City is responsible for approving land-based aquaculture developments before aquaculture licences can be issued by the DoF.

The land-based fishing of wild fish raises concerns over the level of development on the coast, allocation of leases to coastal reserves and the environmental management of the coast. Conflict can arise where fishing occurs on or near a popular beach where fishing and tourist seasons coincide. While some tourists enjoy the activity associated with commercial fishing, others object to the movements of vehicles and boats on the beach and near shore areas.

Commercial wild fish stock is being supplemented by the growth in aquaculture. However, conflicts can arise if the location of sea-based aquaculture facilities impacts on existing commercial fishing grounds and recognised tourism and recreational areas. New land and sea-based aquaculture developments need to be considered with regard to their compatibility with adjoining land uses, environmental concerns and location issues such as visual impact and access.

ACTIONS

Seek advice from the DoF on its assessment of proposals for sites determined to be suitable for aquaculture (**CoA**).

Establish planning controls in the LPS1 to require land-based aquaculture proposals to address:

- Siting of the activity (including on and offsite environmental impacts, processing facilities and visual impacts).
- Infrastructure requirements (including access, transport routes, power, water supply and managing waste).

⁸⁴ A fishing method that harvests large quantities of fish by surrounding a school with a net. A line which passes through rings on the bottom of the net can be tightened to close it to prevent fish from escaping. *Source: Department of Fisheries.*

⁸⁵ No Internet link is available. Contact Albany City Council for more information.

- Management plans (including clean-up and rehabilitation measures) **(CoA)**.
Encourage new tourism development sites and recreational activities to be sited and designed to minimise impacts on existing coastal fishing infrastructure, tourism sites and recreational activities **(CoA, DPI, DoF)**.

5.3.4 Mineral Resources and Basic Raw Materials

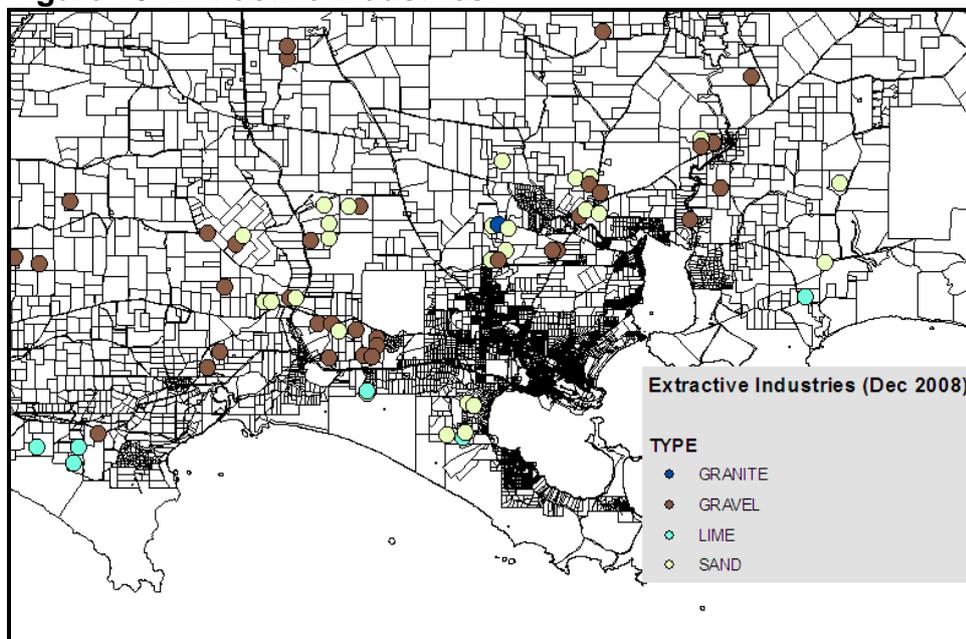
PLANNING OBJECTIVE:

“Identify and protect significant basic raw materials and mineral resources to enable mineral exploration and mining in accordance with acceptable environmental standards.”

The region stands to benefit from resource development opportunities such as the proposed mining of magnetite deposits in the east near Wellstead and exploration for oil and gas in the Bremer Basin.

Mineral resources and basic raw materials are vital to the agricultural, construction and mining industries in the Great Southern and the extraction of these resources is highly important for the economic growth of the region. Land-use planning plays a key role in protecting existing and potential mining operations. Significant sites such as the Cemex hard rock quarry in Rocky Crossing road, Willyung and the proposed Grange Resources/Australian Bulk Minerals⁸⁶ Southdown magnetite project about 90km north-east of Albany are identified for protection in the ALPS and the LPS1 **(See maps 6A, 6B, 9A and 9B)**.

Figure 10: Extractive Industries.



Extractive industries produce raw materials including:

- Gravel (used in building and road making).
- Limestone (used for building, agriculture and road base).
- Lime (sand used for fill and quicklime [calcium oxide]).

⁸⁶ The two companies merged in December 2008.

- Sand (used in concrete and for landfill).
- Hard rock such as granite and dolerite (used in concrete batching and building).
- Clay (used in brick making).

The WAPC SPP 2.4 *Basic Raw Materials*⁸⁷ sets out matters to be considered when considering planning proposals. The City is not within the area defined by the policy, but it is a useful reference.

The *Basic Raw Materials Study (1996)*⁸⁸ provides a database of resources in the region and is used when considering zoning, subdivision and development applications for extractive industries and urban expansion.

Extractive industries often attract criticism for poor clean-up operations and little or no rehabilitation of sites. Considering this potential problem and the expansion potential of these industries, it is important to manage effectively the environmental impacts of their extraction and processing operations.

ACTIONS

Establish appropriate planning controls in the LPS1 to protect significant mining and basic raw materials resources from encroachment by incompatible uses (**CoA**).

Require preparation and implementation of management plans (including clean-up and rehabilitation measures) for new mining and basic raw materials proposals (**CoA**).

5.4 TOURISM

PLANNING PRINCIPLE:

“Albany will remain the premier tourism destination on the South Coast and will provide a complete tourism experience.”

Albany is renowned for its spectacular coastline, its breathtaking views from Mount Clarence and Mount Melville, its historical links and urban character inherited from its settlement in 1826.

Albany will continue to be the major tourist destination on the South Coast and a base for tourists wanting to visit surrounding areas such as the Stirling, Porongurup and Fitzgerald National Parks, nearby wineries and the Walpole Wilderness Area. Albany has many tourist destinations that exhibit outstanding cultural and natural beauty, such as its abundance of heritage architecture and the coastline of the Torndirrup National Park.

Tourism Western Australia data averaged over the years 2005, 2006 and 2007 records an annual average of 430,200 visitors staying overnight in Albany (87% domestic and 13% international) for an average of 3.7 nights. A total of 77% of all domestic visitors arrived by car, 7% hired vehicles, 6% took a bus or coach and 6% took flights (4% arrived by other means). Car travel is down 3% and air travel has increased 3% since 1999-2001.

⁸⁷ <http://www.wapc.wa.gov.au/Publications/137.aspx>

⁸⁸ No Internet link is available. Contact Albany City Council for more information.

The LGSS recommends that local tourism strategies be prepared in accordance with guidelines established in 2006 by the Department of Planning and Infrastructure's Tourism Planning Taskforce⁸⁹. An important tourism marketing aid was the creation of the *amazingalbany* logo as part of the City's campaign to "brand" the city and attract more tourists to the region. Tourist accommodation centres include popular destinations such as Cosy Corner, Frenchman Bay and Cape Riche. **See Map 7 for details.**

The City of Albany's *Tourism Philosophy (2002)*⁹⁰ includes requirements that include:

- Limiting residential occupation in tourist developments to a three-months over a 12-month period.
- The percentage of residential units in a tourism development must be in proportion with the tourism value of the site. Prime sites will have a maximum of 10% and less attractive sites a maximum of 50%.
- A tourism site must be connected to a reticulated sewer system if it has residential units.

A new tourism strategy being prepared by the City is nearing completion and will replace the 2002 philosophy.

5.4.1 Destination Sites

PLANNING OBJECTIVE:

"To retain existing and facilitate new tourism developments which are sympathetic to community and environmental considerations."

Albany's diverse attractions cater for a wide range of tourist activities ranging from visiting iconic sites, relaxing on magnificent beaches, wining and dining, exploring art galleries and craft shops and enjoying festivals, exhibitions and fairs.

Tourism WA's *Australia's South West Destination Development Strategy 2007-2014*⁹¹ identifies tourism projects in the Great Southern and South Coast and encourages promotion of iconic attractions near tourist destinations. The strategy's aim is a sustainable tourism industry that allows the development of high-quality accommodation and infrastructure. The City looks to this strategy as the way to protect and enhance tourist destination sites.

The Albany tourism industry is competing with other highly-promoted WA destinations such as the Margaret River area and needs to offer facilities and services that are at least comparable. Failure to do so will result in reduced visitor numbers and the creation of fewer jobs in the community.

⁸⁹ http://www.dpi.wa.gov.au/mediaFiles/planning_tourismplanning200609.pdf

⁹⁰ http://www.albany.wa.gov.au/website/uploads/23c_pdf_33.pdf

⁹¹

<http://www.tourism.wa.gov.au/Publications%20Library/Polices%20Plans%20and%20Strategies/Destination%20Development%20Strategies/Australia%27s%20South%20West%20Destination%20Development%20Strategy%202007-2017.pdf>

5.4.2 Accommodation

PLANNING OBJECTIVE:

“Promote the development of sustainable tourist accommodation.”

The City is the primary tourist accommodation destination in the Great Southern, with a variety of close destinations related to natural and cultural landmarks in surrounding areas and towns. Albany provides a wide range of accommodation that includes hotels, motels, motor-inns, resorts, cabins, chalets, caravan parks, camping grounds and eco-tourism establishments.

Tourism Western Australia data⁹² averaged over the years 2005, 2006 and 2007 shows 35% of domestic and 41% of international visitors to Albany stayed in a hotel, motel or resort. The next most popular domestic accommodation choice was the home of a friend or relative (31%). Caravans, motorhomes and camping were the next most popular choice (22%) for international tourists. The demolition in February 2007 of the City biggest four-star accommodation venue, the Esplanade Hotel at Middleton Beach, meant the loss of 48 rooms and 15 apartments. Hong Kong-based Investment group WCP Plaza, which bought and demolished the hotel, has said it plans to build Project Plaza – an 81-room hotel and 100-seat conference facility, 30 residential apartments, shops and a village square – by 2010.

In the tourist locations of Middleton Beach, Emu Point and around the CBD, tourist accommodation sites have been included in the Tourist Residential zone, allowing the land to be used for residential development under the existing town planning scheme. Specific controls need to be applied to any developments to reduce conflicts between residential and tourist use and preserve an acceptable balance between tourist accommodation venues and residential encroachment.

5.4.3 Ecotourism

PLANNING OBJECTIVE:

“To encourage ecotourism developments that are sustainable and compatible with the environment and the culture of the locality.”

Ecotourism is a rapidly-expanding worldwide industry which involves nature-based travel and activities that engage visitors in a learning experience.

Like all forms of tourism, ecotourism should be sustainable, satisfy visitors, provide local benefits and be appropriate for its environmental and cultural setting. It should be compatible in style, scale and type of operation to the character and size of landscape.

An ecotour is a sightseeing excursion through nature, such as a walk along the Bibbulmun Track through the Torndirrup National Park or whale watching from a tourist boat cruising King George Sound.

92

http://www.tourism.wa.gov.au/Research_and_Statistics/Regional_Research_And_Statistics/Documents/Local%20Government%20Area%20Factsheet%20-%20Albany%20-%202007.pdf

Albany and its surrounding region boast magnificent coastline, extensive river systems, forests and vast national parks that provide increasing opportunities for ecotourism aimed at domestic and international visitors.

5.4.4 Albany Icons

PLANNING OBJECTIVE:

“To protect and enhance Albany’s iconic sites.”

Tourism WA believes awe-inspiring natural and man-made iconic attractions unique to the region have the potential to draw significant numbers of domestic and international tourists. Albany has a strong lure as a tourist destination with its many iconic sites including the Albany Wind Farm, Torndirrup National Park, Whale World and scenic and heritage attractions such as those found on Mount Clarence and Mount Adelaide and the CBD.

The City sees the protection of Albany’s significant cultural and natural heritage as vital to tourism experience and believes iconic areas such as the Stirling Terrace, Residency Museum and Town Hall sub-precincts need to be controlled and managed sustainably for future generations of tourists and locals to enjoy. Safe and well-signed tourist routes are essential to reduce conflict between heavy road freight and tourist vehicles.

The availability of appropriately-zoned land with potential for a mix of uses is vital to provide opportunities for the long-term growth and success of the industry. Tourism WA has also identified this issue as a priority and established Landbank in 2005 to supply land for tourist developments. The City is committed to working with Tourism WA and other State Government agencies to foster tourism initiatives by prospective investors and developers by delivering effective procedures and systems to allow for timely analysis and approval of proposals.

The Tourist Residential zones in the City’s current Town Planning Scheme provide flexibility in integrating residential and tourist accommodation and will be retained.

Albany’s renowned coastline and national parks are significant tourism resources that give the City an edge over competing destinations and need to be protected and managed.

It is essential to ensure that planning strategies and town planning schemes, policies and procedures encourage and guide the development of attractive and sustainable tourism-related projects which add value to the City’s tourism infrastructure. A key requirement is the availability of land located and zoned appropriately for major tourism projects, particularly the development of quality accommodation. There is also a need to introduce greater zoning flexibility throughout the district to encourage future tourism projects by avoiding lengthy and expensive rezoning processes.

ACTIONS

Develop and maintain high-quality tourist-related facilities including the airport, public toilets, boardwalks, boat ramps, foreshores, parks and reserves and civic streetscapes (CoA).

Prepare a set of criteria to assist tourism industry stakeholders in evaluating and

establishing new tourist opportunities (WATC, CoA , MRWA).
Manage effectively existing enterprises such as the Forts, the Amity Heritage Precinct and the HMAS Perth dive site (CoA , HCWA).
Facilitate and support the continuing development of the Albany Waterfront and its associated entertainment and convention centre, marina and Peace Park (DLGRD, CoA).
Encourage the effective management and development of Albany's many iconic natural tourist attractions (DEC).
Ensure that new tourism development and related land uses do not threaten the natural and cultural heritage values which make the City uniquely desirable as a tourist destination. This includes ensuring that tourism and residential coastal developments do not put adverse pressure on foreshore areas (CoA , DoW, WATC).
Assess tourism development land in the City to establish a database of available land and recommend actions required for sites currently restricted by incompatible land uses, access issues, signage, zoning and land tenure (CoA , DPI, WATC, MRWA).
Ensure the LPS1 establishes the necessary tourism zones, policies and development standards to allow the City Council to accommodate tourism development proposals, including those that will be integrated with other uses, such as residential, to aid the growth of identified tourism markets (CoA).
Identify strategic and non-strategic tourist sites in the ALPS (CoA).
Review the recommendations of the Department of Planning and Infrastructure's Tourism Planning Taskforce in relation to current tourism policies and guidelines. (CoA).

5.5 AGRICULTURE

PLANNING PRINCIPLE:

“Protect and manage agriculture land for economic, environmental landscape, social and tourism values.”

Agriculture is the primary land use and a major employment sector within the City. Agricultural land in the north-east is used mainly for livestock farming and large-scale cropping. Intensive uses such as horticulture and viticulture activities are more prevalent in the west and closer to the coast. Farm forestry is being planted in increasing areas in the higher rainfall areas.

The Albany district, which includes the Shires of Denmark, Plantagenet and Cranbrook, has 1200 farms involved in a mixture of enterprises and the land use continues to change. Pastures account for the majority of the land and provide food for sheep and cattle grown for their meat. The regional cattle-selling complex is 10km south of Mt Barker and a modern sheep processing abattoir is at Narrikup, 20km north of Albany.

Major crops in the region are bluegums for woodchips, (soon to overtake grain as the largest crop (by weight) exported from the Port of Albany), wheat, barley and canola. Oats, lupins and peas are also grown in the Albany district. The Albany Port zone extends to the Lakes area of the wheatbelt, from where grain is brought to the Port by road train or rail. Farm sizes range from 30-40ha hobby farms around the towns to outlying 2500-4000ha farms which concentrate on cropping.

The LGSS records that 15% of the workforce in the district is employed directly in primary sector industries, mainly agriculture, forestry and fishing. Many businesses have been established to service the agricultural industry. The LGSS concludes that productive agriculture is a finite resource that must be managed sustainably in the long term.

The City's Local Rural Strategy (LRS), adopted in 1996, provided guidelines to manage land use, subdivision and development within agricultural areas. In 2005, the City adopted the Albany Local Planning Strategy (ALPS) with a new set of guidelines for development and land use within those areas. The key change ushered in by the ALPS is that it does not support the loss of prime agricultural land to other land uses, such as rural residential and hobby farm development. The ALPS recommends not supporting further subdivision of "greenfield" (undeveloped) rural land for rural residential development and that any subdivision of that type should be restricted to rural residential areas identified on the ALPS maps, and within designated rural villages townsites in accordance with Table 5.

The WAPC SPP No. 11 *Agricultural and Rural Land Use Planning*⁹³ establishes the planning framework for rural areas and contains these land-use principles:

- State, regional and local agricultural land resources are protected.
- Potential for land-use conflict must be minimised.
- State natural resources must be managed carefully.

The policy requires that land be zoned Priority Agriculture and General Agriculture in Town Planning Schemes.

During the years 2006-08, the WA Local Government Association recorded a range of concerns from Local Government authorities about adverse impacts from State Planning Policy (SPP) on the use and development of agricultural areas. Concerns include lack of flexibility, consistency and guidance on land-use conflict, lack of incentive to amalgamate properties into larger productive landholdings, uncertainty over water provision and insufficient guidance on recreational open space in rural residential areas and the potential impacts of cultivation of trees for biofuel and other emerging land uses related to food production. In response, the WAPC is reviewing its policies to introduce more background data and new provisions.

5.5.1 Priority and General Agriculture

PLANNING OBJECTIVE:

"Identify and protect rural land of State and regional significance as Priority Agricultural land and the balance of rural land that is not priority agriculture or identified for closer settlement as General Agricultural."

Over the past 20 years prime agricultural land has been lost to other uses such as Rural Residential and hobby farm development, reducing the agriculture land area and opportunities to improve productivity.

⁹³ The WAPC website refers to this document as SPP2.5, but the available download is actually a special edition of the Government Gazette of March 12, 2002, recording WAPC SPP No. 11 in full. <http://www.wapc.wa.gov.au/Publications/138.aspx>

Incompatible land uses and land management can create conflicts between agricultural and Rural Residential uses or between two agricultural uses. For example, chemical spray drift from a market garden can affect the water quality in a land-based aquaculture development.

WAPC SPP No. 11 *Agricultural and Rural Land Use Planning* provides the basis for the planning of Priority and General Agricultural areas in WA. One of the policy's key objectives is to protect agricultural land resources by:

- Discouraging land uses unrelated to agriculture from being located on agricultural land.
- Minimising the ad hoc fragmentation of rural land.
- Improving resource and investment security for agriculture and allied industry production.

Priority Agricultural areas are those with State, regional and local significance and must be protected as finite resources containing land suitable for traditional agricultural activities and irrigated annual and perennial (three seasons or more) horticulture and other irrigated crops and pasture. **Refer to Maps 5A and 5B** for details. SPP No. 11 criteria for Priority Agricultural zones require areas of State and regional agricultural significance to be protected from settlements and nearby Rural Residential or other developments that could restrict future operations or productivity.

General Agriculture areas contain land suitable for a wide range of agricultural activities including animal husbandry, grazing, cropping and tree farming. These are the remaining rural areas that have not been identified for priority agriculture or settlement. SPP No. 11 also allows tourist activities in General Agricultural zones where they are complementary to agricultural use.

ACTIONS

Identify Priority and General Agriculture zones, objectives, land-use classes and development standards in the LPS1 to protect and promote agricultural uses and prevent non-compatible uses and developments, including settlements, being established that will impact adversely on agricultural uses (**CoA**, WAPC, DAF).

Review the Local Rural Strategy to incorporate the findings of studies by the WAPC and create consistent guidelines for the ALPS to better identify and manage areas of Priority and General Agricultural and land in high demand for tourism (**CoA**).

The LPS1 and/or revised Local Rural Strategy should require non-agricultural proposals by developers to include an agricultural impact statement for assessment (**CoA**, WAPC, DAF).

Encourage the continuation of landcare management programs in farming and initiatives at local, district and regional levels to maintain agricultural viability (DAF).

5.5.2 Farm Forestry



PLANNING OBJECTIVE:

“Promote integrated farm forestry within the rural areas of the district.”

Tree harvesting.

There has been a significant shift in the past decade from agroforestry⁹⁴ and commercial tree farming integrated with traditional agricultural land uses, to the establishment of tree plantations – mainly blue gums – that have covered entire land parcels⁹⁵ and largely replaced existing cropping and grazing agriculture. The main plantation areas are to the east of the City in Green Range and Manypeaks and to the north-west in Redmond.

Since the establishment of agro-investment enterprises in the 1990s, the Lower Great Southern has become a desirable area for this expanding industry due to the availability of rural land, high rainfall, suitable soils and nearness to infrastructure for the export of woodchips. In 2005, the LGSS noted that blue gum plantations within the Great Southern had grown to 125,000ha, 7814 ha of pine trees had been planted and the industry was valued at about \$300 million.

The Albany Plantation Export Company (APEC) woodchip plant 1.5km west of the Mirambeena Industrial Estate (**see 5.3.1.1**) and associated export facilities at the Albany Port are the most significant infrastructure developments to service the tree plantations. Farm forestry harvesting started in 2002 with 220,000 tonnes of woodchips valued at around \$19 million shipped from the Port. A total of 1.5 million tonnes of woodchips was exported in 2008⁹⁶.

The WAPC is developing a Farm Forestry Policy⁹⁷ to coordinate the development of sustainable plantation industry in WA. The industry is currently guided by its own codes of practice⁹⁸.

The City's *Rural Planning Issues Review (2002)* identified these farm forestry issues:

- The plantation industry has lowered the water tables, reduced soil erosion and created jobs.
- As plantations replace traditional farms, farming communities could be lost and there could be a decline in business activity and populations in small rural townsites.
- Damage to roads by heavy haulage is a significant problem being addressed at a regional level by the Timber Industry Road Evaluation Study (TIRES).
- The visual impact of tree plantations. Significant views, especially on tourist routes, need to be protected.

⁹⁴ Agroforestry is an integrated approach of using the interactive benefits from combining trees and shrubs with crops and/or livestock. *Source: Wikipedia*

⁹⁵ An area of land for which rights or ownership and use can be bought.

⁹⁶ <http://www.albanyport.com.au/html/trade07.htm>

⁹⁷ <http://www.wapc.wa.gov.au/Publications/172.aspx>

⁹⁸

<http://www.forestindustries.com.au/upload/Code%20of%20Practice%20for%20Timber%20Plantations%20in%20WA%202006.pdf>

ACTIONS

Include agroforestry as a discretionary use within agricultural zones in the LPS1, subject to meeting requirements such as compatibility with surrounding land uses, access issues, retention of remnant vegetation, fire risk, harvesting and environmental management (**CoA**, WAPC, FESA, DEC).

Identify areas where tree plantations should be excluded, such as rural settlements, and restricted, such as areas with significant views from tourist routes (**CoA**, WAPC).

Develop agroforestry and tree plantation planning guidelines and criteria for community information and the assessment of applications (**CoA**, WAPC).

Encourage plantation companies to implement “good neighbour” protocols for dealing with landholders (WAPC, **CoA**, DEC, Companies).

5.5.3 Intensive Agriculture**PLANNING OBJECTIVE:**

“Facilitate a sustainable horticulture industry and ensure its location and management practices are compatible with adjoining land uses.”

The City’s coastal area with its high-to-moderate rainfall and suitable soils provides ideal conditions for horticulture, including grapes, olives, berries and vegetables.

Viticulture is booming in the Lower Great Southern. There are more than 30 small producers, six major wineries and many processing facilities in Mount Barker, Denmark, Frankland, Porongurup and Albany. The region has a reputation for supplying premium-quality red and white wines to the domestic and export markets. The main grape growing areas within the City are to the north and north-west.

Horticultural production in the Albany district includes fruits such as strawberries and cherries, vegetables including broccoli, cauliflowers and potatoes, and more recently, flowers sold as cut flowers or used to create aromatic essential oils.

As with other forms of agriculture, conflicts can arise through incompatibility between land uses and/or land management practices. (**See also 5.5.1**)

Another potential problem is contamination of water resource areas. The Department of Water (DoW) guidelines on *Land Use Compatibility in Public Drinking Water Source Areas*⁹⁹ (PDWSA) rank the source areas’ protection priority¹⁰⁰ in relation to land-use compatibility. To prevent contamination of source areas, the City will refer to these guidelines when determining planning applications.

ACTIONS

Include intensive agriculture (including viticulture and horticulture) in the LPS1 as a discretionary land use within agricultural zones. However intensive agriculture would not be permitted in Priority 1¹⁰¹ PDWSA areas (**CoA**, DoW).

99

http://portal.water.wa.gov.au/portal/page/portal/WaterQuality/Publications/WaterQualityProtectionNotes/Content/PDWSA_LandUse.pdf

¹⁰¹ Priority 1 areas are managed to ensure there is no degradation of the drinking water source by preventing the development of potentially harmful activities. The guiding principle is risk avoidance. This is the most stringent priority classification. *Source: Department of Water*

Provide mechanisms in the LPS1 to require proposals for intensive agriculture developments to include site management plans and an assessment of land capability/suitability (CoA).
--

Use the DoW's PDWSA land-use compatibility guidelines when assessing proposals for intensive agriculture within water table source catchments (CoA , DoW).
--

Encourage intensive agricultural operators to implement "good neighbour" protocols when dealing with affected landholders (CoA , DAF).
--

5.5.4 Intensive Animal Keeping

PLANNING OBJECTIVE:

"Facilitate a sustainable intensive animal-keeping industry and ensure its locations and management practices are compatible with adjoining land uses."

Intensive animal keeping includes piggeries, dairies, poultry farms and feedlots used for rearing or fattening animals. Most of these uses are on the urban fringe of the City and have the potential to be incompatible – especially with continuing urban and rural-residential development – due to odour, dust, noise and the environmental impact on water resources.

WAPC SPP No. 11 *Agricultural and Rural Land Use Planning* (see also 5.1.1.) and SPP No. 4.3 *Poultry Farm Policy*¹⁰² provide a planning framework and, in the case of poultry farms, specific location criteria for new farms and Residential and Rural Residential development proposals. The DoW *Land Use Compatibility in Public Drinking Water Source Areas* guidelines also need to be considered to prevent contamination of water resource areas.

ACTIONS

Include intensive animal keeping as a discretionary use within agricultural zones in the LPS1 but not permit it in Priority 1 PDWSA areas (CoA , DEC).
--

Provide mechanisms in the LPS1 to require proposals involving intensive animal keeping to include site management plans and assessment of land capability/suitability (CoA , DAF).
--

Encourage intensive animal keeping operators to implement "good neighbour" protocols when dealing with affected landholders (CoA , DAF).
--

¹⁰² <http://www.wapc.wa.gov.au/Publications/154.aspx>

6 SOCIAL

“Albany will be Western Australia’s premier Learning City”

Source: City Of Albany 3D Corporate Plan



New trend: grouped homes.



Export dollars: a woodchip train enters the Port.



Heritage: classic turn-of-the-century homes.



Contemporary design: 77 on Sanford.

6.1 RESIDENTIAL POPULATION

PLANNING PRINCIPLE:

“Plan for the sustainable growth of the City’s population and the changes to its structure.”

6.1.1 Existing Population

The 2006 Census recorded the population of the Great Southern as 52,593. The City’s figure of 33,393 is approximately 60% of the region’s population and reflects Albany’s status as its hub.

The City’s population has increased steadily, from 26,655 in 1991 and 28,148 in 1996 to 31,236 in 2001 – an average growth over that decade of 458.1 persons per year. Based on an average occupancy rate of 2.5 people per household, this represents a growth of 183.24 new dwellings per year.

The 2006 Census figure of 33,393 represents an average annual increase of 1.3% since 2001, however WAPC *Country Land Development Program (2006)*¹⁰³ data suggests a 2.4% increase during 2005-2006. The City’s building statistics support this figure, showing an annual average of 400 new residential dwelling approvals from 2001-2006 compared with 429 in 2005-2006.

6.1.2 Age Groups

The 2006 Census shows that the City has a similar percentage of children aged 0-14 (20.5%) to WA (20.1%). However WA has a notably higher percentage of people aged 15-44 (35.3%) compared with Albany (29%). Albany also has more middle-aged and senior residents aged 45-84 (40.7%) than WA (35.5%). The median age of people in Albany was 39 years compared with 36 for WA.

A comparison of 2006 figures with the projected age structure for Albany in 2021¹⁰⁴ suggests a rise in the 0-9 age group, a decline from 10-24, a rise from 25-39, a decline from 40-54 and a significant rise from 55-85+.

6.1.3 Population Growth Trends

The ALPS is assuming a population growth rate of 1.6% which would mean a population increase to 36,151 by 2011, 39,137 by 2016 and 42,370 by 2021.

An issue that needs further research for planning purposes is the impact of the “sea change” factor on the City. As more baby boomers retire, many will move to coastal towns and cities such as Albany.

¹⁰³ http://www.wapc.wa.gov.au/Publications/GreatSouthern_Final.pdf?id=1567

¹⁰⁴ Western Australia Tomorrow. <http://www.wapc.wa.gov.au/Publications/723.aspx>

6.1.4 Seniors

Senior citizens aged 65 and over are the fastest-growing age group in the Lower Great Southern, increasing from 10% of the total population in 1976 to 14% in 2001 and 16% in 2006. The Albany suburbs with the biggest numbers of seniors are Goode Beach, Spencer Park, Yakamia, Middleton Beach, Mira Mar and Emu Point.

The temperate climate, relaxed lifestyle, support facilities and services and the “sea change” phenomenon make Albany an attractive retirement destination. This trend is underscored by the WAPC Country Land Development Program’s observation that 206 retirement village units are expected to be established in Albany in 2008/09.

The continuing upward shift in the proportion of older people group is due to:

- Increased life expectancy.
- The “sea change” trend being perpetuated by retiring baby boomers.
- Migration from the other parts of the region and Perth to Albany.

The ageing of the City’s population means increased demand for housing and services.

6.1.5 Youth

In 2006, the 0-14 age group was slightly above the WA average and the 20-44 group was notably below. Demands will continue to grow on educational and youth facilities in the emerging and urban fringe suburbs. The fall in the percentage of people aged 20-44 reflects the migration of young adults from the district to seek work and educational opportunities. This trend can create a shortage of skilled labour to take the place of retiring workers or fill vacancies in a growing local economy. This problem is more acute when there is an overall shortage of skilled workers to support emerging industries.

Planning for the future population of Albany needs to take into account the size, distribution and age composition of the community. Population size will determine the scale of land-use activity such as the extent of urban growth and supporting infrastructure including roads, recreation areas, schools and hospitals. The population’s distribution and location and density of housing will determine the way development planning will respond to demographic changes.

ACTIONS

Use demographic information from the Australian Bureau of Statistics and other agencies to help prepare precinct and structure plans and evaluate planning proposals (CoA).

Establish the City’s own demographic database and growth projections (CoA).

Ensure the timely provision of fully-serviced residential land to meet the changing demands of households within the City (CoA).

6.2 HOUSING

PLANNING PRINCIPLE:

“Encourage a diversity of housing choices to match our changing population needs.”

Albany has a wealth of colonial and turn-of-the century homes that reflect its historic status, but the City's urban and rural housing styles are many and varied and continue to evolve to suit changing times and lifestyle needs.

6.2.1 Household Structure

The 2006 Census records that 40.8% of Albany households are occupied by couples with children compared with the WA figure of 45.1%. Couples without children accounted for 42.8% compared with 38% for WA. One-parent families made up 15.2% of the households compared with 14.8% for WA.

Data from 1991-2006 indicates that the number of couples with children in Albany is decreasing as a percentage of the total population and that there is a corresponding increase in the number of couples without children, one-parent families and one-person households.

6.2.2 Existing Housing

The 2006 Census found that 86.7% of the City's housing was made up of separate homes compared with 79% for WA. Albany had substantially fewer flat, unit or apartment dwellings – 6.0% – compared with 8.1% for the State.

Building-approval records show 307 dwellings were constructed in 2002/03, 413 in 2003/04, 380 in 2004/05, 429 in 2005/06 and 363 in 2006/07 – an average of 378 per year.

Although the average number of people occupying households is falling, people still prefer, and are continuing to build, big homes.

6.2.3 Future Housing Needs

Taking into account the 2006 Census and the City's interim projections based on a 1.6% growth rate to the year 2016, the City will require housing for an additional 5744 people (574 persons per year to 2016). Assuming that household occupancy rates remain constant at 2.5 persons per dwelling, this translates to an additional 2296 new dwellings, or 229 dwellings per year. This growth rate may be higher when considering the "seachange" factor, mining and industrial projects. Should growth rates increase to 2.5% or 5% an additional 9353 or 21,001 people will need housing by 2016 – an average of 374 or 840 dwellings per year.

If current housing trends continue, there will be fewer separate houses but this category will still be dominant in 2016. However, there will be proportionally more semi-detached homes, townhouses (also called row or terrace houses) and apartments (also called flats or units).

Before substantial price drops sparked by the global economic crisis which started late in 2008, the cost of housing in Albany was stifling demand. The median house price increased by 35% from 2005 to 2007, putting property ownership out of the reach of many people, particularly first-home buyers. The Department of Housing and Works (DHW) has been the main development body responding to changes in housing demand. About 65% of its new housing stock was constructed as semi-

detached houses and apartments. Recent DHW subdivision proposals have provided a diverse range of housing products, particularly for smaller, or cottage, lots.

Before the recent price falls, housing in Albany was deemed “unaffordable” by the Urban Development Institute of Australia’s report, *An Industry Report into Affordable Home Ownership in Australia (2007)*¹⁰⁵. At that time, 15% of the City’s housing was beyond the financial reach of the average home buyer.

It is essential for all levels of government and the private sector to work together to tackle Albany’s housing issues of affordability and choice to ensure a supply of versatile housing to suit current and future, increasingly smaller, family structures.

6.2.4 Rural Townsites

The State Planning Strategy promotes the consolidation of existing settlements to make regional communities sustainable.

In recent years, a number of smaller communities in the South-West have been revived by tourism, new uses for rural areas and the migration from Perth of people seeking cheaper housing.

The *City of Albany Rural Planning Issues Review (2002)*¹⁰⁶ concluded that the growth of small communities classified by the LGSS as rural villages is “inevitable and desirable”. Small townsites such as Wellstead, Redmond, Manypeaks, Youngs Siding, Elleker, Cuthbert and Kalgan provide community hubs with services for surrounding countryside. These townsites vary in size and services provided, but usually have a general store/fuel outlet, local hall and sport and/or recreation facilities. The LGSS has created a hierarchy for these towns as part of its sustainable rural settlement strategy (see **Map 7**) tabled below:

Table 2: LGSS Rural Settlement Hierarchy

	City of Albany	Shire of Denmark	Shire of Plantagenet	Shire of Cranbrook
Regional Centre	Albany			
Sub-regional Centre		Denmark	Mt Barker	
District Centre				Cranbrook Frankland
Rural Villages	Wellstead Elleker Many Peaks South Stirling	Peaceful Bay Nornalup Bow Bridge	Kendenup Rocky Gully Narrakup Porongurup	Tenterden

¹⁰⁵ <http://www.udia.com.au/resource/Part%201.pdf>

¹⁰⁶ No Internet link is available. Contact Albany City Council for more information.

	Cuthbert			
	Redmond			
	Torbay Hill			
	Torbay			
	Youngs Siding			
	Kalgan			
	Cheyne Beach			

Source: Lower Great Southern Strategy

The Department of Health's (DoH) *Draft Country Sewerage Policy (1999)*¹⁰⁷ establishes criteria for rural townsites. Towns without sewerage or priority for sewerage are to be allowed the maximum residential development equivalent of 50 single dwellings serviced by onsite wastewater disposal.

Rural townsites will expand as a result of development projects such as mining or tourism ventures. Their populations are also likely to rise through lifestyle settlement such as "sea change" and "tree change", and more labour-intensive agricultural uses. The challenge will be to allow the operation of increased services while maintaining the character of these towns. The City proposes to include the existing towns in Rural Townsite zones in the LPS1 and undertake structure planning for each town. New proposals for remote settlements will be determined on a case-by-case basis according to sustainability principles.

Although tourism, low-cost housing and the "sea change" trend have increased the sustainability of some rural communities, population has been lost through increasing farm sizes and labour costs and new agricultural practices such as large-scale tree farming. In some cases, this population loss has compromised the viability of voluntary organisations such as local bushfire brigades, sporting clubs and community groups.

The City introduced the *Rural Homestead Lot Policy (2003)*¹⁰⁸ to allow for larger farms in eastern areas to be subdivided to encourage population retention. The homesteads would be retained to encourage continued use by the farming family, workers or home buyers.

The planning and development of rural townsites need to be based on appropriate development options to maintain their function and the availability of infrastructure and community facilities.

ACTIONS

Identify in the LPS1 the settlements of Redmond, Manypeaks, Youngs Siding, Elleker, Torbay Hill, Kalgan, Wellstead, South Stirling and Cheyne Beach as existing rural focal points and settlement centres with the potential for additional development in accordance with Table 5. Structure planning is required for each townsite (CoA).

¹⁰⁷ No Internet link is available. Contact the Department of Health for more information. The draft report was expected to be ratified in 2008, but has not yet been finalised.

¹⁰⁸ No Internet link is available. Contact Albany City Council for more information.

6.2.5 Housing Choice

Single residential developments have long been the norm in Albany, but increased housing and land prices and an ageing population have prompted the creation of cottage lots in recent local structure plans and subdivision proposals. The Department of Housing and Works (DHW) will continue to be a major player in the marketplace, providing affordable housing choices.

The City will encourage housing choice by supporting a variety of residential densities, encouraging structure planning, introducing housing design guidelines and promoting medium residential density zones around central Albany, neighbourhood centres and within specific areas, such as Middleton Beach.

ACTIONS

Prepare structure/precinct plans, policies and design guidelines to increase residential density codes in selected localities in the LPS1 and encourage diversity of housing stock to be provided in the urban area (both new and redevelopment) to meet changing household needs (CoA, WAPC).

Define in the LPS1 Rural Residential, Conservation and Rural Small Lot Holdings areas nominated in the ALPS and incorporate planning controls for land use and development (CoA).

Identify towns in rural areas as Rural Townsites in the ALPS and Rural Settlement zones in the LPS1 and undertake structure planning for each settlement to provide a development framework (CoA).

Ensure the ALPS settlement strategy provides a framework for urban development growth and reflect housing demand, supply and choice in precinct and structure plans (CoA).

6.3 COMMUNITY, HERITAGE AND CULTURE

PLANNING PRINCIPLES:

“Ensure that community and culture facilities are located within centres as well-integrated land uses and developments.”

The City is an important supplier of cultural services to smaller communities in its hinterland without a population big enough to justify institutions such as a senior high school or tertiary education campus.

Albany has become a retirement destination attracting increasing numbers of people aged over 60 and this means aged-care and health facilities will need to be upgraded consistently.

As the first settlement site in WA, Albany is home to many of the Great Southern’s heritage assets which enhance the community’s links to its past and boost tourism.

6.3.1 Community Services

PLANNING OBJECTIVE:

“To provide for a range of easily accessible community services and facilities”

Albany needs to provide community services to the district, particularly hospital care, tertiary education, entertainment venues, sporting facilities and specialised services such as the Albany Regional Prison and the Port. The ALPS supports keeping and expanding major facilities such as the Albany Regional Hospital (**see Map 8B: Urban**) for details. There should also be complementary support for services in rural communities around Albany.

These services cater for residents and visitors and include educational and health facilities, meeting places, churches, civic functions, seniors' facilities and many recreational facilities. Where necessary, these sorts of services should be expanded sustainably in response to population growth and changing demographics.

Health services such as aged and specialist care need strengthening to cope with the influx of middle-aged people and seniors who have chosen to retire in Albany. There has been a big corresponding rise in the number of aged care units being built. A new hospital will be built in Albany and it will continue to need upgrading to cater for a growing population, but an increase is expected in the number of private-sector clinics and other health facilities.

6.3.2 Local Government Buildings

PLANNING OBJECTIVE:

“To develop and manage buildings in a sustainable manner.”

The City is responsible for a wide range of buildings, including:

- The Albany City Council administration building and works depot.
- The Albany Airport terminal and workshops.
- The Aquatic and Leisure Centre
- The Albany Visitors Centre.
- The Albany Town Hall and other community halls and pavilions.
- The Albany Public Library.
- The Albany Regional Day Care Centre.
- The Vancouver Arts Centre.
- The Albany Senior Citizens centre and health clinics.
- Preschools and kindergartens.
- Heritage buildings.

The City is also responsible for waste-holding buildings, bushfire stations, marine structures, public conveniences, park furniture, bus shelters and information bays.

The key management issues are nature and frequency of use and running costs. The City is examining options that include community management of some facilities such as local halls, the rationalisation of buildings with similar uses, integration of compatible uses and commercial returns on other buildings owned by the City.

As the Albany urban area expands there will be a need for additional structures to provide community services. Their location will be based on the WAPC's *Liveable Neighbourhoods*¹⁰⁹ guidelines and they will be within or near centres with easy

¹⁰⁹ http://www.wapc.wa.gov.au/Publications/LN_ed2.pdf?id=597

community access. The focus will be on facilities with multiple uses and it is hoped that developers will play a part in their provision.

6.3.3 Heritage

PLANNING OBJECTIVE:

“To protect and enhance Albany’s heritage assets.”

Albany is renowned for heritage streetscapes, monuments and buildings such as the Stirling Terrace Precinct, the Albany Town Hall, the Old Gaol and many fine examples of private housing. The importance of the City’s Anzac heritage areas continues to grow. Sites such as the Princess Royal Fortress, better known as the Forts, the Desert Mounted Corps Memorial and the Ataturk Channel are proud reminders of Albany’s distinction as the point of embarkation for Gallipoli and the Peace Park now under development on the foreshore is certain to become an Anzac site of powerful significance.

Not only are Albany’s heritage attractions social, aesthetic, cultural and economic assets greatly appreciated by the community, they are also important tourist attractions that must be protected by management strategies and private conservation incentives through the LPS1 and the Heritage Council of Western Australia.

Redevelopment pressure on parts of central Albany may threaten heritage areas. However in some cases, mixed-use developments involving heritage areas have been supported. A successful example of allowing a change to a building’s primary use is Aberdeen Street, where a move from residential to commercial usage has given new life to fine old buildings.

6.3.4 Aboriginal Heritage and Culture

PLANNING OBJECTIVE:

“To protect Aboriginal heritage and culture.”

The Albany region is believed to be home to indigenous people up to 19,000 years before European settlement. The oldest evidence of habitation comes from the Kalgan Hall site where a study revealed material from a campsite more than 18,850 years old, according to radiocarbon dating. It is essential to protect significant sites of Aboriginal heritage to preserve the City’s rich non-European history.

The City prepared the *Aboriginal Heritage Survey (2005)*¹¹⁰ in conjunction with the Department of Indigenous Affairs (DIA).to address Aboriginal heritage matters and create a database for use in assessing planning proposals.

The report found that Aboriginal settlement flourished in Albany with woodlands, rivers, lakes and coastal and estuarine areas used for hunting, gathering and ceremonial purposes. This pattern of use continued into the late 18th century until

¹¹⁰ This document can be viewed at the Albany City Council or the Albany Public Library.

Europeans started clearing land for agriculture and disrupting the traditional Aboriginal way life. The report identified specific settlement sites and recommended that developers undertake archaeological surveys before submitting any proposals involving any of these sites.

6.3.5 Art

PLANNING OBJECTIVE:

“To encourage public and private art that contributes to the City’s history and landscape and/or reflects the character of the local community.”

Albany has a strong and flourishing artistic community well served by the Vancouver Arts Centre, the creative hub of the City.

The Centennial Art Prize has been run by the City of Albany since 1969 and has become a keenly-contested national annual artistic event. In 2007, the Jack Family Charitable Trust of Albany took over the funding of the prize and in 2009, it had a cash prize of \$25,000.

The City has public and private art on display throughout Albany. Examples of public art include the sculptures in the Alison Hartman Gardens, York Street, Lockyer Avenue and outside the City of Albany offices in North Road.

Public art contributes to Albany’s history and streetscapes and reflects the character of its community and needs to be well maintained. In view of Albany’s strong historic heritage it is appropriate that new public art should link Albany to its indigenous and European past.

Provision of public art is a requirement of development approval for major projects within the City. New public art must have broad-based appeal to the viewer and improve or enhance the landscape.

Public and private art should be integrated into themes which can be linked to the marketing of Albany as a tourist destination.

ACTIONS

Monitor development rates in new urban areas and ensure delivery of community service matches demand (**CoA**).

Rationalise the classification of existing buildings based on the nature and frequency of their use (**CoA**).

Provide for a sustainable level of community services and facilities in the City’s urban area and rural townsites (**CoA**, DET, DoH, DSR).

Design and locate new facilities to maximise accessibility by the community and incorporate them into precinct and structure plans (**CoA**, DET, DoH, DSR).

Protect Aboriginal and European heritage places by:

- Including them within the municipal heritage inventory database.
- Incorporating planning controls and guidelines within the LPS1 to address heritage conservation.
- Undertake the detailed planning of the heritage and character precincts nominated in the Defining Central Albany Strategy and Aboriginal Heritage Survey.
- Require development of heritage places to be undertaken with approved

<p>conservation plans prepared in conjunction with Department of Indigenous Affairs (DIA) and/or Heritage Council of WA (HCWA) guidelines.</p> <ul style="list-style-type: none"> • Conserve City-owned heritage assets. (CoA, HCWA).
<p>Examine the provision of incentives for private heritage conservation work (CoA, HCWA).</p>
<p>Continue existing initiatives to introduce a range of public and private art in various localities, particularly works which reflect the City's heritage and community cultures (CoA).</p>

6.4 INFRASTRUCTURE SERVICING

PLANNING PRINCIPLE:

“Provide a high quality and integrated sustainable infrastructure to facilitate growth.”

One of the most significant aspects of future development of Albany's urban areas is staged and co-ordinated access to primary infrastructure services such as sewerage, water, power and telecommunications and important community needs such as schools, health services, churches and venues for sport and recreation and cultural activities. (**Refer to Maps 9A and 9B for infrastructure details.**)

6.4.1 Energy

PLANNING OBJECTIVE:

“To support the provision of sustainable energy resources.”

Electricity and liquefied petroleum gas (LPG) are the City's energy resources.

Western Power provides electricity through its South West Interconnected System (SWIS) which includes the 22-megawatt Albany Wind Farm and has provides enough electricity to power 15,000 homes – 75% of the City's power needs. Verve energy is planning to add another six more wind turbines, which would allow the wind farm to provide 90% of the City's electricity. (**Refer to Maps 8A and 8B for location details.**)

Alinta supplies LPG though a reticulation system for domestic use, but only within parts of the City. The system's extension will be based on domestic demand.

Major industrial land around the City cannot be supplied due to the limited capacity of the LPG plant. Extensive studies have been made into extending the natural gas pipeline from Bunbury to Albany. The State Government pledged its go-ahead before winning the 2008 election and the work has been costed at \$225 million with an expected completion date of 2012.

Albany's two key electricity-supply issues are unreliability and lack of capacity to meet the growing needs of industry. The current residential and industrial demand on the local power grid causes several blackouts each year in the City and rural areas. Maintenance and upgrading of electricity-supply infrastructure is an important issue, particularly the bushfire danger posed by faulty power lines. The recent tragic bushfire at Tenderden is a prime example.

The development of strategic industry sites, such as the Mirambeena Industrial Estate, is restricted by unreliable and limited power supply and the cost of infrastructure upgrades to service new industries. Alternative sources of power such as the wind farm are a possible solution.

Perth-based energy company Pacific Energy has entered an agreement with timber company Great Southern Limited to develop a biomass energy plant at the proposed Mirambeena timber processing precinct. Harvest residues such as stumps and branches from blue gum plantations would be used to fuel a biomass plant capable of producing up to 30 megawatts. The cost of upgrading infrastructure at Mirambeena would be lowered because the power supply would be onsite. This sort of initiative is an example of what may be possible in other industrial areas within the region.

A 220 kV transmission line from the Muja Power Station via Kojonup to Wellstead is being planned to service the energy requirements of the proposed Southdown magnetite mine.

Energy infrastructure providers need to focus on upgrading of plant and equipment to improve supply and reliability and plan to meet growing demand by industrial and residential consumers.

ACTIONS

Support the development of alternative sustainable infrastructure proposals, such as the Albany Wind Farm (CoA).

Support continuing upgrading of the power supply network to improve reliability and provide for future residential growth and commercial and industrial pursuits (WP).

6.4.2 Potable Water

PLANNING OBJECTIVE:

“To support the protection and provision of sustainable potable water supplies to aid urban and rural settlement growth and the implementation of water conservation strategies.”

The Water Corporation is responsible for supplying potable (drinkable) water for Albany. The urban areas are supplied by fully-reticulated systems. Some rural townsites rely on their own rainfall catchment methods and storage in water tanks.

The bulk of Albany’s water supply is drawn from borefields in the South Coast Water Reserve to the south-west of Albany. This groundwater supplies are in aquifers in deep sands or coastal dune sites and are prone to pollution from surface elements and saltwater. The aquifers need to be protected because they form the major supply of water to Albany, Narrikup, Mt Barker, Kendenup and Porongurup.

The Office of Water Policy (OWP) is undertaking a study – the *Great Southern Water Industry Framework* – to quantify water demand and revenue generation for each Local Government authority in the Great Southern, including the City of Albany. The first stage of this study will examine levels of water use within urban and rural sectors for domestic, commercial, industrial, irrigation and stocking uses. This project is

significant for the ALPS because it will determine projected demand for water for these uses.

The Water Corporation (WC) is rationalising existing borefields and looking at expansion of the Werillup borefield. The corporation's aim is to provide adequate water supply for the next 5-10 years. It is considering setting up a desalination plant in the Albany region in response to declining annual rainfall. The next major natural water source for Albany has been identified as Marbellup Brook.

A significant amount of Albany's water supplies are in National Parks and Crown Reserves and have a reduced threat of pollution because the land is undeveloped and subject to conservation. The proposal to use Marbellup Brook (which is mainly privately-owned and is subject to some polluting activities) for a potable water supply requires the Department of Water (DoW) to prepare a Water Source Protection Plan (WSPP). This will provide guidelines to control and restrict polluting land uses to protect this water source for future use.

The continuing drop in annual rainfall requires water conservation strategies that include reduced consumption, sustainable water management, grey water re-use and water recycling – all of which have been applied to the City's water supply. A good example of water recycling is the corporation's use of treated sewerage wastewater to reticulate a 550ha blue gum tree farm 10km north of the City near the airport. The corporation has completed a five-year \$50 million upgrade of Albany's water supply that includes a new 25 megalitre storage tank on Mt Clarence. A second 25 megalitre tank has been planned for the future.

There is a need to establish protection areas for some of Albany's potential water supplies vulnerable to pollution from agricultural pursuits and residential expansion.

ACTIONS

Establish in the ALPS a staged settlement plan to guide development towards priority areas for reticulated water (CoA).
Investigate opportunities for grey water re-use systems in residential and industrial subdivisions (CoA , WC, HDWA).
Develop/modify policies to allow for alternative water supply services to rural settlements where the cost of supplying Water Corporation infrastructure is prohibiting reasonable development (WAPC, HDWA, CoA).

6.4.3 Effluent Disposal

PLANNING OBJECTIVE:

“To support the staged extension of existing sewer infrastructure to facilitate urban growth, infill sewerage within existing urban areas and minimise the impact of onsite effluent disposal on the environment.”

Reticulated deep sewerage is of the utmost significance to Albany's urban expansion. The Water Corporation is responsible for the treatment of Albany's wastewater at sewerage facility in Timewell Road. Other townsites in the Albany district rely on onsite effluent disposal systems.

It is planned to increase the coverage of the deep sewerage network progressively into new urban areas. The corporation administers the program providing connections to unsewered areas throughout the State. The corporation is spending \$10 million in continuing work to provide infill reticulated deep sewerage to service Little Grove. It is hoped that that the infill program will be extended to include other older areas of the City.

Onsite effluent disposal is appropriate for areas which cannot be deep sewered, subject to requirements of the Department of Health (DoH) and the Department of Environment and Conservation (DEC). Alternative treatment methods such as composting toilets, greywater recycling and nutrient removal systems should be used to minimise the impact of effluent disposal on the environment in areas where the capability of traditional wastewater disposal systems such as septic tanks is limited by onsite conditions.

It is hoped that the DoH *Draft Country Sewerage Policy* will be ratified in the near future. It sets out conditions to be met by any subdivision or development that will not be serviced by a reticulated sewerage system. The policy will include specific onsite requirements for conventional, alternative and package wastewater systems¹¹¹ and appropriate setback distances from watercourses and water bodies such as flood plains.

ACTIONS

Establish in the ALPS a staged settlement strategy to guide development towards priority sewerage areas (**CoA**).

Support the WC with an ongoing backlog sewerage program within Albany (**CoA**, WC).

6.4.4 Telecommunications

PLANNING OBJECTIVE:

“To encourage the extension and maintenance of high-quality telecommunications for the whole City of Albany district.”

Albany’s mobile phone coverage includes the Global System for Mobile¹¹² (GSM) and 3G¹¹³ network. GSM coverage only covers the Albany townsite. The 3G network (Telstra’s is called Next G) which replaced the CDMA network in 2008 is more extensive, covering some rural areas.

Albany’s large land area and low population density are responsible for limited mobile coverage and service providers say it is not economically viable to extend coverage. However this attitude may change in view of increased economic activity from new farming pursuits, tourism and mining activities and it is expected that coverage will increase gradually.

Some old rural telephone lines which are susceptible to interference from electronic equipment and cannot support broadband transmission need to be updated.

¹¹¹ Plant and equipment which can aerate, clarify and disinfect sediment for recycling.

¹¹² The international standard for wireless communication.

¹¹³ The third generation of mobile phone standards and technology.

A series of transmitters and repeaters provide limited VHF radio coverage along the often hazardous South Coast with its threat of king waves and numerous recreational and commercial boating activities. For obvious safety reasons, the VHF network must be well maintained and more repeater stations erected to create a complete and consistent coverage. This objective is hindered by the need to locate services in remote coastal locations within National Parks and conservation reserves where access can be difficult.

ACTIONS

Encourage service providers to upgrade and extend telecommunication infrastructure and services, in particular services to rural and coastal communities, and the improvement of VHF radio capability in coastal areas (Telstra, Optus).

6.4.5 Health

PLANNING OBJECTIVE:

“To provide and promote health care facilities to cater for community needs and be located within or near major centres and connected to a major public transport system.”

The Albany Regional Hospital is, and will continue to be, the City’s principal health facility. It was announced in January, 2009 that a new \$135 million hospital campus will built on the same site. Construction is expected to begin in 2010 and the project finished by 2013.

Albany’s rising number of middle-aged and senior residents needs a corresponding increase in aged and specialist care. Developers have responded to this demographic shift by proposing and providing a number of aged-care units. A key health aim is the encouragement of a network of private clinics and health facilities throughout Albany to improve access to health-care providers.

Most of Albany’s medical practitioners work within a 3km radius of the CBD but most residents live further than 5km from it. Because there are too few health facilities in the suburbs where most people live, new facilities should be co-located (share premises) with other community services to improve accessibility.

ACTIONS

Undertake structure/precinct planning and develop policies to promote the dispersal of general medical facilities into suburban locations to be co-located with other community services (**CoA**, WAPC, HDWA).

6.4.6 Education

PLANNING OBJECTIVE:

“To provide for adequate and appropriate government and non-government school sites to service existing and future urban areas.”

The City has an adequate number of private and public schools catering for primary and secondary education. However the provision of education facilities is a key requirement for the growth of urban areas and because most of Albany's schools are located in the townsite, it is essential that planning encourages the establishment of new public and private schools within the suburbs they will service.

There is also scope to foster the introduction of more specialist educational institutions with courses relevant to major industries such as viticulture, tourism, marine activities, land care and horticulture. This broadening of educational opportunities to match skills with local industry needs would also improve the local economy and increase student numbers, perhaps even encouraging young people to stay longer at school.

A lack of educational facilities in the north and west rural areas means schools within Albany have a large catchment to service. New educational facilities not only need to accommodate growth in Albany, but also in its rural surrounds. **Refer to Map 8B for details.**

ACTIONS

Locate future school and recreation facilities in new suburbs to maximise the usage by the community and identify sites for new primary and high schools within the framework of structure and precinct plans (CoA, DET).

Provide for and encourage a range of educational facilities and support the development of expanded tertiary-education facilities within the Albany townsite urban areas (CoA, TAFE, UWA).

6.4.7 Recreation



Eyre Park.

PLANNING OBJECTIVES:

“To protect and rationalise existing regional facilities and set aside future facilities based on spatial needs”

“To set aside and develop/manage reserves as partnerships with the development industry.”

Albany has a wide range of facilities for recreational use by residents and visitors, ranging from regional facilities such as the North Road sporting precinct to conservation areas such as Lake Seppings and parks and walking trails like the one from Middleton Beach to Emu Point.

The City owns most sporting facilities and fields in Albany with major facilities, including the North Road sporting precinct and the Albany Leisure and Aquatic Centre.

The main way land is acquired for recreation purposes in urban areas is through the subdivision process in which a minimum of 10% of the gross subdivision area may

be reserved for recreation under the *Planning and Development Act 2005*¹¹⁴. The WAPC may also require the creation of other reserves such as on a foreshore reserve where a subdivision borders a watercourse such as a river, sea or harbour.

The City's recreational strategy is set out in these documents:

- Albany Recreation Needs Study (2000)¹¹⁵.
- Albany Recreation Study (2000)¹¹⁶.
- Centennial Park Recreation Precinct Plan.¹¹⁷

The City is also developing guidelines to show the level of recreation facilities required to aid the City and developers determine recreation issues.

The City has developed this priority ranking for planning and establishing reserves:

- Recreation (reserves and parks varying in size from being able to service a regional community to small urban enclaves).
- Preservation (examples of purpose are wetlands and foreshore conservation, vegetation retention, regional significance).
- Public use reserve (drainage and gravel extraction).

Some bigger projects being considered are a motor sports complex incorporating a speedway, an adventure sports centre and a venue for horse riding and other equine activities.

At a regional level the LGSS recommends:

- Protecting existing regional facilities.
- Identifying and set aside land for facilities such as the horse activities centre and the motor sports complex in Albany. The impact of recreation facilities on existing adjacent land uses should be considered.
- Undertaking a co-ordinated review of coastal and estuarine areas popular with recreational boaters around Albany and Denmark to identify development or upgrading of facilities that may be needed as the population grows.

ACTIONS

Prepare a strategy for location of recreational facilities based on urban growth (DSR, CoA).
Include recreational requirements in the precinct/structure planning process (CoA).
Encourage and develop contributions for regional recreation facilities and requirements for the reserves to the satisfaction of the City of Albany (WAPC & CoA).
Advance the development of recreation facilities at Bayonet Head and Lower King (DSR, CoA , DI).
Investigate the most appropriate strategic location of a facility for horse riding and related activities (CoA , WAPC, DSR).
Investigate an appropriate location for a motor sports complex (DSR, CoA , WAPC).

¹¹⁴ http://www.dpi.wa.gov.au/mediaFiles/planning_coordapr06.pdf

¹¹⁵ No Internet link available. Contact Albany City Council for more information.

¹¹⁶ No Internet link available. Contact Albany City Council for more information.

¹¹⁷ http://www.albany.wa.gov.au/website/uploads/6789_precinct_plan_final.pdf

6.5 TRANSPORT

PLANNING PRINCIPLE:

“To integrate transport and land use planning in the City.”

Considerable work has been undertaken by State Government agencies and the City over recent years to record the City’s transport infrastructure, examine deficiencies in the existing transport network and model future transport needs. The growth of the timber industry has increased traffic flows on the City’s arterial roads and the potential for conflict between tourism, commuters and road freight traffic and urban development.

Economic impact studies on converting road freight to rail suggest a substantial cost penalty to the rural sector that would weaken its competitiveness in world trade of price-sensitive regional farm commodities.

There are 1665km of roads under the City’s control. Urban sprawl has created a high dependency on cars. The 2006 Census recorded 11,543 vehicles, excluding motorcycles and scooters, in Albany. A total of 3910 dwellings had one vehicle, 4377 had two and 1399 had three.

Low urban population density, the urban sprawl and the need for multiple destinations make it difficult to implement an effective public transport solution. Albany is also renowned as the only regional centre in WA which has no traffic lights. This has resulted in a smoother flow of traffic, at the expense of safety for pedestrians at major intersections crossing busy roads.

The objectives in the City’s draft *Transport Network Strategy (2003)*¹¹⁸ are:

- Redirect non-essential traffic away from neighbourhoods.
- Support unrestricted heavy-freight access to the Port and industrial areas via the district distributor road network.
- Encourage the development and use of the rail network.
- Provide opportunities to develop an inland freight terminal associated with the Mirambeena Industrial Estate.
- Improve safety for all road users.
- Integrate transport and land-use planning.
- Minimise the impact of transportation on areas of environmental significance and residential use.
- Incorporate appropriate planning controls to buffer sensitive land uses along heavy-freight routes.
- Use streetscape and landscaping treatments to enhance the visual amenity of the access roads leading into Albany.
- Integrate cycling and walking paths with the road network.
- Encourage the extension and increased use of public transport systems.
- Cater for future road needs in planning studies.

¹¹⁸ No Internet link available. Contact Albany City Council for more information.

These objectives will guide detailed transport planning work such as in the Defining Central Albany Strategy project and structure planning exercises in areas such as Link Road and Yakamia.

6.5.1 Roads

PLANNING OBJECTIVE:

“To provide for a safe and efficient road network to separate freight movements from local and tourist traffic.”

The City’s road network is not easy to navigate because local roads run parallel with highways carrying neighbourhood traffic between suburbs. Current road network planning for east-to-west connectivity – principally between major highways and urban areas – is also problematic. The lack of overall strategic plans has allowed urban development to occur in locations where better transport solutions may have been incorporated.

A “Transport Model” is currently being developed in conjunction with the Department of Planning and Main Roads WA. This will ultimately determine the most suitable road network – relative to predicted urban growth.

Map 9B will indicate a road hierarchy for the City indicative of what is currently being tested as part of a „Transport Model“, which may be varied at a later date. It is proposed that the network will reduce traffic speeds, create a more pedestrian-friendly environment and delay the need to install traffic lights.

Funnelling freight into the City via the Albany Highway roundabout has created traffic management problems that will be solved by the completion of Menang Drive (formerly the Albany Ring Road). Stage one linking Chester Pass Road and Albany Highway was completed in April, 2007. Stages two and three, which will allow trucks and commuter traffic to bypass the roundabout, are waiting on funding. Previous attempts to manage traffic issues created by trucks carrying freight to the Port focused on restricting urban development and other land uses along the freight route, rather than developing an effective express route. Menang Drive is an integral part of the City’s urban transport plan and it is hoped that it will be developed with minimal access points and no intersection restrictions to streamline traffic flow.

There is a strong demand for existing vacant road reserves and gravel roads to be upgraded as vacant lots adjoining those roads are developed. Developer contributions to these upgrades often fall well short of the cost of providing and maintaining the required road standard. Roads will be upgraded at the developer’s cost when developments are isolated from the already constructed road network, or when the standard of road servicing the land is inappropriate for the intended land use.

6.5.2 Rail

PLANNING OBJECTIVE:

“To protect and encourage the increased use of the existing rail corridor for freight and passenger purposes.”

Concern has been expressed in the community over the lack of a passenger rail service between Albany and Perth. The rail service into Albany is essentially north-south freight and its viability depends upon how its pricing competes with road haulage and Co-Operative Bulk Handling’s restriction of grain deliveries to strategic receival points next to the rail network.

There are no plans to extend rail branch lines to the west and east of Albany due to the high cost of installing the network and expected low volumes of commodities to be transported. A spur line into the Mirambeena Industrial Estate has been proposed if additional industries are developed in the timber-processing precinct.

With public transport options to and from Perth limited to coach and air services, the public has called for the reintroduction of a passenger rail service to bridge the gap between the more expensive air service and the time-consuming coach option. If a passenger rail service can be established, the route’s rail “spine” is in place and the impact on land-use planning would be minimal. There is enough reserved land in the railway precinct available to install a turntable to make the service operational and the original Albany Railway Station remains on the City’s municipal inventory as a building worthy of continuing preservation.

The improvement of road and rail transport to and from the Port is the subject of a report being coordinated by the WAPC. The findings will be considered when they are made available to the City.

6.5.3 Pathways

PLANNING OBJECTIVE:

“To provide a safe, convenient and easy-to-navigate network for cyclists and pedestrians.”

The continuing development of the City’s shared-path network has encouraged more Albany residents to walk and cycle for recreation, to improve fitness or to save money. The development of a continuous shared path from the Lower King Bridge to Whale World is a major objective to boost recreational cycling.

Shared paths are also an essential transport corridor for students attending schools and residents moving within their suburb to services such as shops and health facilities. Shared paths are viewed as mandatory on major and suburban collector (medium density traffic) roads and can be built on both sides of a road, depending upon the level of urban development.

The need for footpaths to connect pedestrians with the shared-path network will be determined as needed after considering likely traffic volumes on local roads and the required level of connectivity.

Walking trails should be developed on Council reserves in accordance with a management plan to prevent erosion, reduce visual scarring of the reserve, respect Aboriginal heritage, minimise vegetation removal and support fire management. Wherever possible, the trails should link with formal pathways. The integration of more actively-used paths such as mountain bike and hiking trails will be considered wherever pedestrian safety is not compromised.

6.5.4 Public Transport

PLANNING OBJECTIVE:

“To facilitate the increased use of public transport in existing and future urban areas.”

Bus services carry passengers from urban areas to major service centres, but the frequency of services and their routes are problems for regular commuters. A simple visit to the doctor can involve bus transfers and lengthy delays. Public transport services are subsidised by the State Government and the level of service provided is being reviewed continually by the Department of Planning and Infrastructure.

Albany has a fleet of taxis, operated by two companies, providing 24-hour transport. The companies have the potential to expand as demand increases.

A light-rail transport system has been promoted within the community as a way of avoiding future transport conflicts within the City centre. However anticipated population growth, urban sprawl and the high cost of establishment, operation and maintenance make this idea unjustifiable. The planned road network has the capacity to accommodate substantial growth in bus services and the flexibility provided by buses makes them a more suitable public transport option for the long term.

ACTIONS

Incorporate the transport objectives and proposed road network in the ALPS into the LPS1 and:

- Identify and secure adequate future road reservations in accordance with road functions.
- Show the proposed alignment of Menang Drive (Albany Ring Road) and ensure land-use planning on adjacent land acknowledges the need to restrict access to the route over the long term.
- Incorporate planning controls to buffer sensitive uses from major road impacts.
- Implement suitable development standards for road construction (**CoA**, MRWA).

Work with government agencies and industry groups to ensure adequate provision of funding for roads within the district to serve Albany's local and regional community.

Incorporate planning mechanisms and policies to encourage the increase the availability and routes serviced by bus (WAPC, DPI, **CoA**).

Incorporate pedestrian and cycling networks concurrently with subdivision and land development proposals and recognise the need to develop active and passive pathways on reserves and within urban areas (**CoA**, WAPC).

Monitor development rates within the City for Residential and Rural Residential uses to assist in setting up development staging, especially in the area of urban growth, and establish the nature and timing of infrastructure services to match demand (WAPC, WC,

ACTIONS

WP, DET, DSR, MRWA, **CoA**).

Encourage adequate, timely and co-ordinated provision of infrastructure servicing and facilities that match demand by Albany's local and regional community (WAPC, WC, WP, DET, DSR, MRWA, **CoA**, DI).

Incorporate appropriate noise-reduction measures, including the consideration of special control areas, in the LPS1 for new residential and other noise-sensitive land uses next to Menang Drive and the railway line from the Port to Mirambeena.

7 PLANNING CONSTRAINTS AND OPPORTUNITIES

7.1 REGIONAL PLANNING REQUIREMENTS

The Lower Great Southern Strategy (LGSS) recognises these points of regional significance:

- Albany will remain the regional centre for the Great Southern and provide the range of services and infrastructure expected in a regional centre.
- Albany Port will remain in its current location and the access routes to the Port require an appropriate level of protection from incompatible development.
- Mirambeena Industrial Estate, in addition to providing for regional industries, has the capacity to become an inland freight terminal, when required. However, the extent of future expansion may be limited due to constraints imposed by the airport and future water supply catchment requirements.
- Regional water supply sources in the South Coast Water Reserve and the Marbellup Creek catchment need to be protected from inappropriate development.
- The strategy identifies land of State and regional agricultural significance.
- Regional public open space will be identified and the strategy will acknowledge expectation that the State will provide mechanisms to secure and manage the land.

7.2 PLANNING CONSTRAINTS

Planning constraints affecting the growth of the City include physical, environmental servicing and regulatory matters. These constraints are detailed below and, if managed, can be turned into opportunities for urban growth:

- The protection of Albany's major natural features, such as its coastline, harbours, hills and river systems, places constraints on development to maximise views and provide easy access to these features.
- The quantity and quality of long-term water supplies to the district, particularly the Albany townsite, are constrained by overuse and the risk of pollution because most of the supply is sourced from groundwater.
- Development opportunities may be constrained by various remnant vegetation communities within the City being below the minimum threshold levels set by the Environmental Protection Authority.

- Retaining remnant vegetation communities in the inner City areas, such as Yakamia, will affect the achievement of compact urban form¹¹⁹ and staged urban frontal (outlying areas) development.
- The protection of State and regionally significant agricultural land will constrain the spread of Urban, Rural Residential and other developments;
- Rural Residential and Rural Small Holding developments offer lifestyle choice, but this form of low population-density development – particularly to the north, north-east and west of the City’s urban area – can also have a negative effect. It can take agricultural land out of production and create pressure for services and infrastructure – particularly roads – and incur ongoing maintenance costs.
- Current industrial zonings on the CSBP and Woolstores sites are considered to be incompatible with long-term development of this area of the City.
- Limited privately-owned sites exist along the coast, away from the City’s existing urban area, for the development of coastal tourism projects.
- Many existing and new industrial areas, such as Mirambeena, are constrained by environmental and servicing considerations and buffers between industrial activity and adjoining land uses.
- Heavy freight access can be restricted when existing land zoned industrial is developed – particularly sites within built-up areas such as Milpara – because the standard of road networks is not good enough.
- The City’s road network is largely radial, with poor east-west connectivity and expansion of the road network is constrained by environmental and financial imperatives.
- Buffer zones to protect key infrastructure (such as the Menang Drive ring road and the railway line from Down Road to the Port) from competing land uses can minimise development potential if the buffers involve big areas.

7.3 PLANNING OPPORTUNITIES

Regional planning requirements and constraints provide a framework for local planning opportunities that include:

- Development of Menang Drive provides improved access into the Port and the capacity to remove competing land uses adjacent to the freight route. The proposed road would provide a logical outer boundary to the City’s urban area.
- Classification of the local road network is a fundamental tool for urban development and road management. Grouping roads with similar functions can improve transport planning, road infrastructure design and maintenance, traffic and public transport.
- Identification of future urban form allows for forward planning of key community infrastructure such as schools and servicing requirements including sewerage, power and water.
- Most areas of high biodiversity value within the City are contained within land managed by the Department of Environment and Conservation (DEC) and existing reserve networks,
- Remnant vegetation within the rural hinterland and along the region’s waterways provides opportunity to create regional and local open space corridors and linking between areas of high biodiversity values.
- Ease of access to open space and vegetation corridors.

¹¹⁹ A more efficient and environmentally-responsible mix of land uses that encourages higher population density and reduces urban sprawl.

- Consolidation of the City's urban form improves servicing efficiency by making use of existing networks.
- Protection of prime agricultural land from incompatible land uses.
- Aboriginal settlement patterns and European heritage sites throughout the City have been documented.

8 STRATEGIC DIRECTION

8.1 OVERVIEW

The ALPS is the core of the City's land-use planning policy framework and sets out general aims and intentions for long-term growth and change. The ALPS recognises that the City will grow and change over next 20 years time and is intended to reflect community aspirations based on the *3D Corporate Plan's* vision for Albany:

"By 2025, Albany will be 'Historic Albany – a vibrant, learning, and culturally diverse City, nestled around a spectacular natural harbour in a region of unique beauty, enhanced by a spirit of generosity, enterprise and opportunity'."

The plan's key elements relating to land-use planning and development are:

A Learning City

- Recognition of education, research and training as the driving forces of economic development.
- Recognition of Albany as an international university town.
- Excellent primary and secondary schooling options.

A Healthy City

- Diverse and affordable cultural, recreational and sporting opportunities.
- Major regional health services provide a complete range of quality health care for all ages.
- Encouragement of alternative forms of transport and implementation of an effective public transport system.
- Restoration and protection of areas of high biodiversity within land, river and sea ecosystems.

A Thriving City

- Excellent community infrastructure and services.
- Innovative development complementing Albany's unique character, natural environment and heritage.
- Albany is the hub of regional retailing and services.
- The City provides a complete tourism experience.
- Creation of a unique, economically-sustainable waterfront development with accommodation, an entertainment centre, retail outlets, restaurants and a boat harbour and shore-based facilities accessible by the community.

These elements provide the principles on which the ALPS is based and a framework of individual strategies for its objectives and the actions needed to achieve them. The ALPS includes an implementation programme in Section 9 to provide targets for sustainable land-use planning and development over the next 20 years and hopefully longer.

8.2 STRATEGIC PLANNING OBJECTIVES

The objectives in this section provide the framework for evaluation of issues and outcomes in the following strategy sub-sections (8.3-8.6) which contain:

- A summary of Sections 4, 5 and 6.
- A set of actions to achieve the strategy objectives.
- Key outcomes to monitor progress of the strategy.
- Monitoring indicators to determine measures to be evaluated.

Maps 9A (Strategic Plan: Rural) and 9B (Strategic Plan: Urban) show desired land-use outcomes and long-term directions and patterns of growth.

SETTLEMENT (Section 8.3)

- Facilitate and manage sustainable growth for the urban area in the City of Albany.
- Support the consolidation of serviced urban areas and facilitate staged fully-serviced urban frontal development nodes.
- Support urban infill development based on compatibility of land uses and infrastructure capacity.
- Protect areas designated as future fully-serviced urban areas from inappropriate land uses, subdivision and development.
- In the long term encourage the efficient use of existing rural living areas, based on land capability to maximise their development potential.
- Ensure that future rural living areas are planned and developed in an efficient and co-ordinated manner by being located either adjacent to Albany as designated on the ALPS maps, or within existing rural townsites in accordance with Table 5 along with adequate services and community infrastructure.
- Facilitate and promote the retention and sustainable growth of existing rural settlements.

ENVIRONMENT (Section 8.4)

- Encourage biodiversity preservation.
- Maintain the character of the rural landscapes within the district and protect areas of significant remnant vegetation.
- Establish, protect and manage a local open space system that integrates with the regional open space system.
- Support and conserve the natural landscape and soil and water resources.
- Support the protection of the City's water resources and future supplies.
- Reduce land-use and development conflicts by protecting industry, infrastructure and special uses from the encroachment from incompatible land uses.

ECONOMY (Section 8.5)

- Promote economic development and encourage local employment opportunities.
- Promote the continued viability of the Albany City Centre as the regional commercial and retail centre of the district and Lower Great Southern.
- Retain existing and develop new staged neighbourhood and local centres incorporating retailing as a primary focus.

- Support in appropriate locations the growth in non-food business activity, in the form of bulky-goods outlets, office developments, consulting rooms and home businesses that do not have an adverse impact on existing uses.
- Provide the necessary land and supporting infrastructure to maintain an adequate supply and range of serviced industrial land in appropriate locations.
- Encourage sustainable rural tourism uses and developments in locations that are compatible with existing land uses especially agricultural activities.
- Facilitate the protection of priority and general agriculture land from incompatible land uses, developments and land-management practices.

SOCIAL (Section 8.6)

- Monitor population trends in terms of growth and structure and determine housing and infrastructure needs.
- Facilitate a diversity of housing to align with future population and social needs.
- Establish and protect sustainable community facilities and services located within or near centres in Albany townsite urban area and rural settlements.
- Preserve and protect heritage places.
- Understand, appreciate and protect the Aboriginal culture.
- Provide for and encourage the sustainable and timely delivery of essential utility infrastructure to accommodate sustainable urban and rural settlement growth
- Recreation facilities to be provided by the public and private sectors as part of Albany's urban growth areas.
- Support improvement in road and rail access, including safety and amenity, and the integration of the various modes of transport to service the infrastructure requirements of the City.
- Protect major infrastructure facilities from incompatible land uses

8.3 SETTLEMENT STRATEGY

The planning for the future settlement of the City needs to identify the land-use pattern, scale of settlements integrated into the natural landscape and hierarchy of services and facilities needed for the development of Future Urban and Rural Townsite settlements.

8.3.1 Strategic Settlement Direction

STRATEGIC OBJECTIVE:

“Facilitate and manage sustainable settlement growth for the urban area in the City of Albany”

The amalgamation of the Town and Shire of Albany in 1998 to create the City of Albany marked the start of a new approach to land use and development.

The former Town provided for urban development expanding radially from the original Frederickstown settlement on Princess Royal Harbour to the north-west, north and north-east along the major transport routes to the Port. This included serviced residential, retail and industrial development plus the provision of

community infrastructure such as schools, the regional hospital, library, Town Hall and arts facilities.

The former Shire dealt with rural land production, industrial estates, rural tourism, urban fringe developments, rural townsites and the extensive local rural road system. The Shire also facilitated the development of limited serviced rural living areas within the periphery of the urban area.

Separate planning by the two bodies meant Albany's settlement pattern was often based on geographic and site-specific factors and evolved without a co-ordinated, strategic town planning framework for urban and rural living areas.

The ALPS Settlement Strategy has been created to ensure progressive, integrated and sustainable development of the City.

The WAPC SPP No. 3 *Urban Growth and Settlement*¹²⁰ sets out these objectives:

- *“To promote a sustainable and well-planned settlement across the State, with sufficient and suitable land to provide for a wide variety of housing, employment, recreation facilities and open space.*
- *To manage growth and development of urban areas in response to the social and economic needs of the community and in recognition of relevant values and constraints.*
- *To promote the development of a sustainable and liveable neighbourhood form.*
- *To co-ordinate new development with the efficient, economic and timely provision of infrastructure and services.”*

The ALPS aims to contain the spread of fragmented urban and rural living areas in the City by:

- Providing for growth in urban areas, rural townsites and rural living areas as designated in ALPS.
- Minimising the development footprint on the landscape to help protect biodiversity and the environment.
- Promoting energy conservation.
- Providing greater housing choice.
- Minimising journey length from home to work/school/services and encouraging the use of public transport, cycling and walking.
- Reducing government expenditure on servicing current and future populations.

The City must match environmental, land-use and servicing issues with a changing population and market expectations for residential land supply and demand.

The urban growth boundary of Albany is constrained by its many natural features such as its coastline, harbours and National Parks, Priority Agricultural land to the north, west and east and land-use constraints such as the airport, the Menang Drive ring road and groundwater areas.

Significant factors which have shaped the City's urban form include its slow growth rate and decisions to subdivide into larger unsewered Rural Residential lots on the

¹²⁰ <http://www.wapc.wa.gov.au/Publications/367.aspx>

perimeter of fully-serviced residential areas, rather than retaining larger productive rural land holdings to expand the urban front.

The ALPS also supports the retention and sustainable growth of selected existing rural settlements in the district as consolidated Rural Townsites and some minor expansion of Special Residential areas.

Taking into account land constraints such as acid sulphate soils, wetlands and rivers and buffers, a developable area and subsequently a potential dwelling count can be calculated. Based on the average number of persons per dwelling (2.5) and using an average population growth rate (using 1.6%) it has been determined that the City has approximately 75 years worth of land designated for residential living purposes. This is further illustrated in Table 3 and Figure 11 (which identifies the areas of growth) below, whereby a total of around 30,262 dwellings can be accommodated under the ALPS (28,500 of these being fully serviced urban lots).

It's important to note that this calculation does not include:

- existing residential areas where the potential exists for infill via vacant lots and a change to support higher residential densities; or
- additional growth within identified townsites as identified in the ALPS (such as Kalgan townsite).

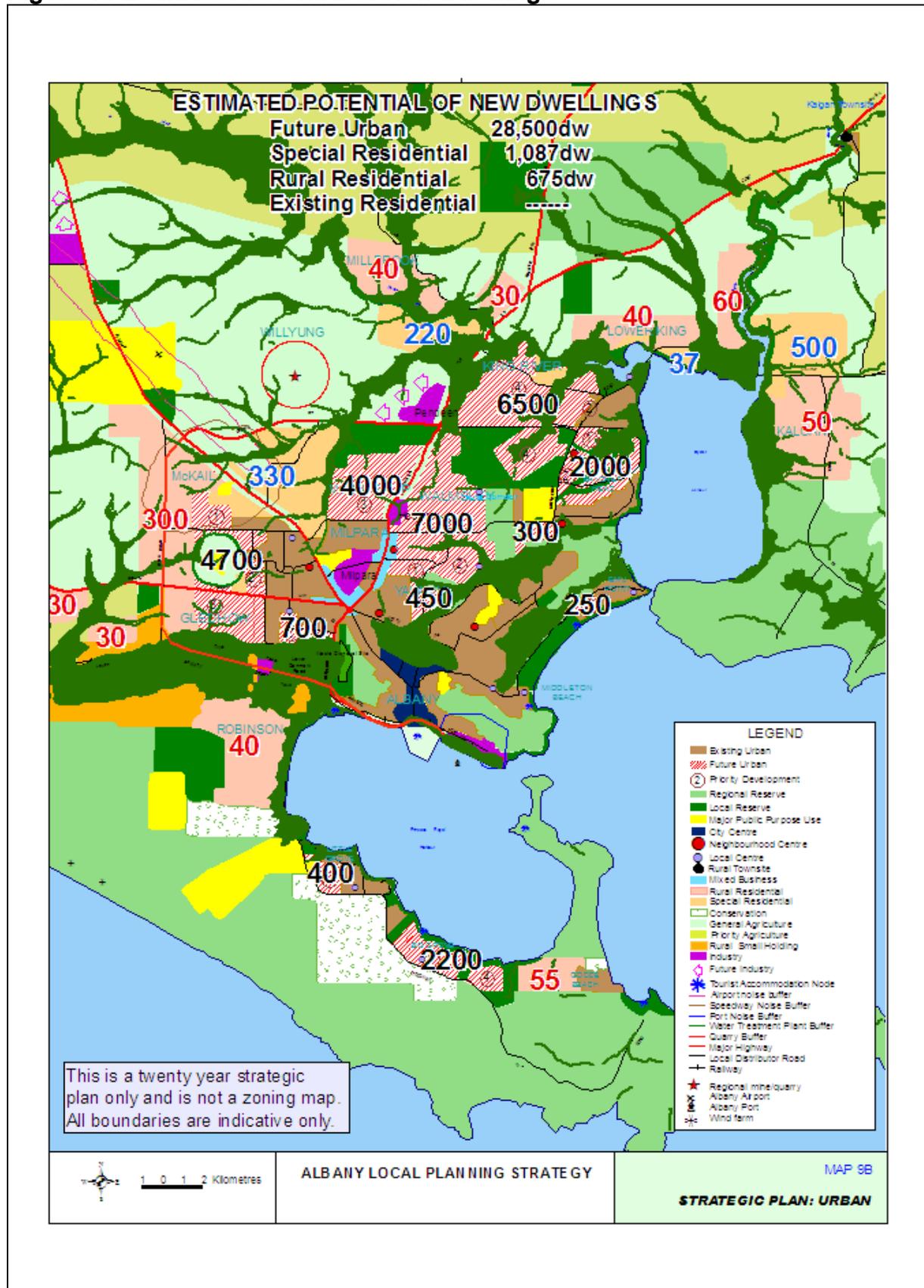
As indicated below there is the potential for an additional 28,000 dwellings in the 'Future Urban' designation (at a rate of 14 dwellings per hectare), 1,087 dwellings in the 'Special Residential' designation (at a rate of 1 dwelling for every 4000m²) and 675 dwellings in the 'Rural Residential' designation (at a rate of 1 dwelling per 1.5 hectares).

A comparison analysis of the amount of lots created (from 2004-2010) concluded that eight (8) times more 'Future Urban' lots were created than 'Special Residential' lots. As indicated in the table below, there is the potential for 26 times more 'Future Urban' lots than 'Special Residential' lots and therefore an abundant supply of 'Future Urban'.

Table 3: Estimated Potential of New Dwellings

ESTIMATED POTENTIAL OF NEW DWELLINGS (URBAN AREA)				
CONSIDERS LAND AREA, POTENTIAL DENSITY AND EXISTING DWELLINGS				
Land Use	Density	Potential Dwellings	Potential Population (@ 2.5p/dw)	Population Capacity (At an average growth rate 1.6%)
Future Urban	14dw/Ha	28,500dw		36,151 - 2011 111,105 - 2082
Special Residential	1dw/4000m ²	1,087dw		
Rural Residential	1dw/1.5ha	675dw		
Total		30,262dw	75,655p	75 Years Supply

Figure 11 Estimated Potential of New Dwellings



8.3.2 Urban Lot Consolidation and Staged Incremental Development

STRATEGIC OBJECTIVE:

“Support the consolidation of serviced urban areas and facilitate staged fully-serviced incremental-development nodes.”

A key aim of the ALPS is to contain fully-serviced urban development within defined areas to ensure that future fully-serviced urban growth extends from the existing urban area within a framework of vegetation/open space corridors. Future urban development should be located close to major employment areas to maximise the use of transport systems, existing services and facilities (including schools, TAFE, the City’s university campus, the hospital and sport centres) and government services while reducing the impact on existing agricultural areas and protecting high-conservation areas.

A consolidation strategy is also consistent with the recommendations of the LGSS.

The benefits of incrementally-staged urban development are that it will:

- Establish a more sustainable urban form by minimising the development footprint and better protecting the environment.
- Manage growth to make it continuous, minimising urban sprawl or creation of disjointed communities.
- Retain agricultural land for productive uses.
- Maximise the use of existing infrastructure, services and facilities.
- Minimise distances and travel time between homes and education, retail, community and recreation services.
- Retain the current high levels of accessibility to the Albany City Centre.
- Promote greater participation in public and alternate transport options.

The ALPS supports incrementally-staged urban expansion based on comprehensive precinct and structure planning. The progressive development of the Future Urban areas has been classified into five Development Priority stages (**refer to Map 9B for details**). The extent to which Future Urban areas are developed within the lifetime of the ALPS will be determined largely by population growth, employment opportunities, availability of infrastructure to service growth and the ability of the development and housing industry to satisfy market demand.

The Priority 1 areas include the current development fronts of McKail, Yakamia and Bayonet Head, where lots are being created and dwellings constructed.

Priority 2 promotes the continuing extension of the fronts in McKail, Yakamia and Bayonet Head and includes infill development in Lockyer/Gledhow and Little Grove. Priority 2 areas have been structure-planned and/or are the subject of current subdivision applications. They can supply new lots within a short to medium development time frame.

Priority 3 areas are logical extensions of the Priority 2 locations and/or existing urban areas and include parts of McKail, Gledhow, Warrenup, Walmsley and Big Grove. Priority 3 areas are expected to be rezoned with local structure planning undertaken in the near future. These areas are capable of producing lots within the medium-term.

Priority 4 areas include parts of Walmsley, King River and Big Grove and are medium to long-term developments. These areas have not been the subject of any detailed planning and many are still being used for agriculture.

The ALPS also indicates locations for long-term urban development – Priority 5 areas within the Lower King and Kalgan localities. This potential north-east growth corridor does not have the same significant development constraints as areas to the west, north-west and south of the existing urban area. These Priority 5 areas are not affected by ground and surface water reserves and are not in Priority Agricultural locations. They are between airport and quarry noise buffers to the north-west, - Priority Agricultural land and reserves to the north, and groundwater reserves and national park to the south.

The Priority 5 classification for Lower King and Kalgan is based on current growth projections and staged urban development proceeding with associated supporting infrastructure and services. Priority 5 areas have been identified in the ALPS to protect them from further fragmented development that may prejudice their potential for future long-term urban development.

The Priority Development hierarchy encourages incremental fully-serviced development. It does not preclude the city or WAPC from considering developer-funded fully-serviced urban nodes within future urban areas that may not be consistent with their current priority classification. However, development proposals of this nature will have to conform to the WAPC State Planning Policy (SPP) No 3 *Urban Growth and Settlement*¹²¹. The policy requires any proposal to detail locations for housing, employment and other uses such as commerce and recreation. This planning must be co-ordinated with efficient and economic transport, essential infrastructure and community services.

Development within Future Urban areas will be monitored closely as part of the ALPS implementation process.

The Urban classification is for development of lots up to 2000m². Lots up to 2000m² are expected to be fully serviced, including reticulated water and sewerage.

There is enough land – about 1300 fully-serviced lots – available over the next two to five years to satisfy residential demand in McKail, Yakamia, Bayonet Head, Lockyer, Gledhow and Spencer Park.

Urban residential densities of approximately R20 are to be achieved in Existing Urban and Future Urban areas.

Land zoned Residential in the LPS1 and all existing and Future Urban growth areas will soon be subject to precinct and structure planning. **Refer to 9.3 and 9.4 for more details.**

ACTIONS

Prepare precinct and structure plans to provide a planning framework which follows development priorities for areas identified in the ALPS as Future Urban (CoA).

Maximise opportunities for variety of lot sizes by establishing appropriate zones,

¹²¹ <http://www.wapc.wa.gov.au/Publications/367.aspx>

controls and mechanisms in the LPS1 to ensure enough fully-serviced urban land is available to cater for short to medium-term development priorities (CoA).
--

Monitor development rates and trends to aid assessment of planning proposals and revise the ALPS as necessary (CoA).

8.3.3 Urban Infill

STRATEGIC OBJECTIVE:

“Support urban infill development based on compatibility of land uses and infrastructure capacity.”

Urban infill development complements the urban-consolidation strategy and aims to maximise the use of existing residential and other types of land no longer economically viable.

Over the next 20 years Albany will experience urban infill or the construction of new dwellings that will integrate with established housing, especially within existing urban areas. Most urban infill to date has been accommodation for the age and Department of Housing and Works medium-density dwellings within the inner and middle Albany suburbs.

Future infill will occur in outer residential areas where additional services, mainly reticulated sewerage, can be made available. It is also expected that the Albany City Centre and urban neighbourhood centres will support new medium-density (R30 to R60) residential developments. Development will occur initially on small parcels of vacant land or as redevelopments of older housing. The increased residential densities will cater for smaller households, such as accommodation for seniors.

Some key issues associated with urban infill are land-use compatibility, availability and the capacity of existing services – particularly sewers and drainage – to facilitate development. Other infill factors to be addressed include existing lot sizes, achieving quality design, provision of enough of public open space, security and transport access. The key to successful infill is establishment of the most appropriate implementation mechanisms for specific developments, which can be statutory or non-statutory. In the past, rigid guided-development schemes in Albany’s urban area have not been successful because they have been responsible for slow rate of development and uptake.

ACTIONS

Prepare precinct and local structure plans to determine housing densities and land use, provide for servicing infrastructure and resolve development issues to integrate urban infill within existing built-up and less-densely developed surrounding areas in consultation with service providers and other stakeholders (CoA , WC, DPI, DHW, MRWA, WP, developers).

Provide in the LPS1 for a variety of residential densities, with higher densities located around the CBD, neighbourhood and local centres (CoA).

Develop planning, development and design guidelines and establish criteria that need to be addressed for urban infill projects to achieve high-quality outcomes (CoA).

8.3.4 Protection of Future Urban Land

STRATEGIC OBJECTIVE:

“Protect areas designated as future fully-serviced urban areas from inappropriate land uses, subdivision and development.”

Future fully-serviced urban areas of Albany must be protected. Planning for these areas needs to accommodate urban growth within, and hopefully beyond, the timeframe of this strategy or to facilitate urban growth above current estimates. These areas have been identified in the ALPS as Future Urban Priority Development areas.

Urban growth must be planned for beyond the existing major development fronts (Priority 1 areas) in McKail, Yakamia and Bayonet Head. Apart from more detailed planning, measures need to be put in place to retain potential urban development areas as large landholdings and prevent inappropriate land uses, subdivision and development.

The main statutory mechanism the City has to protect Future Urban areas is the introduction of Special Control Areas over land for rural purposes in the LPS1 with appropriate controls on land uses, subdivision and development until it is required to be developed for urban uses.

All Future Urban growth areas will be subject to district structure, policy, precinct and local structure planning. **Refer to 9.3 and 9.4 for more details.**

ACTIONS

Introduce Special Control Areas for Future Urban areas and over appropriate zones within the LPS1 to protect them from inappropriate subdivision and development (CoA).

Develop and implement a long-term planning framework, including the preparation of district structure plans and strategic policies for those areas identified for Future Urban (CoA).

8.3.5 Rural Living

STRATEGIC OBJECTIVES:

“In the long term encourage the efficient use of existing rural living areas, based on land capability to maximise their development potential.”

“Ensure that future rural living areas are planned and developed in an efficient and co-ordinated manner by being located either adjacent to Albany as designated on the ALPS maps, or within existing rural townsites in accordance with Table 5 along with adequate services and community infrastructure.”

Rural Living areas have been classified and identified in Plans 9A and 9B as Special Residential, Rural Residential, Rural Small Holdings and Conservation.

The strategy’s objectives for Rural Living areas are to:

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

WAPC SPP No. 2.5 *Agriculture and Rural Land Use Planning*¹²² identifies Rural Residential areas as having lots with reticulated water ranging from about 1 to 4ha.

The ALPS supports lot sizes from 2000m² in new Special Residential areas, and from 1ha to 4ha in new Rural Residential areas subject to the provision of reticulated water and land capability analysis. The minimum lot size of 4ha may be supported in Rural Residential and Rural Small Holdings areas without the need for reticulated water. The minimum lot size of 9ha is required for Conservation areas.

Existing Rural Residential areas in the ALPS are mainly on the fringe of the proposed Future Urban area.

Existing Special Rural and Special Residential zones in the City's current Town Planning Scheme are fragmented and located within or next to rural areas on the periphery of the Albany urban area, along the King and Kalgan Rivers and around Princess Royal and Oyster Harbours. These zones are at different stages of development and not required to be connected to reticulated sewerage. Some of the outer areas, such as Millbrook and most of Gull Rock, are not connected to reticulated water.

The ALPS recognises that the location and extent of some of the existing rural living areas, particularly those to the north and north-east, are a significant constraint to urban expansion and the provision of sewerage to longer-term urban areas.

The Rural Small Holdings areas in the ALPS are located on the western fringe of the Albany urban area and reflect existing rural-lifestyle land uses and lot sizes. The area between South Coast Highway and Lower Denmark Road has been proposed as Rural Small Holdings to reflect existing lot sizes, buffer requirements and environmental and servicing constraints.

The Conservation Areas in the ALPS are in the Big Grove, Torbay Hill and Nullaki localities with many along major tourist routes. This classification is a reflection of the visual importance of land often next to a national park, ocean, inlet, harbour or groundwater reserves. A major issue is fire risk ranging from high to extreme in these localities. Minimisation of the development footprint is very important to retain the amenity and sustainability of these areas, so as a general rule, additional subdivision of these areas will not be supported.

The land development "pipeline", based on land that has been zoned, subdivided and blocks have been built on, is an important indicator of whether land supply is able to

¹²² <http://www.wapc.wa.gov.au/Publications/138.aspx>

match demand. The WAPC's *Country Land Development Annual Reviews for 2005 and 2006*¹²³ recorded these figures in relation to Special Rural/Special Residential subdivision applications in the City of Albany from July 2004 to June 2006:

Table 4: Number of Lots Created 2004/05 - 2005/06

Status	Number of lots	
	Special Rural/Special Residential 2004/05	Special Rural/Special Residential 2005/06
Applications received	133	108
Decisions pending	142	139
Preliminary approvals	132	111
Current preliminary approvals	384	270
Final approvals	52	84

Source: WAPC's *Country Land Development Annual Reviews 2005 and 2006*

¹²³ <http://www.wapc.wa.gov.au/Publications/776.aspx>
<http://www.wapc.wa.gov.au/Publications/1422.aspx>

The figures below illustrate the potential for additional lots within areas currently indicated Special Rural and Special Residential. There are about 191 Special Residential and 570 Special Rural lots that may be capable of being created.

Figure 12: Special Rural/Special Residential Lot Supply Legend.



Figure 13: Special Rural/ Special Residential Lot Supply.

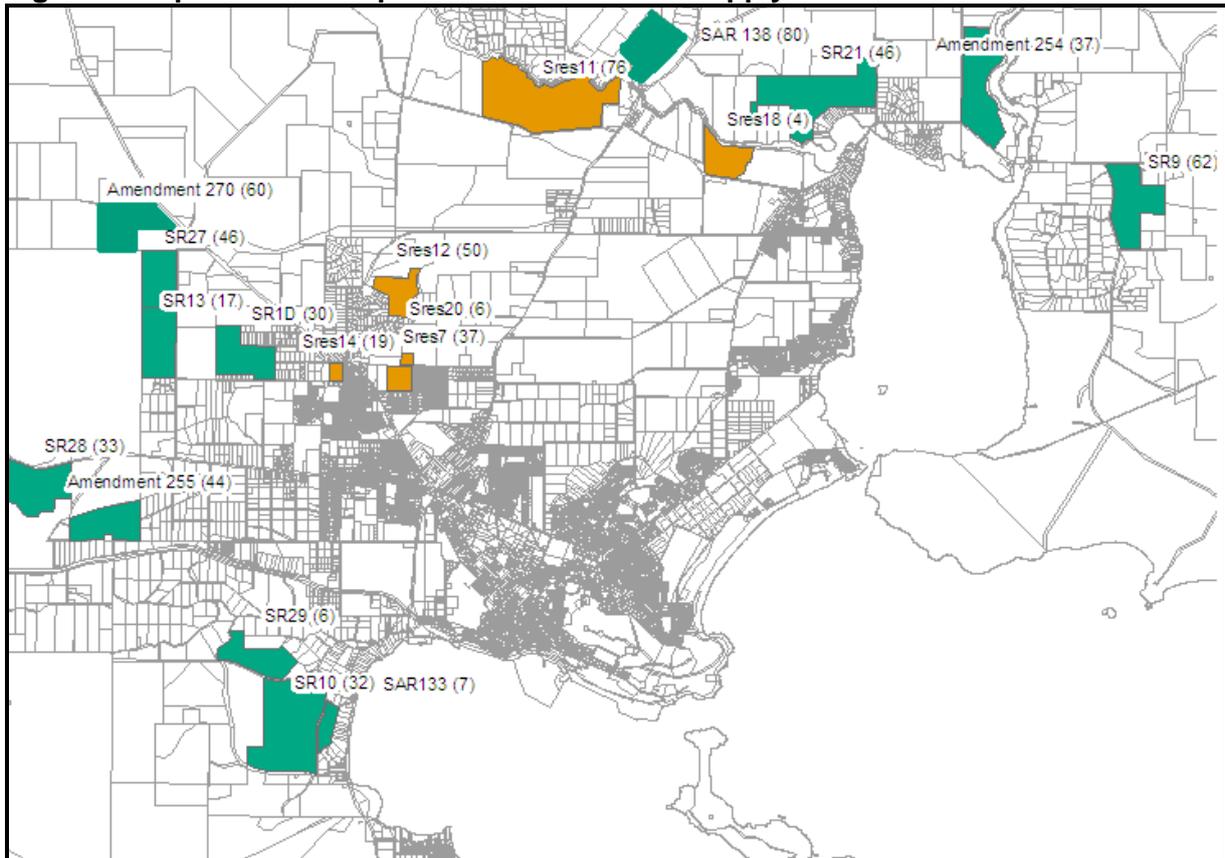
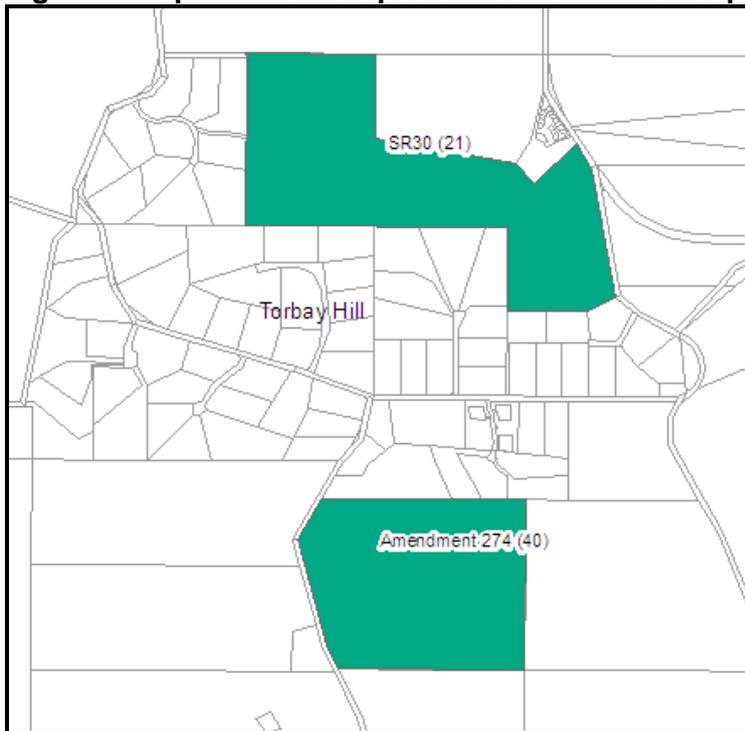
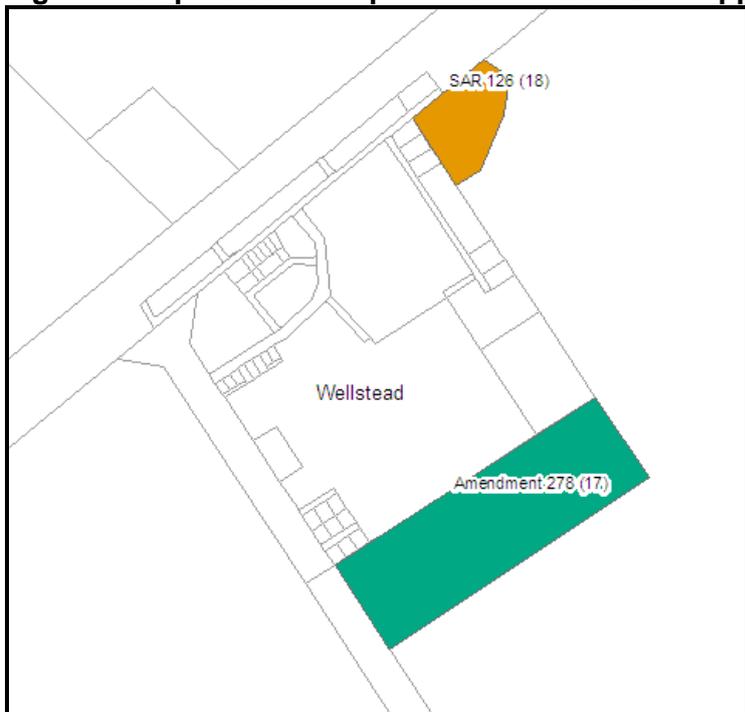


Figure 14: Special Rural/ Special Residential Lot Supply.**Figure 15: Special Rural/Special Residential Lot Supply.**

As calculated by the WAPC Country Land Development Annual Reviews in 2005 and 2006, although there were 516 potential lots to be created in 2004/05 (preliminary approval issued), only 52 (10%) Special Rural/Special Residential lots were granted final approval.

In 2005/2006 there were 381 potential lots that could have been created. However, only 84 lots (31%) with preliminary approvals were granted final approval. This

growth would cater for a population of 210 people, assuming a ratio of 2.5 people per household and that all lots contained a dwelling.

There was also a trend towards the creation of smaller Special Residential lots within the 3000m² to 5000m² range. Based on the 2005/06 information, it is estimated there is potential for at least four to five years' lot supply of Special Rural/Special Residential land in the pipeline. It should be noted that this does not include all of the zoned land available. Preliminary investigations indicate that only 40% of existing Special Rural/Special Residential zoned land has been developed. It is estimated that there are about 600 lots in these zones that have not been granted final approval. This represents an additional seven years' supply.

Combining the availability of lots within existing zoned land and the 2005/06 preliminary approvals indicates a lot supply that could last up to 10 years.

A survey of the City's 2007 property files found there is a total of 2546 rural lots (1711 rateable) already created in the 1 to 8ha range.

The City of Albany *Rural Planning Issues Review* (Landvision, 2002)¹²⁴ also concluded that there was an oversupply of Special Rural/Special Residential lots. This view was based on the imbalance of lots granted preliminary approval and those gaining final approval. The review cited these reasons: insufficient demand, development costs, lack of profitability, change of intention by the developer and market unsuitability.

The review found that Rural Residential subdivisions zoned for speculative reasons can impact on agriculture land values and increase rates. The report recommended that the City should require an agreed percentage of lots to be developed and proof of demand before more lots are created. The review recognised the opportunity for smaller rural towns to benefit from Rural Residential development through increases in population requiring expansion of services and facilities.

Rural living areas offer a lifestyle choice but can also have a negative effect on agricultural production and the environment through poorly-sited or fragmented development, resulting in inefficient and costly provision and maintenance of services.

The ALPS supports the subdivision of existing land zoned Special Residential and Special Rural in the City's current Town Planning Schemes.

The ALPS does not support the continued growth of rural living areas as fragmented isolated developments within Priority and General Agriculture areas or the future Albany townsites' fully-serviced urban fringe and other areas with future urban development potential.

In the long term the further intensification of Rural Living areas may be supported after the adoption of a structure plan, appropriate rezoning and the provision of infrastructure, including reticulated sewerage and water and underground power. Structure Plans and subsequent rezoning need to consider demand for additional lots in the locality.

¹²⁴ No Internet link is available. Contact Albany City Council for more information.

Refer to 6.2.5 and 8.3.6 for related information on Rural Settlements.

ACTIONS
Give top development priority to the subdivision of land currently zoned Special Residential and Special Rural within the City's current Town Planning Schemes and as designated on the ALPS maps. (CoA, WAPC) .
In the long term, maximise opportunities for existing rural living areas that do not have potential for future urban development to achieve higher sustainable lot yields based on land capability/suitability, service provision and local constraints. These areas would be given second priority to meet future demands (CoA, WAPC) .
Provide for the development of existing rural townsites within the City in accordance with Table 5. New development needs to minimise the impact on existing agricultural land, the landscape, fire risk, costs of providing and maintaining infrastructure, supply and demand and size of lots, availability of existing zoned land and extent of development (CoA) .
Kalgan, Manypeaks and Elleker are to be the first-priority townsites for limited Rural Living development in accordance with Table 5 and using the above criteria. This is in addition to Wellstead, which already has an existing townsite strategy to guide growth (CoA) .
Include Rural Residential, Rural Small Holding and Conservation zones with appropriate provisions in the LPS1 (CoA) .

8.3.6 Rural Townsites

STRATEGIC OBJECTIVE

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

The Rural Planning Issues Review prepared by Landvision concluded:

“With the increase in transportation cost, the re-emergence of demand for people choosing to live in smaller, more friendly communities and changes in technology allowing home-based businesses to operate, the impact of isolation is greatly diminished and it is anticipated the growth of rural townsites is inevitable and desirable.”

The review reported that as a result of community consultation, Redmond, Manypeaks, Youngs Siding, Elleker, Cuthbert, Kalgan and Wellstead had potential to be developed as focal points for their communities.

The ALPS supports the retention of the existing rural townsite of Redmond, Manypeaks, Youngs Siding, Elleker, Torbay, Torbay Hill, Kalgan, South Stirling and Cheynes Beach as primary rural community focal points and settlement centres of a sufficient size (30-100 lots) to support a local store and community, sport and educational facilities (**refer to Map 9A for Rural Townsites**). Some of these townsites have the potential to support additional residential development, tourist accommodation, retail, small business and community services. **Refer to Table 5 for a framework of the proposed form and character of these settlements.** Each of these settlements will be included in broader precinct plans and subject to specific structure plans to determine their development constraints and opportunities. These

plans will be developed with the community and key stakeholders and government agencies to determine growth potential. The level of servicing available and identifying suitable land to accommodate growth are critical constraints to development of many of these settlements.

The ALPS acknowledges that remote development sites may be created through projects involving mining or tourism activities. Proposals will be determined on a case-by-case basis within a sustainability framework and in accordance with Council's draft Tourism Strategy.

The ALPS settlement strategy does not consider the development of specified existing rural townsites or remote development sites for specific purposes, such as tourism developments, as the decentralisation of the Albany urban area. These townsites are seen as becoming sustainable nodes offering a rural lifestyle based around an existing historical area.

The LPS1 will create a new zone to cover the rural townsites with land-use and development principles. Controls will be established for water supply and effluent disposal standards, lot sizes, permissibility of land uses and community infrastructure. It is proposed to allow flexibility in lot sizes and land uses.

Refer to 6.2.5 and 8.3.5 for related information and actions on rural settlements.

Figure 16: Wellstead.

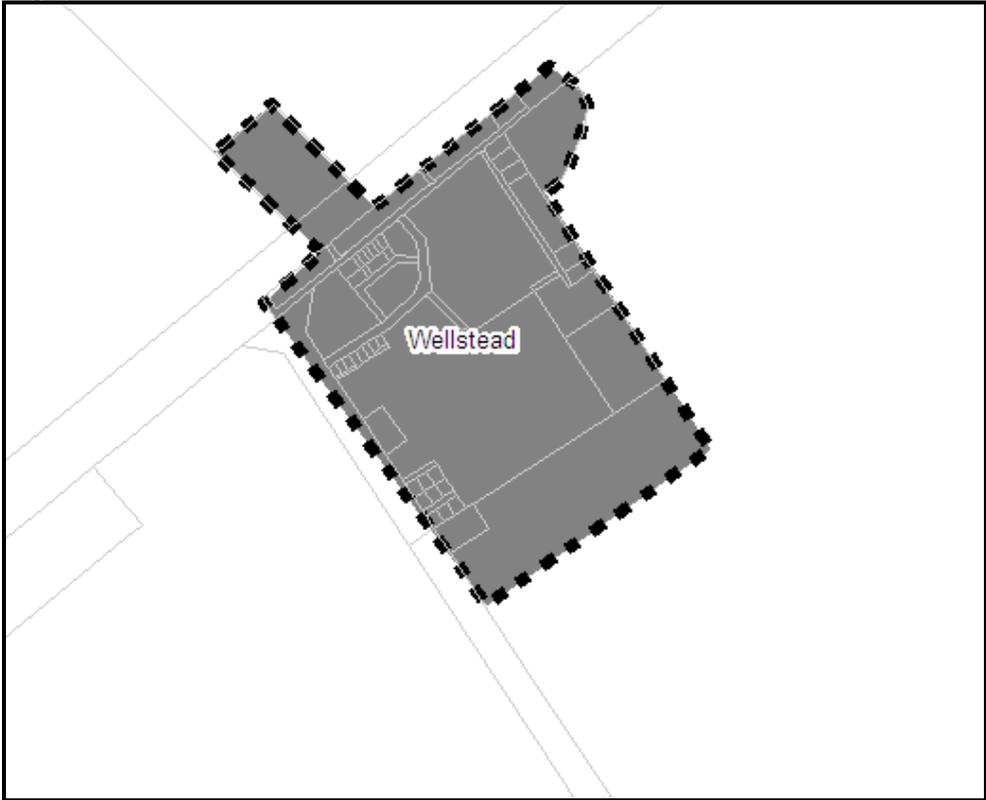


Figure 17: Manypeaks.

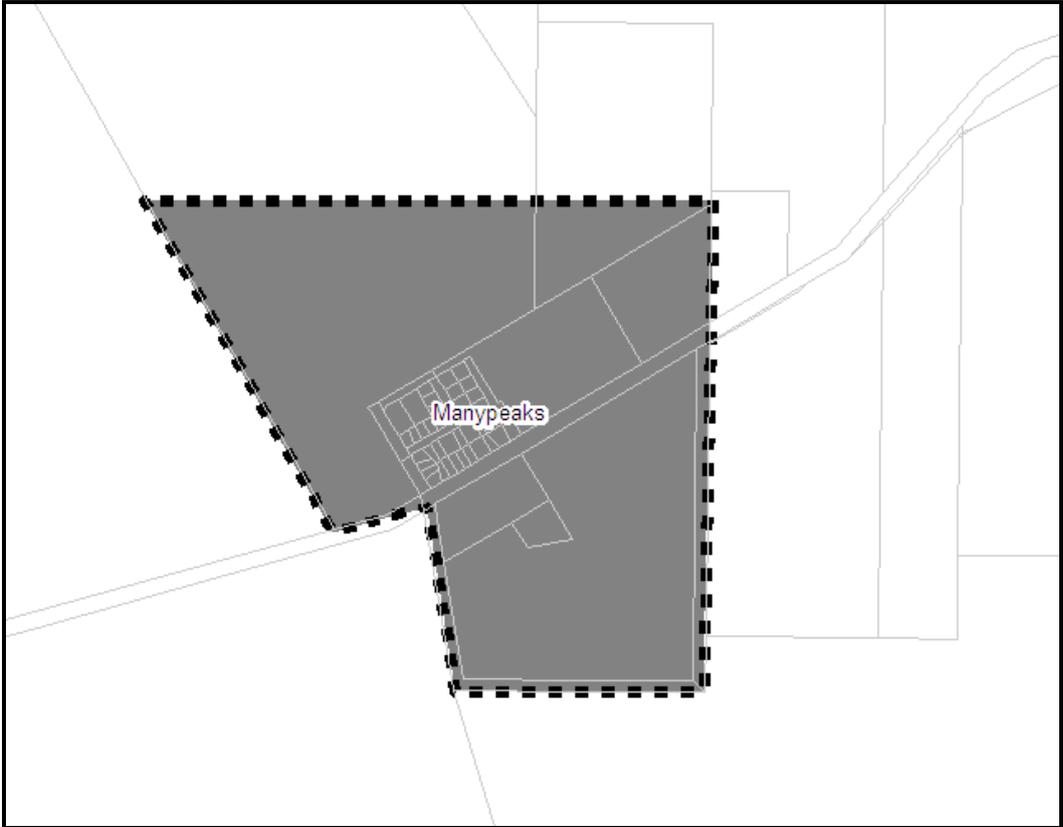


Figure 18: Kalgan.



Figure 19: Torbay Hill.

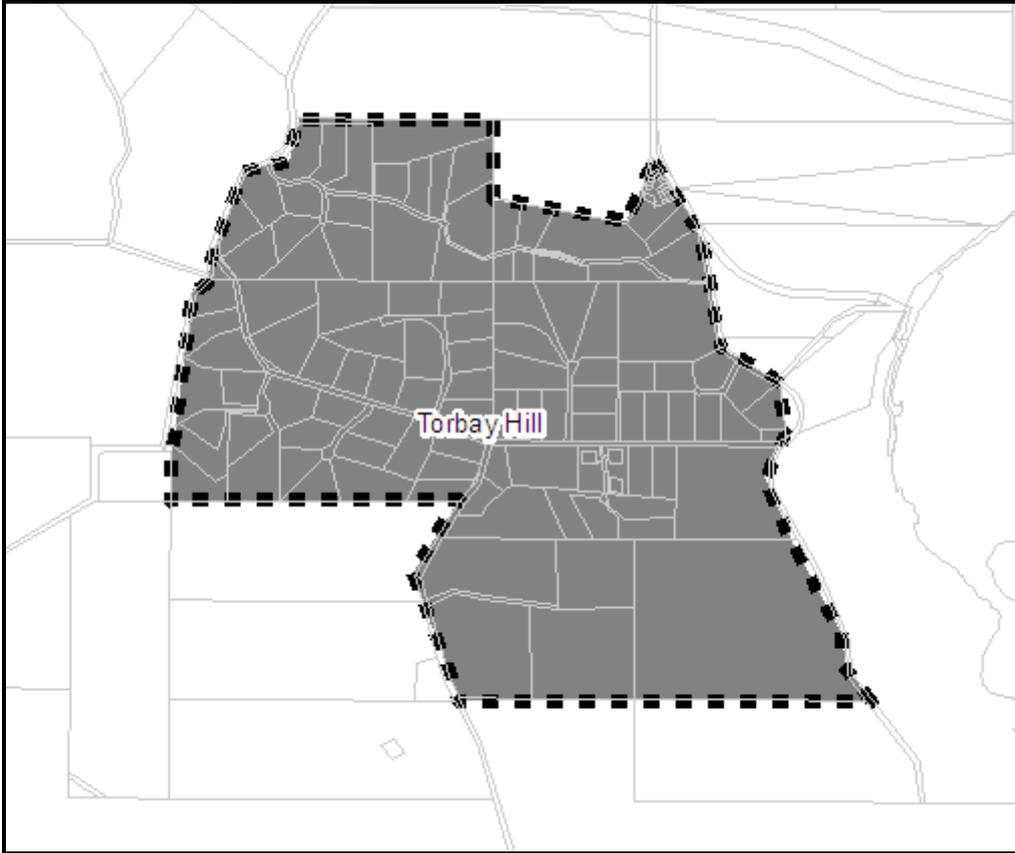
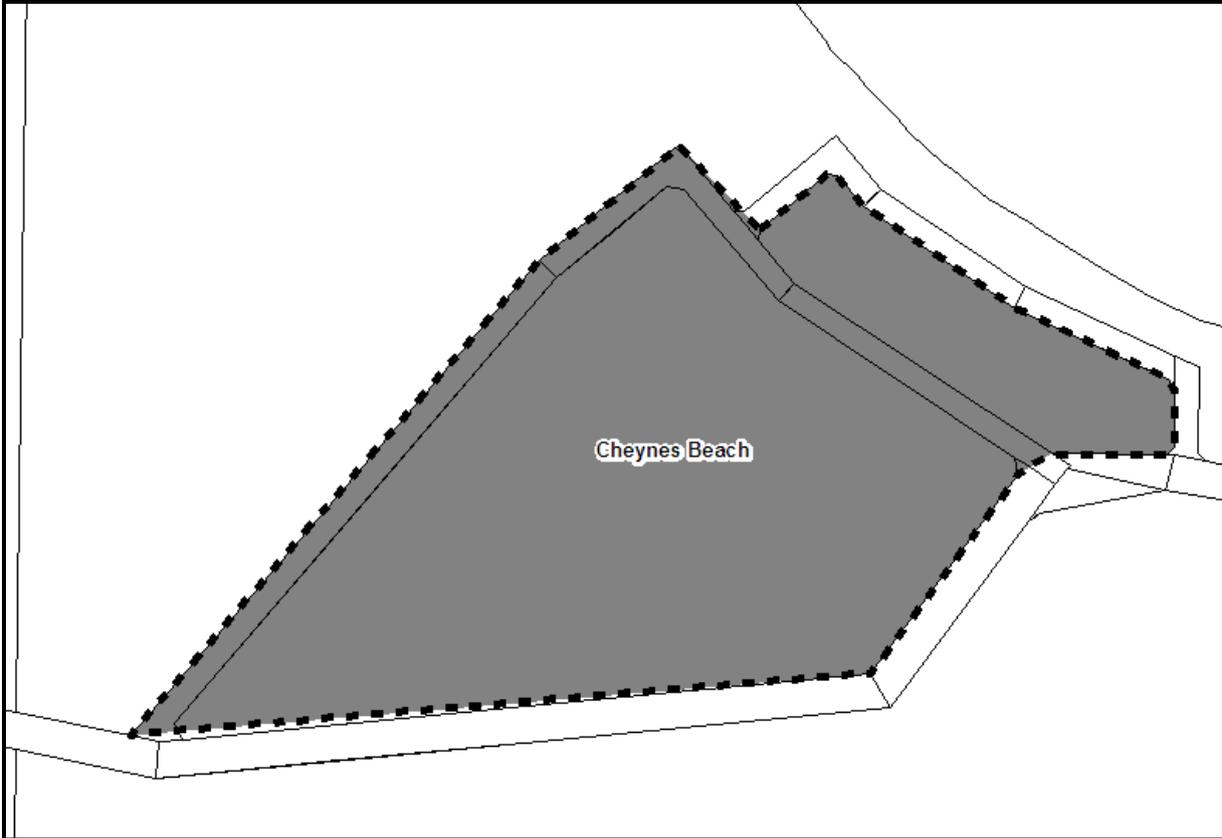


Figure 20: Elleker.



Figure 21 Cheynes Beach



ACTIONS

Include the rural townships of Wellstead, Redmond, Manypeaks, Youngs Siding, Elleker, Torbay, Torbay Hill, Kalgan, South Stirling and Cheynes Beach as Rural Township zones in the LPS1 and facilitate the completion of structure plans for each (CoA).

Table 5: Rural Townsites: Existing & Proposed

	Wellstead	Manypeaks	South Stirling	Cheyne Beach	Kalgan	Torbay Hill	Elleker	Torbay	Youngs Siding	Redmond	Cape Riche	Cuthbert
EXISTING												
Lot Sizes	urban	urban	rural	urban	urban	special rural	urban	rural	urban	urban	rural	residential
Form	compact	compact	non legible	compact	compact	compact	compact	compact	compact	compact	non legible	compact
Physical Infrastructure												
Potable Water	Roof/minister	roof	roof	roof	roof	roof	roof	roof	roof	roof	roof	roof
Supplementary Water	roaded catchment	community	nil	nil	nil	nil	untreated WC supply	on-site dams	on-site bore	on-site bore	nil	nil
Sewerage Disposal	on-site	on-site	on-site	on-site	on-site	on-site	on-site	on-site	on-site	on-site	on-site	on-site
Grey Water	with septic	with septic	with septic	with septic	with septic	with septic	with septic	with septic	with septic	with septic	with septic	with septic
Waste Disposal	transfer station	transfer station	nil	transfer station	nil	transfer station	weekly collection	nil	nil	transfer station	nil	weekly collection
Stormwater/Drainage	table drains	table drains	table drains	table drains	table drains	table drains	table drains	table drains	table drains	table drains	table drains	table drains
Electricity	grid	grid	grid	grid	grid	grid	grid	grid	grid	grid	grid	grid
Solar Orientation	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roads	rural seal	rural seal	rural seal	rural seal	rural seal	rural seal	rural seal	rural seal	rural seal	rural seal	rural seal	rural seal
Community Facilities												
Hall	yes	yes	yes	no	closed	no	yes	yes	yes	yes	no	no
Fire Brigade Station	yes	yes	no	yes	yes	no	yes	yes	yes	yes	no	no
Telecentre	yes	no	no	no	no	no	no	no	no	no	no	no
Primary School	yes	yes	yes	no	no	yes	no	no	no	no	no	no
School Bus	no	yes	yes	no	yes	yes	yes	yes	yes	yes	no	yes
Recreation	yes	yes	no	no	no	no	yes	no	yes	yes	no	no
Community Services												
General Store	yes	yes	no	yes	open	closed	yes	no	yes	yes	no	no
Fuel Outlet	yes	yes	no	yes	closed	closed	yes	no	no	yes	no	no

PROPOSED												
Function	Urban residential/rural and mining service centre	Urban residential/rural service centre	Urban residential	Tourist accommodation/permanent urban residential	Urban residential/rural service centre	Rural residential tourist accommodation.	Residential	Rural residential	Residential	Urban residential/rural service centre	Tourist accommodation. No permanent residential	Residential

Growth Scenario	Growth as per endorsed Townsite Strategy. Max townsite lots - 100	Growth via urban lots staged as per Country Sewerage Policy. Min 1000m2-max 2000m2. Max townsite lots – 100.	No growth	Growth via grouped managed accommodation and private residences (lot sizes 1000m2-2000m2. Max townsite lots – 100.	Growth via urban lots staged as per Country Sewerage Policy. Min 1000m2-max 2000m2. Max townsite lots – 100	Permanent residential via infill only. No expansion. Prevailing lot sizes. Defined area. Max townsite lots – 100.	Permanent residential via infill only. No expansion. Prevailing lot sizes. Defined area. Max townsite lots – 100.	No growth	No growth	No growth	Growth via group managed accommodation. No private residences	No growth
Physical Infrastructure	As per existing	As per existing	As per existing	Sustainable strategies to be detailed	As per existing	As per existing	As per existing	As per existing	As per existing	As per existing	Sustainable strategies to be detailed	As per existing
Community Facilities	As per existing	As per existing	As per existing	As per existing	As per existing	As per existing	As per existing	As per existing	As per existing	As per existing	N/A	As per existing
Community Services	Additional uses supported	Additional uses supported	N/A	N/A	Additional uses supported	N/A	Additional uses supported	N/A	N/A	N/A	N/A	N/A

8.3.7 Key Outcomes and Monitoring Indicators

These key outcomes and associated monitoring indicators will ensure the settlement strategy is on track over the lifetime of the ALPS and determine if there is a need to modify the strategy to accommodate variations in growth and related impacts on land uses and development. The WAPC's *Country Land Development Program*¹²⁵ provides information on population estimates, infrastructure, major development proposals and proposed rezonings. This information provides a useful base and needs to be built on by the City, working with the DPI to fill in information gaps.

KEY OUTCOMES

- | | |
|----|---|
| 1. | The extent to which actual population increase within the City meets annual increases projected in the ALPS. |
| 2. | The extent to which Residential, Rural Residential, Commercial and Industrial zoned land has been developed. |
| 3. | The extent to which housing supply meets the full range of households/housing demand, providing a choice of housing types for families, couples, singles and the aged in each locality. |

MONITORING INDICATORS

- | | |
|----|--|
| 1. | Compare actual with projected annual population increases within the City (Source: City of Albany, ABS). |
| 2. | The percentage of Residential, Rural Residential, Commercial and Industrial zoned land subdivided/developed each year by locality. (Source: City of Albany, WAPC). |
| 3. | Final approvals for residential, rural residential dwellings and retirement units each year and by locality. (Source: City of Albany & WAPC). |
| 4. | The total number of new dwellings constructed annually compared with the previous five years (Source: City of Albany, ABS). |
| 5. | The percentage of each housing type constructed each year per locality (Source: City of Albany, ABS). |

8.4 ENVIRONMENTAL STRATEGY

Environmental protection is a partnership between government and non-government parties. Federal, State and local governments have the prime responsibility for environmental protection in terms of legislative controls and funding. Local Government has a minor, but still significant, role in defining environmental protection areas and managing land under its control.

¹²⁵ <http://www.wapc.wa.gov.au/Publications/1422.aspx>

8.4.1 Biodiversity

STRATEGIC OBJECTIVE:

“Encourage biodiversity preservation.”

The ALPS recognises various localities in the district as having significant biodiversity values due to their high quality natural habitats and a complex range of fauna and flora which includes threatened species. Most of these areas are within existing and proposed national parks and conservation reserves, mainly along the coast. A key element is connectivity, based largely on remnant vegetation corridors for fauna and flora between areas identified as having significant biodiversity values.

The major river corridors and selected tributaries of the Hay, King, Kalgan and Pallinup Rivers, coastal and harbour foreshores and hills and ridges (including Mount Melville and Mount Clarence), are of high importance. The ALPS proposes they be protected by retaining and adding them to the existing regional reserve system supplemented by local open space acquired as part of the subdivision process.

Areas having regionally significant biodiversity values should be included into the regional reserves system and be the responsibility of State Government agencies. Within this regional reserves framework, the City will identify existing and additional local areas with significant biodiversity values through the local precinct and structure planning process. They will also be recognised as reserves and conservation areas in the LPS1. The City will continue to acquire local reserves and establish conservation areas around natural features through the subdivision process.

The ALPS promotes protection of threatened fauna and flora, acknowledging that most threatened species are in regional reserves, particularly the DEC-managed estate.

Climate change is an emerging global biodiversity issue being researched on a worldwide basis. It is important that research outcomes impacting on the City, such as the amount and distribution of rainfall and increases in sea levels, are monitored and, if necessary, changes to land-use planning and development policies are put in place to respond to potential threats.

The ALPS promotes a reduction in further land clearing and encourages a minimal development footprint to balance the impact on the natural environment.

Refer to 4.1 for more detailed information and specific actions on ecosystems, biodiversity, threatened fauna and flora and climate change.

ACTIONS

Identify additional areas of potentially high biodiversity values (with assistance from the DEC) and develop biodiversity surveys with landcare/community groups (**CoA**, DEC).

Complement existing City of Albany GIS information and databases with new natural resource information as it becomes available (**CoA**, DEC, CSIRO).

Develop measures to monitor development impacts on natural resources within the urban area (CoA).
--

Continue to recommend the preparation of a regional open space scheme (CoA , WAPC).

8.4.2 Vegetation and Landscape

STRATEGIC OBJECTIVE:

“Maintain the character of the rural landscape within the district and protect areas of significant remnant vegetation.”

The key elements of the vegetation and landscape strategy are retention of existing remnant vegetation, minimising land clearing and fire and weed management.

Extensive areas of remnant vegetation were cleared in the past through expansion of agricultural activity and localised urban growth. The ALPS recognises the importance of protecting the remaining native vegetation on public and private lands for conservation, recreation, social and economic values. The protection of foreshore areas is of particular importance to provide linkages between aquatic and terrestrial areas. (DoP comment: clearing of some veg provided for as per below).

A “Regional Vegetation Study” commenced in 2008 is identifying the location and types of vegetation within the Albany region (25km radius from the CBD). This study, once completed will be used to develop guidelines to be assessed against applications to clear vegetation. Until such time that the study has been completed and adopted into the ALPS, development will only be supported in cleared areas or clearing of vegetation may be supported where the value of any remnant vegetation has been assessed in accordance with the above Study and assessed as being able to be cleared..

ACTIONS

Utilise cleared land wherever possible in new urban developments and develop incentives for retaining remnant vegetation in subdivisions (CoA).
--

Update City of Albany GIS information and databases on vegetation quality and threshold levels (CoA , DEC).

STRATEGIC OBJECTIVE:

“Establish, protect and manage a local open space system that integrates with the regional open space system.”

The responsibility for the identification, planning, acquisition and management of open space is at a regional and local level. The regional reserves system is the responsibility of State Government agencies (DEC and WAPC). Using this framework, the City will continue to plan and develop its local open space network through a reserves system established by the subdivision and development process. Once land for the regional reserve system is either purchased from private landowners or a funding package is agreed to by the State, it will be shown in the LPS1.

The City will continue to establish vegetation linkages by defining Open Space Reserves in the LPS1 and reserves or conservation lots created as a result of precinct, structure planning, rezoning and subdivision.

The ALPS supports the reduction of environmental weeds through a co-ordinated effort between government, landcare groups, landholders and the community. The City has its own weed-management strategies in place for road and drainage construction and reserve management.

Refer to 4.2 for more detailed information and specific actions on remnant vegetation, land clearing and fire and weed management.

ACTIONS

Identify additional areas in the LPS1 for inclusion in the local reserve system (CoA).

Implement the reserves planning framework classifications through the precinct/structure plans for each locality (CoA).

8.4.3 Terrestrial

STRATEGIC OBJECTIVE:

“Support and conserve the natural landscape and soil and water resources.”

The ALPS supports safeguarding land and soil and managing salinity and other land-degradation processes. Salinity risk in the City is confined mainly to the lower rainfall areas in the eastern rural areas. The planning process can assist through the appropriate location of land uses, subdivisions and developments, revegetation and rehabilitation and reserve-management strategies.

The ALPS will ensure the protection of the environmental, social and economic values of the City’s coast and harbours. However, the coastal strip provides an important link for fauna and flora migration and is under increasing urban, tourism and recreation development pressure.

The ALPS proposes:

- Concentration of development in and around existing settlements, particularly those with established infrastructure and services.
- Ensuring land use and development next to the coast complements existing uses and is sited and designed to complement and enhance the coastal environment in terms of visual amenity and social and ecological values.
- Ensuring development does not cause discharges of waste and stormwater that would degrade the coastal environment.
- Protecting significant natural, indigenous and cultural features of the coast.
- Ensuring appropriate development setbacks and controls are established.

In general, new developments including residential and tourist accommodation nodes on the coast as shown on Map 9B, will need to be fully serviced. The ALPS also supports the connection of reticulated sewerage to existing unsewered developed areas within these nodal locations.

The ALPS supports the use of hazard-reduction mechanisms for existing, undetected or potentially contaminated sites to avoid harm to human health or the environment.

Land activities with the potential to contaminate (particularly groundwater) include those conducted on industrial sites established for the production or storage of chemicals or fuel and for the disposal of toxic materials and chemicals. Service stations, particularly in urban areas, also pose a contamination threat, as do market gardens and other intensive agricultural activities. The identification of acid sulfate soils is a more recent but equally concerning land-contamination issue.

Refer to 4.3 for more detailed information and specific actions on salinity, coastal development and contaminated sites.

ACTIONS

Update City of Albany GIS information and databases on salinity risk, acid sulfate soils and contaminated sites (**CoA**, DEC, DAF).

Implement the Coastal Management Plan in areas under development pressure (**CoA**).

8.4.4 Water Resources

STRATEGIC OBJECTIVE:

“Support the protection of the City’s water resources and future supplies.”

The ALPS acknowledges that the protection of existing and future public drinking water supply areas is essential for the growth of Albany. Existing supplies are mainly groundwater supplemented with surface water. Groundwater is abstracted from borefields in the South Coast Water Reserve which is now fully allocated. A rationalisation of existing borefields and an extension of the Werillup borefield are being undertaken by the Water Corporation to meet demand for the next 5-10 years. Marbellup Brook has been identified as the next major water source for this scheme and a desalination plant is being considered.

The existing rural settlements within the City mainly have private roof catchment on-site storage and water supply sources. For Rural Residential and Rural Smallholding lots, the WAPC SPP No. 2.5 Agricultural and Land Use policy requires mandatory connection to potable reticulated water for future housing lots up to 4ha. The ALPS recommends that this policy be relaxed in the City for such lots above 1ha based on their ability to demonstrate that a sustainable potable supply can be provided for human consumption from rainwater tanks and/or other sources. ALPS also supports the creation of lots in selected Rural Townsites in accordance with Table 5 without connection to potable reticulated water where an alternative potable supply can be proven.

The ALPS also recognises the need to protect existing and future non-potable water supplies in a sustainable manner. Agricultural growth and diversification depend on

sufficient water quantity and quality. Many industries also depend on substantial water supplies.

The ALPS supports the preservation of watercourses, drainage systems and floodplains to limit the potential for damage to development by flooding. This can be achieved in new urban and other developments by ensuring land-use planning and development controls direct inappropriate development away from hazardous areas in the floodplain. Flood management plans need to be prepared to control development within non-hazardous areas.

The ALPS provides for the protection of significant wetlands and their associated ecological systems. The Albany district contains a great diversity of wetlands which provide purify water, control and recharge groundwater and ecological functions. Many wetlands are still being filled or drained to accommodate agriculture and urban development and are suffering from higher water levels, flooding and increased salinity levels that destroy wetland-dependent vegetation and severely affect the natural wetland ecology.

The ALPS promotes the protection of the City's coast and harbours to ensure their sustainability by controlling water and shore-based uses. Albany harbours provide a safe anchorage for local fishing, recreational boating and international trade and shipping. The district's estuaries provide an important commercial fishery, as well as opportunities for tourism and recreational pursuits. There is increasing pressure for a variety of uses on and next to the harbours. These proposals include port expansion and a foreshore marina. Because harbours are a finite resource, they need to be managed to retain their ecological diversity.

The City has numerous river, tributary and creek systems that flow south and discharge into the Southern Ocean. The two largest river systems are the Kalgan and King catchments discharging into Oyster Harbour. River flows are directly related to rainfall and catchment size. The ALPS recognises that the river systems need to be protected and enhanced so that they can provide natural drainage of the land, a water supply, a habitat and wildlife corridor, scenic values, fishing opportunities, recreation and tourism attractions and cultural and historic links to past generations.

Refer to 4.4 for more detailed information and specific actions on potable supplies, flooding/drainage, wetlands, harbours and marine, rivers and tributaries.

ACTIONS

Protect existing and future potable water supplies by introducing controls into the LPS1 (CoA).

Utilise catchment management principles when assessing impacts of developments (CoA).

8.4.5 Land-use Impacts/Risks

STRATEGIC OBJECTIVE:

“Reduce land-use and development conflicts by protecting industry, infrastructure and special uses from incompatible land uses.”

Facilities and services such as the airport, the Port, sewerage and water treatment plants, the speedway, the trotting track, industrial and extractive industry sites and heavy-freight routes generate the emission of noise, dust and other pollutants. Within its 20-year planning period, the ALPS has assumed that the airport, Port and wastewater treatment plant will be retained in their current locations. While sites, such as the speedway, trotting track and industrial and raw material sites can be protected by internal and external buffers, their relocation could be considered as a result of a combination of factors such as intensification of urban development, site contamination, poor accessibility, lack of potential for expansion and increases in land values.

The ALPS supports minimising the risk to life and property by:

- Maintaining natural systems that contribute to the protection, resilience and rehabilitation of areas affected by hazards.
- Locating urban development, settlements, employment centres and infrastructure away from areas exposed to natural hazards.

The City faces social, environmental and economic losses from natural hazards such as bushfires, floods and severe storms. Each has a different requirement for risk mitigation. Land-use and development planning can reduce the risk from natural hazards and guide the development and management of such areas.

The ALPS supports the use of an overall assessment of land capability and suitability as the first step in preparing precinct and structure plans and assessing planning proposals.

For more information and specific actions in relation to risk management refer to 4.2.3 (Fire Management), 4.4.3 (Flooding), 4.5.1 (Land Use Conflict) and 4.5.4 (Public Safety).

ACTIONS

Ensure the development of sensitive uses such as residential next to areas where land-use conflict or hazards may occur is undertaken in such a way as to minimize the impact of any potential conflict or hazard (**CoA**).

Introduce into the LPS1 land capability/suitability assessment requirements for proposals (**CoA**).

8.4.6 Key Outcomes and Monitoring Indicators

The vegetation, soil and water resources indicators will take time to accumulate and will provide valuable data.

KEY OUTCOMES

1.	Maintaining vegetation communities within the City above threshold level contained in EPA Position Statement No. 2 Environmental Protection of Native Vegetation in WA (Dec 2000).
2.	Implementation of the Reserves Planning Framework and Draft Coastal Management Plan.
3.	Introduction of natural resource management tools for the City's land-use planning to determine opportunities and constraints for development.
4.	Evaluation of risk from natural hazards (fire, flood and storm) included as a component of assessing development proposals.

MONITORING INDICATORS

1.	An increase in threatened vegetation communities protected by inclusion within the State reserve system within the City of Albany (Source: DEC)
2.	Vegetation change in land within a local scheme reserve in the LPS1 (Source: City of Albany)
3.	Management plans completed for Crown land vested in the City. (Source: City of Albany and the WAPC)

8.5 ECONOMIC STRATEGY**8.5.1 Employment****STRATEGIC OBJECTIVE:**

"Promote economic development and encourage local employment opportunities."

The ALPS supports the growth and diversification of the City's economic base. The Albany city centre is the City's most valuable commercial asset and will continue to be the primary multi-purpose centre for retail, office, community and entertainment facilities within the Lower Great Southern.

Agricultural commodity production, processing and exports are the major forces that drive the regional economy and provide jobs in Albany. The local economy continues to diversify and has recently enjoyed buoyant times.

The continued growth of the urban area and an ageing community will increase retail and service sector employment within the City. Rural towns continue to provide an important local service centre function for their communities. Local employment levels are affected by seasonal conditions but new work opportunities continue to arise through resource developments and tourism.

The City's recent economic buoyancy has created shortages of some skilled trades, mainly in the construction sector. The problem has been exacerbated by major projects such as the waterfront development, development of the timber precinct and mining operations and new road construction. The ALPS supports local training to ease skill shortages in the local workforce. Agricultural industries including abattoirs and tree farms have advertised nationally with mixed success to attract skilled workers.

ACTIONS

Promote economic development by supporting diversification of the present economic activities to encourage investment to the City (CoA).

Support activities to market local skills/trades databases and identify potential skill shortages and long-term training needs.(CoA).

For more information on Employment refer to 5.1.

8.5.2 Commerce

STRATEGIC OBJECTIVE:

“Promote the continued viability of the Albany City Centre as the regional commercial and retail centre of the district and Lower Great Southern.”

The ALPS supports the growth of the Albany city centre and surrounding urban area as the main service, retail and office-employment hub for the next 20 years.

Between 2003 and 2016, the demand for Shop/ Retail floorspace in Albany as a whole is projected to increase by some 10,600 sqm from 77,462 sqm to approximately 88,100 sqm; and by a further 8,100 sqm to 96,200 sqm by 2026. Source: Activity Centres Planning Strategy.

The total demand for Other Retail floorspace is projected to increase more modestly by some 5,100 sqm between 2003 and 2016; and a further 4,000 sqm by 2026. Source: Activity Centres Planning Strategy.

Based on the above, the total amount of retail floorspace demand in Albany is projected to increase by approximately 15,700 sqm between 2003 and 2016; and a further 12,100 sqm to 141,000 sqm by 2026. Source: Activity Centres Planning Strategy.

The demand for Office/ Business floorspace is projected to increase by approximately 6,500 sqm between 2003 and 2011; and a further 4,900 sqm to 60,100 sqm by 2026. Source: Activity Centres Planning Strategy.

Due to the presence (and economic desirability) of such commercial dynamism, it is important not to artificially limit the overall quantity of retail or other commercial floorspace in Albany. Rather, the intention is, where possible, to guide future development into appropriate locations and (if necessary in order to achieve wider planning objectives) timeframes. It is therefore intended that the market will, for the most part, determine the overall supply and distribution of retail and other commercial floorspace. within the framework of a defined hierarchy of activity centres. Source: Activity Centres Planning Strategy.

The City’s retail core will continue to be clustered around upper York Street, Albany Highway and the Lockyer Avenue roundabout. The central section of York Street is an ideal position for shops, offices and mixed-use development. The southern portion of York Street accommodates community and tourism activity which will be

complemented by an Albany waterfront development incorporating a hotel and an entertainment centre. This is indicated as a Regional Centre on Map 9B.

ACTIONS

Reinforce Albany's role as the regional centre in the Lower Great Southern (CoA).

Include the CBD area as a Regional Centre zone in the LPS1 and place fringe commercial areas in complementary mixed-business and highway commercial zones (CoA).

STRATEGIC OBJECTIVE:

“Retain existing and develop new staged neighbourhood and local centres incorporating retailing as a primary focus.”

The relatively high proportion of Food floorspace in the regional centre, and relatively low proportion in the neighbourhood/ local centres is a reflection of the 2003 situation that is unlikely to continue in the future, where additional major supermarket developments in the town centre are unlikely and where there is a need in the future to promote development of more neighbourhood and local centres in Albany. Source: Activity Centres Planning Strategy.

Accordingly, for retail modelling purposes, 50% of the projected food floorspace for the regional centre has been allocated to the neighbourhood/ local centres in 2011. This proportion is then assumed to increase further over time, as neighbourhood/ local centres fulfil a more significant role in the provision of local convenience retail services. Source: Activity Centres Planning Strategy.

Neighbourhood centres (floor space of 3500 to 5000m² maximum net lettable area [NLA]) will continue to cater for convenience shopping based on a typical setup of a small supermarket with some small offices, local services and community facilities. The ALPS supports the existing centres at Lange, Yakamia and Spencer Park and the development of the planned centres at Orana and Bayonet Head north and south. These are shown as Neighbourhood Centres in Map 9B.

Local centres will cater for smaller-scale convenience shopping in retail hubs up to 600m² NLA floor space. The ALPS supports the retention of existing centres at Touristville, Middleton Road/Middleton Beach, Emu Point, Lower King, Little Grove and Bayonet Head. These are shown as Local Centres in Map 9B. An additional local centre is provided for in the developing suburb of Big Grove.

These areas and their potential uses will be defined further in precinct and structure plans for each locality. Neighbourhood and local centres will be zoned in the LPS1 with their own objectives, uses and development standards.

STRATEGIC OBJECTIVE:

“Support in appropriate locations the growth in non-food business activity, in the form of bulky-goods outlets, office developments, consulting rooms and home-based businesses that do not have an adverse impact on existing uses.”

The Albany city centre was once synonymous with York Street, but in recent years it has stretched north along Lockyer Avenue. The street was once the domain of light industry, but has been transformed into a centre for showroom sales of goods such as carpets, furniture, electrical items and automobile parts.

The retail shift to what is now the Mixed Business precinct of Lockyer Avenue and Albany Highway was caused by high property costs in the historic city centre and difficulty creating large, flat-floored retail spaces. Other Mixed Business areas are the highway frontages along Albany Highway and Chester Pass Road where a transition is taking place from service industrial uses to showroom sales, particularly motor vehicles and hardware. **Refer to Map 9B for Mixed Business areas.**

There are currently three general areas in Albany suitable for development as Mixed Business areas, and shown as such on one or other of the Strategy Maps:

- Centennial Park.
- Orana.
- Chester Pass Road.

The ALPS promotes future office development within the Albany regional centre area, particularly within the York Street precinct. **Refer to Figure 8 for details.** There has been a trend over the years for small offices and consulting rooms to establish within existing dwellings on the fringe of the regional centre. These developments can impact on street parking and access and compatibility with adjoining uses. Office development is supported as a mixed use within neighbourhood and local centres.

Home-based businesses are recognised as legitimate services and contributors to the local economy. These uses are located mainly within Residential and Rural Residential areas. The ALPS supports the exemption of small home-office and home-based activities from formal approval. However, home-based businesses will still need to comply with town planning scheme requirements.

ACTIONS

Include in the LPS1 fringe commercial areas in complementary mixed business/highway commercial zones (**CoA**).

Include in the LPS1 exemptions for small home office and home occupation type activities from formal approval (**CoA**).

Refer to 5.2 for more detailed information and specific actions in relation to regional, neighbourhood and local centres, retail and commerce, other business activity and development requirements.

8.5.3 Industry

STRATEGIC OBJECTIVE:

“Provide the necessary land and supporting infrastructure to maintain an adequate supply and range of serviced industrial land in appropriate locations.”

The ALPS supports the Mirambeena Industrial Estate as a site of strategic significance in the Lower Great Southern. The estate provides for industries with special environmental requirements and has its own designated buffer area. The estate has good road access with the potential for a rail spur connection to the Perth-Albany line. Because it is a flat large area with sparsely-settled surrounding land, Mirambeena has the potential to expand north. Mirambeena also has the potential to be developed as an inland freight terminal with land available for storing goods and materials. The estate is constrained by drainage, power and water issues and building height restrictions apply to lots on the eastern perimeter. **Refer to Maps 9A and 9B for the site.**

The Down Road Timber Precinct supports the processing of plantation timber and its road and rail access is buffered by a Priority Agriculture rural area. The precinct has a woodchip mill operating 1.5km to the west of Mirambeena. The Down Road precinct looks set to be expanded by the development of an engineered strand-lumber plant, a biomass energy plant and another woodchip mill. **Refer to Map 9A for the precinct location.**

The ALPS identifies the Pendeen Industrial Estate as a significant site to support Albany’s General Industry land development requirements for the next 20 years. The ALPS supports its expansion to the north-west away from the proposed Menang Road heavy freight route. The ALPS also supports the ongoing development of the existing Milpara and Terry (Hooper) Road Estates and the retention of the Lower Denmark Road Estate. **Refer to Map 9B for details.**

The intention for the Centennial Park industrial precinct is to support (in due time) the introduction of “Mixed Business” activities, which includes bulky goods and some office and residential. The new introduced uses are to be appropriately located (eg. residential adjacent to recreation) and designed to reduce any potential land use conflict and to ensure amenity values.

A detailed land-capability and environmental assessment will be needed before any development or land use at the CSBP site at Hanrahan Road. The low-porosity soil is subject to flooding and high acidity, creating problems for effluent and drainage management and stability of building foundations. The site is close to Princess Royal Harbour, so contaminants must be kept to a minimum.

Other industrial land within Albany is constrained by the location of sites, environmental issues, accessibility, level of services and capacity to support a range of industrial activities. Determining take-up rates and the assessment of future demand are key issues for the City.

Albany is the manufacturing base for the Great Southern. It makes a valuable contribution to the region's overall economic activity and is involved mainly in supplying machinery, equipment and services to the agriculture sector. Further investigation is required to determine future land needs for manufacturing within the City.

As aquaculture is a growing industry, new land and sea-based development proposals need to be considered with regard to compatibility with adjoining land uses and environmental and location issues such as visual impact, access and waste disposal.

The ALPS acknowledges that mineral resources and basic raw materials are vital to the agricultural, construction and mining industries in the Great Southern. Resource development opportunities include proposed mining and basic processing of iron from magnetite deposits near Wellstead and potential oil and gas fields in the Bremer Basin.

Land-use planning plays an important role in protecting existing and potential mining operations. Significant sites such as the Willyung Hill rock quarry and Wellstead are identified in the ALPS. **Refer to Maps 9A & 9B for details.** Sites such as these will be protected in the LPS1 to allow for exploration or extraction that is compatible with the environment and surrounding land uses. Future sites of basic raw materials and mineral resources will be protected by consolidating urban and rural settlements and protecting priority and general agriculture areas from ad hoc subdivision and development.

More detailed industrial planning will be undertaken during the review of the Albany Industrial Study and as part of precinct and structure planning projects.

Refer to 5.3 for more detailed information and specific actions on existing industrial sites.

ACTIONS

Promote Mirambeena and the Down Road Timber Precinct as significant industrial areas and include the sites and appropriate buffer areas in the LPS1 (**CoA**).

Protect significant mining and basic raw material resource sites from incompatible land uses and development (**CoA**).

8.5.4 Tourism

STRATEGIC OBJECTIVE:

“Encourage sustainable rural tourism uses and developments in locations that are compatible with existing land uses, especially agriculture activities.”

The ALPS supports tourism activities in the City's rural areas because it broadens Albany's economic base and provides additional jobs, particularly within or near existing townsites and settlements. Tourism developments need to be located,

designed and managed in ways that protect and enhance an area's scenic and environmental attributes.

In rural areas, the ALPS identifies tourist accommodation nodes at Cosy Corner, Nanarup and Cape Riche. **Refer to Maps 7 and 9A for details.** In areas where agriculture is the priority activity, small-scale tourist uses may be permitted if associated with an existing use, such as viticulture. The ALPS encourages larger tourist developments in agricultural areas to be located within or near existing rural settlements, defined tourist accommodation nodes or in other sustainable localities that can address land-use compatibility, environmental suitability, servicing viability and visual and risk impacts, particularly bushfires.

The number of holiday accommodation units is to be determined as a component of tourism activities in the rural areas in accordance with the Local Rural and Tourism Strategies.

The ALPS supports, in principle, the development of fully-serviced tourism accommodation sites in the Albany townsite, namely the foreshore (near the Town Jetty), Mount Elphinstone (the Woolstores site), Big Grove (caravan park), Frenchman Bay (caravan park) and two sites on Middleton Beach. These locations are shown as tourist accommodation nodes on Map 9B. The ALPS supports the protection of Albany's significant cultural and natural heritage places such as the Stirling Terrace, Residency Museum and Town Hall sub-precincts as being vital to tourism.

Refer to 5.4 for more detailed information and specific actions on destination sites, accommodation, ecotourism and Albany's tourism icons.

ACTIONS

Encourage the development of sustainable tourism uses and proposals that integrate with the City's unique natural and man-made landscape and heritage values (Tourism WA, GSDC, **CoA**, WAPC).

Put in place in the LPS1 necessary mechanisms to accommodate contemporary tourism development proposals (**CoA**).

8.5.5 Agriculture

STRATEGIC OBJECTIVE:

“Facilitate the protection of priority and general agriculture land from incompatible land use, developments and land-management practices.”

The continuing loss of prime agricultural land to other land uses, particularly to rural living areas in and around Albany's urban fringe, has a detrimental impact on the viability of agricultural areas.

WAPC SPP No. 11 *Agricultural and Rural Land Use Planning*¹²⁶ provides the framework for the protection of Priority and General Agricultural areas. Priority Agricultural is land of State and regional significance and the balance of the rural land is identified as General Agricultural.

The ALPS identifies Priority Agricultural areas to be retained and protected as a finite resource. These are areas that contain land suitable for general rural activities plus irrigated annual horticulture, irrigated perennial horticulture and other irrigated crops and pasture. **Refer to Maps 9A and 9B for details.**

Small-scale tourist activities, such as farm-stay accommodation, chalets and bed-and-breakfast businesses are supported in Priority Agricultural areas provided they are incidental to the primary agricultural use of the land.

Rural Residential and Rural Small Holdings, if not already in place, will not be supported in the Priority Agricultural area.

The ALPS supports the retention and protection of General Agriculture areas because they contain land suitable for a wide range of activities including animal husbandry, grazing, cropping and tree farming. These General Agriculture areas make up the bulk of remaining rural areas that have not been identified for Priority Agriculture or other rural uses such as Rural Residential and Rural Small Holdings.

There is the potential for land-use conflicts in these General Agriculture areas. There could be a conflict between two agricultural uses or between an agricultural and a non-agricultural use such as Rural Residential and Tourism developments. A key element of the ALPS Settlement Strategy is minimisation of the development footprint by promoting fully-serviced urban land as an extension of the Albany urban form. The LPS1 will also minimise conflicts through compatible zonings and development and management controls.

The recommendations of the ALPS will be reflected in modifications to the current 1996 Local Rural Strategy, based on the findings of recent regional studies, WAPC policies and the City of Albany Rural Planning Issues Review (2002) report prepared by Landvision.

For more information and specific actions concerning agriculture refer to 5.5.1 Agriculture (Priority and General Agriculture), 5.5.2 (Farm Forestry), 5.5.3 (Intensive Agriculture) and 5.5.3 (Intensive Animal Keeping).

ACTIONS

Protect and promote sustainable agricultural activities in Priority and General Agricultural areas as new zones in the LPS1 along with appropriate scheme provisions (**CoA**).

¹²⁶ <http://www.wapc.wa.gov.au/Publications/138.aspx>

8.5.6 Key Outcomes and Monitoring Indicators

These key outcomes and monitoring indicators will provide an objective evaluation of the success of the economic strategy of the ALPS.

KEY OUTCOMES	
1.	Employment growth within the City of Albany.
2.	The extent of commercial growth within the Albany regional, neighbourhood and urban local centres.
3.	The extent of industrial growth in designated industrial areas.
4.	The extent of tourism development within identified tourist nodes.
5.	The retention of Priority and General Agriculture land.

MONITORING INDICATORS	
1.	Growth in employment numbers. (Source: ABS, WAPC, GSDC)
2.	Growth in commercial floor space by centres. (Source: ABS, WAPC)
3.	The number of industrial lots created and development/building approvals in major industrial areas. (Source: City of Albany & WAPC)
4.	The number of tourist developments within identified tourist nodes. (Source: City of Albany)
5.	The retention of the area of land zoned Priority and General Agriculture land in the LPS1.

8.6 SOCIAL STRATEGY

8.6.1 Population

STRATEGIC OBJECTIVE:

“Monitor population trends in terms of growth and structure to determine housing and infrastructure needs.”

Planning for the future population of Albany will need to take into account the size, distribution and age make-up of the community. The population size will determine the scale of land-use activity, such as the extent of urban growth and supporting infrastructure including roads, recreation areas, schools and hospitals.

Trend projections indicate the City’s population will be about 42,370 by 2021– more than a 25% percent increase since 2001. Most of the growth will occur in the Albany townsite’s urban areas. Family restructuring and an ageing population will lead to a lower occupancy rate of 2.5 people per dwelling. The fastest-growing age group over the next 20 years will be people aged 65 and over. This trend has major implications for housing needs for this group, including higher housing densities and the need to locate aged accommodation near centres and medical facilities. The other emerging group is young people and this trend will have implications for education and youth-oriented facilities, particularly in the growth areas on the urban fringe.

For more information on population refer to 6.1 Residential Population and associated section on existing population, age and sex structure, growth trends, seniors and youth.

ACTIONS

Use information on population growth and characteristics to assist in determining residential land requirements and supporting infrastructure (CoA).

8.6.2 Housing

STRATEGIC OBJECTIVE:

“Facilitate a diversity of housing to align with future population and social needs.”

The City’s housing stock is and will continue to be dominated by single, detached housing – a factor which has limited choices for residents. However, housing trends, particularly in the Albany townsite urban area, suggest the number of separate houses will decline and there will be more semi-detached homes, townhouses (also called row or terrace houses) and apartments (also called flats or units), including aged accommodation.

The ALPS recommends that housing choice be facilitated by providing for a greater variety of residential housing densities – higher around the CBD and neighbourhood and local centres. Strategic housing outcomes are also discussed in Section 8.3 – Settlement Strategy.

For more detailed information and more specific actions concerning housing refer to Section 6.2.

ACTIONS

Encourage a greater variety of housing choice in fully-serviced urban areas by providing in the LPS1 for a range of residential housing densities (CoA).

8.6.3 Community, Heritage and Cultural

STRATEGIC OBJECTIVE:

“Establish and protect sustainable community facilities and services located within or near centres in the Albany townsite urban area and rural settlements.”

As development within the Albany urban area progresses, planning is needed to locate retail outlets and education, sport and health facilities within or near neighbourhood and local centres. These services need to be located on distributor roads with public transport. The type and location of community facilities will be identified in more detail in precinct and structure plans and reflected in the LPS1 as appropriate zones or reserves and scheme provisions.

The strategy for rural settlements is to retain the existing infrastructure. Basic structure planning will locate infrastructure and land uses within a new Rural Townsite zone created in the LPS1 to promote mixed uses and an appropriate, sustainable level of servicing.

For more information and more specific actions refer to 6.3 Community, Heritage and Cultural.

STRATEGIC OBJECTIVE:

“Preserve and protect heritage places.”

Albany’s heritage places are social, environmental and economic assets and important tourist attractions. The ALPS supports the protection of heritage places through the precinct and structure planning process and the LPS1 and, working with the Heritage Council, other measures such as asset management strategies and incentives for private conservation.

Albany’s heritage places add to the unique character of Albany and give residents and visitors a sense of community. It is important for heritage places to be retained and that future developments next to or within areas with heritage places are complementary.

STRATEGIC OBJECTIVE:

“Understand, appreciate and protect the Aboriginal culture.”

The ALPS supports the protection of significant Aboriginal heritage sites as a link to the past before European settlement. An Aboriginal heritage database needs to be used when assessing planning proposals.

For more information and detailed actions refer to 6.3 Community, Heritage and Culture.

ACTIONS

Use precinct and structure plans to promote co-ordinated delivery of community services to match demand and encourage timely delivery through scheme provisions in the LPS1 (CoA).

8.6.4 Infrastructure Servicing Strategy

STRATEGIC OBJECTIVE:

“Provide for and encourage the sustainable and timely delivery of essential utility infrastructure to accommodate appropriate urban and rural settlement growth.”

The ALPS supports the timely provision and appropriate location of roads, sewerage, water, power, telecommunications, schools and health and other services and

facilities to ensure the logical development of residential estates, mainly in the identified urban growth areas. **Refer to Map 9B for details.**

Any encroaching land use (particularly residential) to the Waste Disposal Site located at Hanrahan Road and indicated at map 9B, is required to assess its impacts on the landfill site, ensuring the landfill site's continued operations.

Developers often request land rezoning. Although land may be designated as Future Urban in the ALPS, it may need to be rezoned to accommodate an appropriate development – for example, from Rural to Residential. Structure plans can then be prepared to guide subdivision and development. Rezoning and structure planning require consultation with various government departments including the Water Corporation, Main Roads Western Australia and Western Power.

However, any development that “leapfrogs” the existing fully-serviced urban front may be considered on the basis that the developer will have to pay the full development cost. Infrastructure provision within the identified rural townsites in the ALPS would be determined on a case-by-case basis within the framework of a structure plan. **Refer to Map 9B for details.**

The key elements of this strategy are to:

- Secure and protect the long-term potable water supplies for Albany. The Werillup borefield will provide the short-term supply and Marbellup Brook will be developed to meet future demands. These areas are to be protected from incompatible land uses.
- Implement water conservation strategies to buffer the water supply from potential reductions in rainfall and an increase in the urban population. This is to include a review of WAPC policies requiring connection to all new lots under 4ha in rural settlements.
- Increase progressively the coverage of the deep-sewerage network to facilitate urban expansion.
- Extend the infill sewerage program to the lower density areas of Albany, particularly Lower King and Collingwood Heights;
- Increase the reliability and capacity of electricity supply to Albany to meet industrial and urban growth. This will be assisted by the proposed expansion of the Albany Wind Farm, the creation of a biomass energy plant at Mirambeena Industrial Estate and the development by Western Power of a second electricity substation in Catalina Road to provide a backup to the one operating in Reddale Road.
- Support extension of the natural-gas pipeline from Bunbury to Albany.
- Improve telecommunications services to rural areas, including mobile phone and broadband coverage and improvements to VHF services to boating and rescue activities.

STRATEGIC OBJECTIVE:

“Recreation facilities to be provided by the public and private sectors as part of Albany’s urban growth areas.”

Albany has a wide range of recreation, conservation and sporting facilities, such as the North Road sporting complex, which service the district’s needs.

Existing and future reserves will be planned in more detail through an ongoing precinct and structure plan process.

Local open space, protection of conservation areas and places for recreation activities and facilities will be provided in the form of either land for reserves or monetary contributions by the private sector as part of the development process, along with a contribution towards regional facilities to be provided in partnership with the City and State Government agencies.

The City’s program for planning and implementation of recreational reserves is based on a hierarchy of family, suburban, and minor parks. Other open-space reserves will help preserve important ecological areas such as wetlands, foreshores and remnant vegetation.

For more information and specific actions concerning infrastructure servicing refer to section 6.4.

ACTIONS

Promote the maximum use of existing and staged new infrastructure services through precinct and structure plans to support development of the Albany urban area and rural settlements (WC, DPI, WP, DET, DSR, MRWA & CoA).

8.6.5 Transport Strategy**STRATEGIC OBJECTIVE:**

“Support the improvement in road and rail access, including safety and amenity, and the integration of various modes of transport to service the infrastructure requirements of the City.”

A safe and efficient road network is needed for suburban (home/work/shopping) travel, journeys from rural settlements to the townsite, movement between settlements and the delivery of agricultural produce and raw materials to the Port.

Rail is efficient for bulk freight such as the transport of grain from rural areas and woodchips from the Down Road mill. The main aim of the rail strategy is to facilitate an increase in freight to the Port and support reintroduction of the passenger rail service from Albany to Perth.

The ALPS supports the construction of stages two and three of the Menang Drive ring road to provide free-flowing access to the Port by heavy vehicles. The completed

road will reduce the number of heavy vehicles sharing roads with residents and tourists.

The ALPS identifies a road hierarchy of Major Highway and Local Distributor roads in the City. **Refer to Maps 9A and 9B for details.**

All main highways within the Great Southern, including the City of Albany, are the responsibility of the WA Government and include Albany Highway, Chester Pass Road, South Coast Highway and Menang Drive.

Local Distributors are sub-regional roads under the responsibility of the City of Albany that link with highways and local connector and other roads. They include Lower Denmark Road, Frenchman Bay Road, Ulster/Lower King Road and the proposed Yakamia Drive.

“Protect major infrastructure facilities from incompatible land uses.”

The ALPS aims to ensure that important land uses such as the Port and Airport, industrial estates, major sporting venues, the sewerage treatment plant, rock quarries and heavy vehicle and rail routes are protected from encroaching urban development and incompatible land uses by employing setback buffers against hazards such as noise, dust and visual pollution. **Refer to 8.4.4 Land Use Impacts Strategy for more information.**

Heavy transport routes and the railway have the potential to create noise problems in residential areas. The ALPS supports counter measures that include increasing building setbacks, using vegetation buffers and constructing noise-reduction barriers along heavy-haulage routes. **Refer to 4.5.1.7 Transport Infrastructure and 6.5 Transport for specific actions and more information.**

ACTIONS

Incorporate into structure and precinct plans opportunities to integrate different modes of transport (cars, buses, cycling and walking) in urban areas and rural settlements to link residential, employment, retail, tourism and other activities. (DPI, MRWA, **CoA**).

Incorporate into structure and precinct plans ways to better link rural areas with the region, settlements and employment centres and activities involving agriculture, mining, recreation and tourism (DPI, MRWA, **CoA**).

8.6.6 Key Outcomes and Monitoring Indicators

These are key outcomes and monitoring indicators to evaluate success of the social strategy of the ALPS:

KEY OUTCOMES

1. Population growth, characteristics and trends.
2. The extent of increase in residential densities in fully-serviced residential

KEY OUTCOMES

	areas.
3.	The incorporation of community, heritage, cultural, infrastructure and transport elements into precinct and structure plans.

MONITORING INDICATORS

1.	Growth in population, age-group characteristics and trends. (Source: ABS, WAPC)
2.	Comparison of Residential Code areas above R20 in the LPS1 compared with TPS1A and TPS3. (Source: CoA)
3.	Precinct and structure plans that incorporate community, heritage, cultural, infrastructure and transport elements.

Refer to 8.3.7 for additional Key Outcomes and Monitoring Indicators on population and housing.

9 IMPLEMENTATION

The ALPS will be implemented through the strategic actions in Section 8 and specific actions in Sections 4 to 6.

Successful implementation requires support from and co-ordination with Federal and State agencies, neighbouring Local Government bodies, the development industry and the Albany community. The implementation mechanisms recommended in the WAPC Lower Great Southern Strategy and the outcomes and recommendations of the ALPS Peer Review are also relevant.

This is a summary of the key actions and their priority.

9.1 ACTION PRIORITIES

These are priority timeframes for key actions to implement the ALPS. These timeframes may be shortened depending on Albany City Council planning resources, outsourcing of planning work and/or provision by the development industry of a broader planning framework in support of development proposals.

- Priority 1: 2007-2010
- Priority 2: 2010-2020
- Priority 3: 2020+

Priorities for the more specific City of Albany actions identified in Sections 3 to 6 will be determined after further consultation with government agencies.

9.2 CITY OF ALBANY LOCAL PLANNING SCHEME 1

A Priority 1 action is the completion and endorsement of the City of Albany's Local Planning Scheme 1 to implement the ALPS and consolidate existing Town Planning Schemes 1A (Town of Albany) and 3 (Shire of Albany).

9.3 PRECINCT PLANS

Precinct plans are Priority 1, 2 and 3 actions and their preparation will be based on need, such as development pressures or issues needing an early resolution.

Precinct plans are a key component of the ALPS implementation process and will cover the City's urban and rural areas. These plans will co-ordinate Local Government actions on local road requirements, parking co-ordination, urban character and the integration of public and private sector investment.

The Precinct Plans cover specific localities within the strategic and district planning framework and provide the overall framework for the more detailed local structure planning process.

Precinct Localities:

- Precinct 1: Goode Beach and Big Grove.
- Precinct 2: Little Grove and Robinson.
- Precinct 3: Mount Elphinstone, Lockyer and Gledhow.
- Precinct 4: Orana, McKail and Milpara.
- Precinct 5: Yakamia, Spencer Park, Collingwood Heights and Walmsley.
- Precinct 6: Mt Melville, Albany and Centennial Park.
- Precinct 7: Middleton Beach, Mira Mar, Lake Seppings and Emu Point.
- Precinct 8: Bayonet Head and Lower King.
- Precinct 9: Cape Riche, Green Range, Cheynes, Manypeaks and Nanarup.
- Precinct 10: Wellstead, Gnowellen, Kojaneerup South and South Stirling.
- Precinct 11: Palmdale, Manypeaks, Napier, Kalgan, Green Valley, Millbrook, Willyung, Drome and Redmond.
- Precinct 12: Marbellup, Elleker, Torbay and Kronkup.
- Precinct 13: Redmond West, Youngs Siding, Bornholm, Lowlands and Nullaki.

These are Priority 1, 2 and 3 actions and their preparation will be based on need, such as development pressures or issues needing an early resolution.

9.4 STRUCTURE PLANS

Structure plans will be prepared at a district and local level.

The District Structure Plan will cover the area identified in the Strategic Plan: Urban, Map 9B. This plan will provide the planning framework for the Precinct Plans. The preparation of this plan is a Priority 2 action. The plan's elements include:

- Identifying areas of environmental significance (remnant vegetation, wetlands, river/creek systems, water resource areas).
- Establishing compatible land uses (residential, commercial, industrial, recreation, tourist, schools, hospitals).
- Identifying regional, neighbourhood and local centres and their appropriate uses.
- Establishing a road network for freight, regional, local and tourist traffic in the form of major and district distributor roads.
- Identifying major infrastructure (rail, port, airport and water treatment plant).
- Establishing integrated public transport, cycling and pedestrian routes.
- Identifying service requirements (reticulated sewerage, water, electricity, gas and telecommunications).
- Identifying the location and type of community infrastructure (schools, health facilities).
- Identifying the staging of development and co-ordination mechanisms.

Council's Priority 1 and 2 actions are to prepare Local Structure Plans for the localities of:

- Yakamia

- Little Grove
- South Lockyer
- Gledhow

They will be prepared as required to facilitate staged urban development.

The Structure Plans will examine land capability and suitability in more detail. The plans will define the overall urban structure, indicating: existing and future neighbourhood and local centres; residential areas; housing types and densities; activity and employment centres; major, district and local road systems; pedestrian/cycle paths; public transport routes; land-use distribution; schools; open space and natural features based on *Liveable Neighbourhoods*. The plans will include implementation mechanisms, particularly infrastructure cost allocations and will be prepared in accordance with WAPC guidelines and LPS1 provisions.

Prepare Rural Townsite (Rural Settlement) Structure Plans for:

- Elleker
- Torbay
- Torbay Hill
- Kalgan
- Many Peaks
- Redmond
- South Stirling

These are Priority 1, 2 and 3 actions.

9.5 STRATEGIES AND STUDIES

Strategies

- Finalise the Retail Development Strategy. This is a Priority 1 action.
- Review the Local Rural Strategy based on the findings in the ALPS and the Rural Planning Issues Review. (Priority 1 action).
- Prepare a Tourism Strategy. (Priority 1 action).

Studies

- Review Industrial Study. Request the Department of Planning and Infrastructure (DPI) and the Department of Local Government and Regional Development (DLGRD) to undertake the study in co-operation with the City of Albany. (Priority 1 action).

9.6 LAND DEVELOPMENT PROGRAM

In co-operation with the DPI, refine the current WAPC Land Development Program to provide more specific information for the City of Albany's "development pipeline". The City will prepare its own land development program to determine the take-up rate,

lots and housing/development for land zoned for development such as Residential, Rural Residential, Commercial and Industrial. This is a Priority 1 action.

9.7 MONITORING AND REVIEW

The dynamic nature of planning and development and the ongoing and cyclical aspect of the planning process require that the ALPS is subject to continuing monitoring, review and updating to respond to emerging issues or changing demands. Monitoring actions identified in the ALPS will help determine the success of the strategy and progress made towards implementation. The basis of measuring the success of the ALPS will be determined by:

- The extent to which planning principles and objectives are achieved.
- The extent to which actions are implemented.
- The success of indicators that monitor performance.
- The review of the ALPS at least every five years.
- Completion of the LPS1 and its review every five years.

REFERENCES

Albany Harbours Planning Group (1997) Albany Harbours Planning Strategy

Albany Port Authority, 2004, Port trade figures 2003/04.

Agenda 21 (1992) United Nations Conference on Environment and Development.

Australian Bureau of Statistics, 2002 and 2006

City of Albany (2005) Defining Central Albany Strategy

City of Albany (2005) Retail Development Strategy

City of Albany (1983) District Planning Scheme 1A (City of Albany)

City of Albany (1980) District Planning Scheme No.3 (Shire of Albany)

City of Albany (2001) Albany Airport Master Plan, Albany WA

City of Albany Draft Coastal Management Strategy, Albany WA

City of Albany, 2004, 3D Corporate Plan 2004-2007, Albany WA

City of Albany 2002, Albany Greenways, ATA Environmental in association with the Planning Group and Landinfo, Albany, WA

City of Albany, (2002) Strategic Bushfire Plan 2000-2005, Albany WA

City of Albany, Environmental Weeds Strategy, Albany WA

City of Albany, 2001, Albany Local Planning Strategy Draft report for Public Comment, Albany WA

City of Albany 1996, Local Rural Strategy, Albany WA

City of Albany 2002, Rural Planning Issues Review (prepared by Landvision), Albany WA

City of Albany and Department of Indigenous Affairs, Aboriginal Heritage Survey 2005, prepared by Brad Goode & Associates

Contaminated Sites Act and Contaminated Site Regulations 2004

Environmental Protection, Clearing of Native Vegetation, Regulations 2004

Environmental Protection, Noise, Regulations 1997

Department of Conservation and Land Management, 1991, South Coast Region Regional Management Plan, Department of Conservation and Land Management, Albany, WA

Department of Conservation and Land Management, 2003, The South Coast Macro Corridor Project, Department of Conservation and Land Management, Albany, WA

Department of Tourism WA, 2003, Great Southern Tourism Perspectives, Department of Tourism WA, Perth

Environment Protection Amendment Bill 2002 WA

Fire and Emergency Services/Department of Planning and Infrastructure – Planning for Bush Fire Protection

Government of Western Australia, 2003, Hope for the Future: The Western Australian State Sustainability Strategy, Department of the Premier and Cabinet, Perth, WA

Great Southern Development Commission, 2003 Great Southern Economic Perspective, Great Southern Development Commission, Albany, WA

City of Albany / Great Southern Development Commission, 2007, Albany Local Planning Strategy Peer Review.

Health Department of Western Australia, Water Corporation, 1999 Draft Country Sewerage Policy

Landvision, 1996, Basic Raw Materials, Albany Regional Study, Study for the Great Southern Development Commission and Ministry for Planning

Landvision, 2002, City of Albany Rural Planning Issues Review, Perth WA

Main Roads WA, 2003, Albany port access corridor review. Main Roads WA, East Perth

Ministry for Planning, 2000, Population Report No. 4 October 2000, Western Australia Tomorrow, Population Projections for the Statistical Divisions, Planning Regions and Local Government Areas of Western Australia, Ministry for Planning, Perth, WA

South Coast Regional Initiative Planning Team, 2004, Southern Prospects 2004 – 2006 –The South Coast Regional Strategy for Natural Resources Management Draft for public comments. Background Paper 2: Biodiversity.

State Planning Commission, 1994, Albany Regional Strategy, State Planning Commission, Perth, WA

Urban Development Institute of Australia, 2007, An Industrial Report into Affordable Home Ownership in Australia.

Water and Rivers Commission 2001, South Coast Water Reserve and Limeburners Creek Catchment Area Water Source Protection Plan: Albany Water Supply, Water and Rivers Commission, Water Resource Protection Series No WRP 44.

Western Australian Planning Commission, 2007, Lower Great Southern Strategy.

Western Australian Planning Commission, 1997, State Planning Strategy, Western Australian Planning Commission, Perth, WA.

Western Australian Planning Commission, Statements of Planning Policy.

Western Australian Planning Commission, Bulletins.

Western Australian Planning Commission, 2004, Draft Operational Policy, Liveable Neighbourhoods.

Western Australian Planning Commission, 2004 to 2007, Country Land Development Program, Annual Review, Perth, WA.

ADVERTISED

The City of Albany Local Planning Strategy certified for advertising on 8 August 2009.

Signed for and on behalf of the Western Australian Planning Commission.

*An officer of the Commission duly authorised by the Commission
(pursuant to the Planning and Development Act 2005)*

Date _____

ADOPTED

The City of Albany hereby adopts the Local Planning Strategy, at the Ordinary meeting of the Council held on the 15 day of June 2010.

MAYOR

CHIEF EXECUTIVE OFFICER

ENDORSEMENT

Endorsed by the Western Australian Planning Commission on the 26th day of August 2010.

*An officer of the Commission duly authorised by the Commission
(pursuant to the Planning and Development Act 2005)*

Date _____