

LOCAL PLANNING STRATEGY

2019

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Executive Summary

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

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

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

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

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

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

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

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

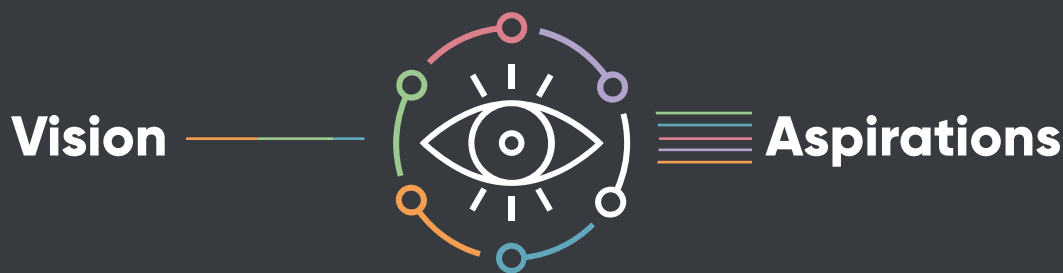
Introduction

The Local Planning Strategy guides settlement growth and land use planning over the next 10-15 years and provides a rationale for zoning, land use and development controls in the City's Local Planning Scheme.

The Strategy comprises two parts. Part 1 sets the vision and objectives for the City and provides longer-term direction for the City's settlement growth through land use and development strategies. All strategies with a spatial implication are shown in Figures 1 – 4. Part 2 – Background Information and Analysis, describes the present situation in Albany in terms of its population, settlement,

housing, environment and economy. It also highlights the key planning implications to be addressed through the strategic framework and by implementing statutory mechanisms.

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



VISION

“ TO BE WESTERN AUSTRALIA’S
MOST SOUGHT AFTER AND
UNIQUE REGIONAL CITY TO
WORK, LIVE AND VISIT ”



Leadership

We will listen to our community and deliver outcomes that reflect their needs and expectations.



Smart, Prosperous & growing

We will partner and advocate with relevant stakeholders to diversify our economy and establish a culture of life-long learning to support and grow local employment.



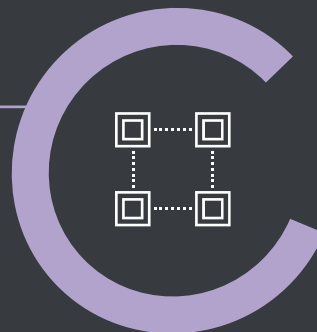
Clean, Green & Sustainable

We will value and maintain the natural beauty of our region and the infrastructure that supports this.



Community Health & Participation

We will live in communities where people feel they belong and are supported in a manner that reflects our rich and diverse heritage.



A Connected & Safe Built Environment

We will develop integrated precincts and neighbourhoods that allow for population growth and enhance the lifestyle of our residents.

OBJECTIVES

THE OBJECTIVES OF THE LOCAL PLANNING STRATEGY ARE TO:

Contain urban development and rural living within the existing supply of land zoned and planned for settlement growth

Promote urban consolidation by making better use of existing zoned land and infrastructure through urban renewal and infill residential and rural living development

Facilitate the growth of sustainable rural villages to support agricultural and hinterland communities

Plan for a variety of housing types in close proximity to services and facilities, in particular affordable housing and one and two bedroom units that meet the needs of young people, retirees and the elderly

Provide an appropriate level of community facilities and services in existing and planned settlement areas

Enable people to make healthy choices through effective planning and urban design

Conserve places and areas of Aboriginal and historic heritage significance

Incorporate recognition of Native Title rights and interests in planning determinations

Facilitate accessibility to services and facilities through integrated public transport linkages and cycle and pedestrian-friendly environments

Build on the existing strengths of the regional centre, Middleton Beach and Albany Waterfront

Progressively move retail centric shopping centres towards true activity centres that meets the shopping, employment and recreation needs of the community

Designate sufficient light and general industrial land to support long term economic growth

Facilitate the diversification of the City's competitive advantages in agriculture and tourism

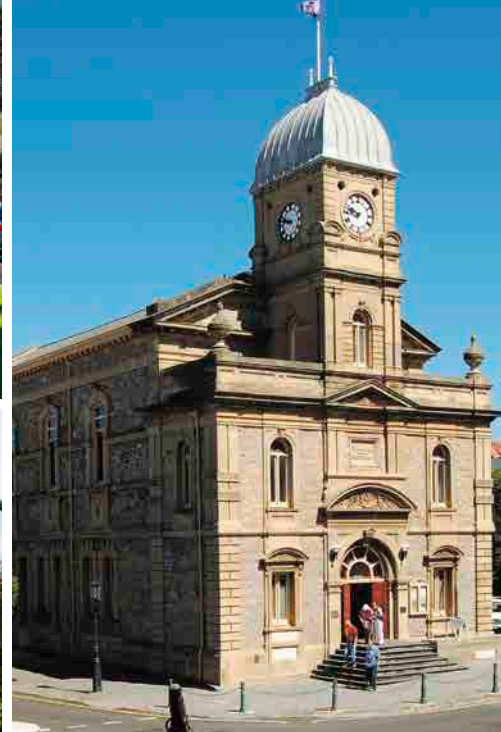
Protect the City's pristine natural and coastal environments and other landscape qualities

Protect agricultural land from inappropriate development

Plan for an efficient road network and protect rail infrastructure

Protect regional assets such as the airport and port facilities

Meet the service infrastructure requirements for settlement growth



POPULATION

&

SETTLEMENT





Urban Growth

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

The land designated as 'Urban Growth' in Figure 2 will accommodate predicted population growth beyond the 10 – 15 years lifetime of this Strategy. Future urban development will be primarily directed to those areas zoned 'Future Urban' under the Local Planning Scheme as a priority and secondly, to areas designated 'Urban Growth' under Figure 2.

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

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

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

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

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

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

Strategic direction: Plan for predicted population growth to 2026.

Actions

1. Settlement growth will occur in areas designated as 'Urban Growth' on Figure 2. Priority will be given to areas already zoned 'Future Urban' under the Local Planning Scheme.
2. Finalise structure plans over land designated as 'Urban Growth' in Figure 2.
3. Prepare Structure Plans in accordance with the objectives and directions set out under this Strategy. The following outcomes must be achieved:
 - provision of a variety of lots sizes;
 - provision of a variety of residential densities ranging between R25 and RAC;
 - provision of a diversity of housing types (detached houses, units, townhouses, apartments and co-housing developments);
 - support for existing and proposed activity centres through a diversification and intensification of land uses, including employment opportunities, housing and community facilities and services;
 - co-ordination and equitable provision of infrastructure;
 - provision of appropriate levels of community services and facilities;
 - provision of integrated public transport, walking and cycling infrastructure;
 - provision of sufficient active and passive public open space;
 - plan for development in predominantly existing cleared areas;
 - protection of environmental values, including visual quality and character of landscapes;
 - assessment of the environmental health risk in accordance with the *City's Public Health Plan*;
 - consistent with *Liveable Neighbourhoods*;
 - consistent with *Better Urban Water Management*; and
 - consistent with *Government Sewerage Policy*.
4. Rezone land identified in approved structure plans through amendments to the Local Planning Scheme.
5. Development shall be predominately in existing cleared areas. There is a presumption against vegetation clearing for urban development.
6. Subdivision and development shall provide full urban services including reticulated sewerage.



Urban Consolidation and Infill Development

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

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

In addition to Spencer Park, Centennial Park has also been recognised as a locality that could benefit from urban renewal due to its proximity to the regional centre,

its accessibility and the potential for increased residential density and a multitude of additional land uses.

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

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

Actions

Identify 'brownfield' sites and under-utilised land in the City and prepare appropriate planning responses to urban consolidation opportunities in areas designated as 'Urban' on Figure 2, based on the principles of *State Planning Policy 7 – Design of the Built Environment* and other relevant planning policies.

1. Investigation Area 1 – Centennial Park Urban Renewal Area

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

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

2. Investigation Area 2 – Wool Stores

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

- potential mixed-use development, with a focus on tourism;
- connection to sewer;
- coastal planning considerations;
- land contamination considerations;
- visual/landscape protection;
- the interface with the future Albany Ring Road;
- potential impacts of noise and vibration from the railway line and associated environmental buffer requirements; and
- any other requirements that may be determined by the City of Albany or State government agencies.

3. Support the collaboration between the City and State government in the redevelopment of the Spencer Park Urban Renewal Area, including finalisation and implementation of a Local Development Plan.

4. Identify localities or precincts in the City suitable for increases in residential density (infill development) based on:

- the recommendations of the Local Housing Strategy;
- accessibility to services and facilities;
- utility infrastructure;
- heritage, character and amenity; and
- land capability.

5. Support actions 1-4 through appropriate Local Planning Scheme amendments and the implementation of local planning policies, including but not limited to:

- A local planning policy to control built form outcomes and protect residential amenity and the character of localities/precincts identified for infill development, based on the principles of *State Planning Policy 7 – Design of the Built Environment*.
- Establishment of a Development Contribution Area across the whole Scheme area to obtain developer contributions for provision of infrastructure.



Rural Living

Rural living areas within the City, i.e. those in the 'Residential R1', 'Residential R2.5', 'Residential R5', 'Special Residential', 'Rural Residential', 'Conservation' and 'Rural Small Holding' zones under Local Planning Scheme No.1, provide an opportunity to live in a rural setting which capitalises on Albany's attractive natural environment, has a lesser standard of servicing and a higher level of car dependency as would be expected in urban areas.

Prior to the global financial crisis, there was a high demand for rural living lots however, in recent years there has been a substantial reduction in sales and a decline in subdivision activity. This trend, together with the current oversupply of land zoned for rural living purposes, means that there is sufficient zoned land available for rural living to meet the predicted demand for rural living lots over the next 20 years. Regardless of demand, extensive provision of rural living land has similar issues to that of extensive urban sprawl and can undermine the intent to consolidate existing urban settlements.

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

Due to the identified supply of existing zoned land, any land designated for 'Rural Living' in *Albany Local Planning Strategy 2010* that is not already zoned has been excluded, unless a Scheme Amendment to rezone the land had already been advertised and supported by the City at the time this Strategy was endorsed by the WAPC.

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

There is a need to achieve the maximum development potential within existing rural living areas. Encouraging, where appropriate, existing rural living areas to further subdivide to achieve higher lot yields through infill development will over the long-term assist in land use efficiency, protect rural land assets and areas with remnant vegetation and landscape amenity.

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

Actions

1. Direct rural living settlement growth of Albany to areas designated as 'Rural Living' within Figure 2.

2. Facilitate the finalisation of structure plans over the following land:

- Lot 2 Albany Highway, Drome;
- Lot 973 Nanarup Road, Lower King;

- Lot 14 and 442 Affleck Road, Kalgan;
- Lots 105 and 106 Nanarup & Kula Roads, Kalgan;
- Lot 1879 Gull Rock Road & Davis Road, Kalgan; and
- The area bound by South Coast Highway, Charles Street, Lowanna Drive and George Street.

3. Facilitate the review of structure plans to allow further subdivision of land designated 'Rural Living' in Figure 2, subject to the requirements of relevant State and local government policies and where the following can be demonstrated:

- a Scheme amendment is not required to support the proposal;
- the land is not located in a Conservation zone;
- the existing minimum lot size for the land specified in the Local Planning Scheme can be achieved;
- if located in a Sewerage Sensitive Area under the Government Sewerage Policy, infill proposals for lot sizes below 1 hectare will not be supported regardless of the existing minimum lot sizes specified for the site in the Local Planning Scheme;

- there is no increase in potential land use conflict with neighbouring agricultural and rural land uses;
- proposed lot sizes respond to identified constraints and meet the objectives of the zone;
- the appropriate level of servicing can be achieved;
- local roads, drainage and other infrastructure has sufficient capacity to support the development;
- scenic landscape and conservation attributes will not be eroded; and
- clearing of native vegetation is not required.

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

4. Existing rural living zonings and associated minimum lot sizes for specified areas in the planning scheme will be maintained. Conversion of one form of rural living to another (e.g. rezoning rural residential land to special residential) or reductions in minimum lot size are not supported.

5. The City will not support rezoning of land to the 'Special Residential' zone.

6. During the review of the Local Planning Scheme No.1, allocate existing 'Special Residential' zoned land under Local Planning Scheme No.1 to the 'Residential' zone with a density coding in accordance with the prevailing lot size and other criteria.



Rural Villages

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

The growth of rural villages that was predicted in the *Albany Local Planning Strategy 2010*, as a result of potential mining activity and sea/tree change retirement, has not occurred and growth rates over the next decade are likely to be low. Regardless of the demand, the existing boundaries of rural villages where there is growth potential are sufficient to meet the objectives of the Strategy. Expansion of existing rural village boundaries will undermine the intent to consolidate existing settlements. It also has implications on the provision of cost-effective infrastructure and services and will result in more people living in remote areas where there is a lack of employment opportunities and high level of car dependency.

The provisions contained within the Local Planning Scheme, including the requirement for the preparation of Structure Plans over all 'Rural Village' zoned areas should be re-evaluated, and zoning and site requirements tables reviewed to facilitate self-sufficiency and entrepreneurship within the 'Rural Village' zone.

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

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

Actions

1. Support settlement growth within the boundaries of Kalgan, Manypeaks and Wellstead, as identified in Figures 3 and 4, subject to the requirements of relevant State and local government policies and in accordance with an approved Structure Plan.
2. Subdivision with the zoned boundary of the Elleker Rural Village, as shown in Figure 4, will only be supported if proposed lot sizes are a minimum of 1 hectare, in accordance with the *Government Sewerage Policy*.
3. Settlement growth and/or subdivision is not supported in the following rural villages:
 - Cheynes;
 - Cuthbert;
 - Redmond;
 - South Stirling;
 - Torbay;
 - Torbay Hill; and
 - Youngs Siding.
4. Facilitate the retention and improvement of community facilities and services and support diversification of land uses in all rural villages to grow self-sufficient settlements that sustain hinterland communities and respond to growth opportunities.
5. Support potential growth and development opportunities in the commercial, tourism, agriculture and resources sectors in rural villages.
6. Review Local Planning Scheme provisions and zoning table relating to the 'Rural Village' zone to:
 - Ensure a diverse range of land uses are permissible;
 - require structure plans to support proposed subdivision in Rural Villages identified under Action 1;
 - rationalise the Manypeaks Rural Village zoning boundary; and
 - include relevant provisions of the approved Kalgan Rural Village Structure Plan.



Housing

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

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

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

These factors, when combined with the high cost of housing construction and the disparity between house prices

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

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

Strategic direction: Deliver a diverse and affordable housing market.

Actions

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



Community Services and Facilities

Sport and Recreation

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

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

Albany has, in most neighbourhoods, an adequate network of public open space, both developed and undeveloped, which contributes significantly to quality of life, vitality, identity, community interaction and sense of place in many neighbourhoods and provides opportunities for both active and passive recreation.

Education

Overall, the City has an adequate number of schools catering for both primary and secondary education.

However, a lack of educational facilities in the City's northern and western suburbs means that some schools within Albany must serve a large catchment. In the medium term (10 to 15 years), two additional primary schools will be required in the suburbs of McKail and Bayonet Head, with the latter most likely to be developed first.

Supporting growth of the tertiary education sector will assist in retaining young people in the region. This is discussed in more detail in Section 5.5 – Education Growth.

Health

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

Development Contributions

As population and economic growth occur, there is an increasing need for new and upgraded infrastructure. The capacity of local governments to provide the initial capital for additional infrastructure and facilities necessary to accommodate future growth and change is limited. There is a need to investigate the establishment of a Development Contribution Area across the entire Scheme area to ensure that the provision and sharing of infrastructure costs associated with new development, including infill is equitable.

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

Actions

1. Implement the outcomes of the feasibility study into a suitable location/s of a future district sporting facility and relevant planning mechanisms to protect the site/s.
2. Ensure the provision of an appropriate level of community facilities in the preparation of local structure plans.
3. Investigate establishing a Development Contribution Area, in accordance with the State Planning Policy 3.6 Infrastructure Contributions, across the entire scheme area, which will:
 - define the development contribution area;
 - identify shortfalls in the provision of community services and infrastructure;
 - identify infrastructure and facilities required for the next 10 years;
 - identify infrastructure upgrades;
 - include a mechanism to allow contributions to be obtained for the provision of community infrastructure; and
 - detail development contribution plans in the Local Planning Scheme.
4. Implement the land use planning recommendations of the City's relevant community strategies, including the *Sport and Recreation Futures Plan*, *Age-Friendly Albany Plan*, *Youth-Friendly Albany Strategy*, *Healthy Albany*, *City Cycle Strategy*, *Trail Hub Strategy* and the *Access and Inclusion Plan*.
5. Support the development of the Albany Motorsports Park through the provision of planning advice, land acquisition and fund sourcing.



Heritage and Culture

Aboriginal Heritage

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

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

Native Title has not yet been determined in the region through the South West Native Title Settlement. There are two registered native title claims: Southern Noongar (WC96/109) and Wagyl Kaip (WC98/70), as well as the unregistered Single Noongar Claim (Area 1) (WC03/6). The Wagyl Kaip/

Southern Noongar claim area is one of six regional claim groups within the South West Noongar area, and all claim groups have registered Indigenous Land Use Agreements (ILUA) under the South West Native Title Settlement (SWNTS). The SWNTS provides Noongar people with recognition as traditional owners of the south-west of WA, establishes a Noongar Land Estate, implements a standard heritage process, and provides a range of economic and community development outcomes, in exchange for the surrender of native title and resolution of native title claims.

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

Actions

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



Heritage and Culture

Historic Heritage

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

The identification of places of local and State heritage significance is provided for in the Heritage Act 2018 and the Heritage Regulations 2019, while the conservation and protection of places and areas of local heritage significance is provided for in the Planning and Development Act 2005 and Planning and Development (Local Planning Schemes) Regulations 2015. There are 94 places in Albany listed

on the State Heritage register, inclusive of individual places that are part of the Stirling Terrace Precinct. The City's Heritage Survey has identified over 300 places of heritage significance of which the majority thereof are afforded protection under the Local Heritage List under the Local Planning Scheme.

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

Actions

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





Public Transport, Walking and Cycling

Public transport plays an essential role in the economic and social development of cities and provides access to jobs, housing, services and recreation and opens up peripheral and isolated suburbs. Good public transport provides a choice of mobility to all people. It reduces pollution and congestion, requires less land than road infrastructure, and encourages a more active lifestyle. Access to transport remains a critical social equity consideration, particularly for the residents of outer suburbs where public transport services and local employment are generally unavailable. Rising fuel prices, combined with poor public transport infrastructure and the need to travel further to places of employment, can result in 'transport poverty'. Transport disadvantage is also experienced by certain sectors in the population, including the elderly, people with a disability and those of a lower socio-economic status.

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

The City joined the TravelSmart initiative (now known as Your Move) in 2015 to encourage Albany residents to reconsider using their car for short and single-person trips. The program has been successful in increasing the number of people regularly walking and cycling, particularly as the City had simultaneously embarked upon a program

of constructing and upgrading pathways. Community development initiatives have also increased community awareness of the health benefits of cycling and walking, and maps have been produced to assist residents to plan their journey for short trips on foot or by bicycle.

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

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

Actions

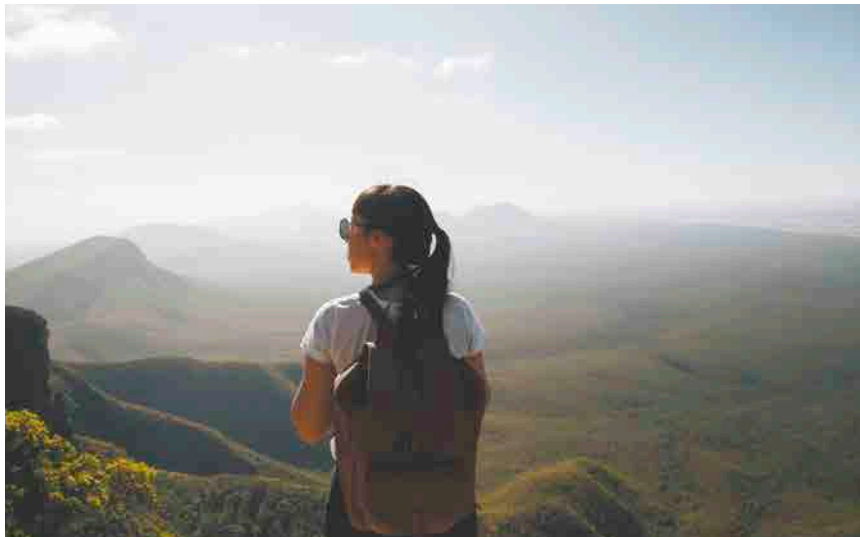
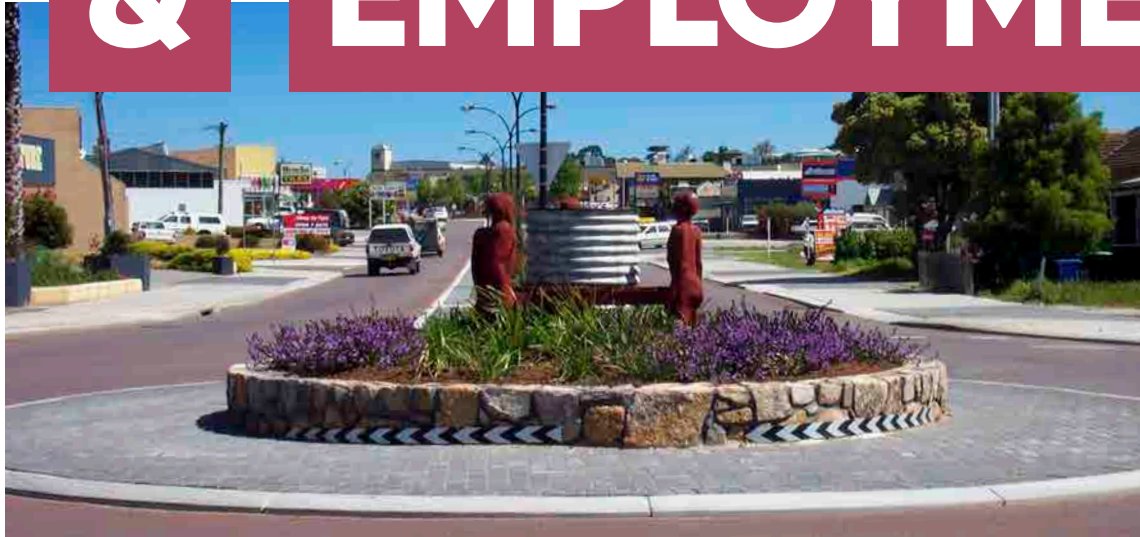
1. Advocate for improved public transport systems with the relevant State government agency.
2. Partner with relevant local and State Government agencies to fund and improve public transport, walking and cycling infrastructure and amenity.
3. Plan for the provision of efficient public transport and walking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

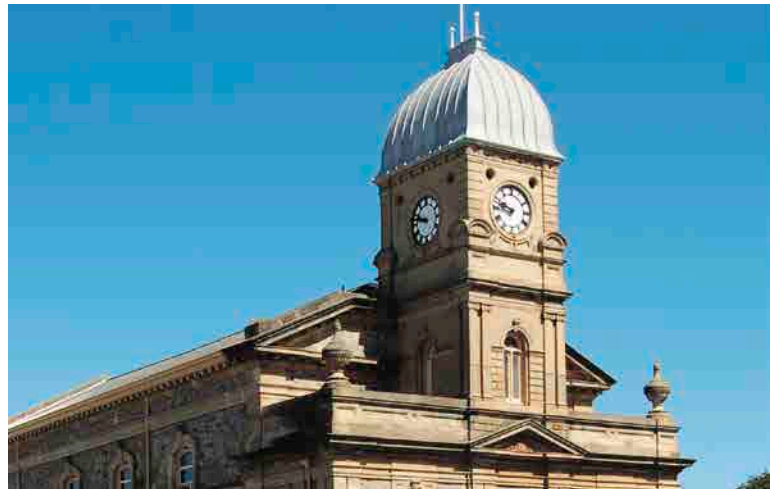


ECONOMY

&

EMPLOYMENT







Activity Centres

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

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

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

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

Actions

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

3. Investigation Area 3 – Neighbourhood and Local Centres:

Provide a strategic framework for the redevelopment and renewal of neighbourhood centres and local centres to improve the performance of the centre by:

- diversifying land uses to meet the daily and weekly needs of residents, workers and visitors including community facilities;
- providing a local community focus;
- providing a focal point for public transport, walking and cycling networks for direct and convenient access;
- providing a local employment node centred around the service industry;
- accommodating adjacent high to medium density residential development within the centre's area of influence; and
- providing high quality public realm improvements in small parks and within the street environment.

4. Under the Local Planning Scheme maintain the existing maximum floor space allocation for each of the activity centres within the lifespan of this Strategy and investigate introducing performance-based criteria during the review of the Local Planning Scheme to diversify neighbourhood and local centres into true activity centres, including criteria for the preparation Retail Sustainability Assessments and structure plans.

5. A Local Development Plan shall be required where redevelopment is proposed for land within the boundary of an activity centre i.e. 'Neighbourhood Centre' and 'Local Centre' zones under the Local Planning Scheme. A Structure Plan shall be required where:

- the City determines that a proposed redevelopment is considered 'major' and is within the boundary of an activity centre; and/or
- redevelopment is proposed beyond the boundaries of 'Neighbourhood Centre' and 'Local Centre' zones.

6. Review the statutory framework for activity centres under the Local Planning Scheme to:

- rationalise regional centre zones (i.e. 'Highway Commercial', 'Regional Mixed Use' and 'Regional Mixed Use Business'), consistent with Model Scheme Text;
- review the land use permissibilities for these zones in the zoning table of the Local Planning Scheme; and
- consolidate the 'Local Centre' and 'Neighbourhood Centre' zones of the Bayonet Head activity centre.





Industry

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

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

such as size of lots, location, infrastructure constraints and environmental factors influence the suitability of existing stock of land to be development. In addition, it is necessary to protect land beyond the lifespan of this Strategy for future general industrial growth. There is also an identified need for large 'General Industry' zoned lots to cater for transport and logistics industries.

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

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

Actions

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

3. Investigation Area 4 – Mirambeena Strategic Industrial Expansion Area

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

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

4. Investigation Area 5 – Pendeen Expansion Area

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

- preferred land uses and land use compatibility;
- protection of remnant native vegetation;
- environmental factors;
- landscape protection/visual amenity;
- servicing requirements;
- road capacity;
- bushfire hazard;
- buffer requirements; and
- any other requirements that may be determined by the City of Albany or State government agencies.

5. Investigation Area 6 – Proposed Ardess Estate Light Industrial Area

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

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

6. Investigation Area 7 – Robinson Industrial Area

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

7. Investigation Area 8 – Gledhow Industrial Area

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

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

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

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

- land capability;
- potential contamination;
- potential amenity impacts on urban areas to the north and associated environmental buffer requirements;
- the interface with the future Albany Ring Road;
- location within a sewerage sensitive area;
- appropriate zoning and land uses; and
- any other requirements that may be determined by the City of Albany or State government agencies.

9. Investigation Area 10 – Mueller Street

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

- 10.** Introduce the 'Strategic Industry' zone into the Local Planning Scheme and identify Mirrambeena as a 'Strategic Industry' zone.



Tourism

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

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

Some issues faced by the tourism sector are low population density to support major events, a lack of four star hotel accommodation and under-investment in tourism products. Remoteness also remains a key barrier,

particularly the perceived high cost for transport and the significant travel time required to reach the destination.

The City is currently guided by the Tourist Accommodation Planning Strategy (2010) and Local Planning Policies, including Significant Tourist Accommodation Sites. The Strategy was prepared in accordance with WAPC Planning Bulletin 83 – Planning for Tourism. However, there is a need to review and broaden the scope thereof to a Tourism Planning Strategy to, amongst others, provide strategic direction in relation to existing and potential future tourist sites.

Land that is currently zoned 'Tourist Residential', 'Hotel/Motel', and 'Caravan and Camping' is designated as 'Existing Tourism Accommodation Sites' in Figure 2.

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

Actions

1. Facilitate and collaborate with State government and other relevant agencies to review the Tourism Accommodation Strategy (2010) and broaden the scope to a Tourism Planning Strategy.
2. Support the outcomes of the Tourism Planning Strategy through appropriate Local Planning Scheme provisions and Local Planning Policies.
3. During the review of the Local Planning Scheme the following matters need to be addressed:
 - review the zoning table to ensure flexibility of tourism uses in mixed use and regional centre zones, and ancillary to rural uses in rural zones; and
 - determine an appropriate zone for land designated 'Existing Tourism Accommodation Sites' in Figure 2, consistent with the Model Scheme Text and Tourism Planning Guidelines.
4. The City will not support rezoning of any land to the Tourism zone, until such time as the Tourism Planning Strategy is finalised.



Rural – Agricultural Diversification

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

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

Under the Great Southern Development Commission's Regional Blueprint, expansion of production, value-adding and international marketing of the region's food product has been earmarked as another key project that has the potential to positively transform the Great Southern region over the decades to come. The strategic location and existing development on a number of small rural-zoned lots at Baker's Junction may provide economic opportunities for the local rural community through the establishment of a formal Rural Enterprise precinct.

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

Actions

1. Designate Lots 6, 7, 155, 157 South Coast Highway, and Lots 150 and 156 Chester Pass Road King River for rural enterprise purposes and identify appropriate land use permissibilities and standards for development during the review of the Local Planning Scheme.
2. Identify the land requirements and potential locations to support establishment or growth of the following:
 - aquaculture;
 - food hub to be developed as part of the regional food system; and
 - projects with the potential for transformation and growth i.e. milk processing infrastructure, livestock and meat processing infrastructure (boutique abattoir), or intensive livestock enterprises.



Education Growth

A vision to become a 'university town' is held by many stakeholders in the region including the University of Western Australia, Great Southern Development Commission and the City of Albany. The City has become increasingly attractive for tertiary education, which has led to the expansion of the University of Western Australia's Albany Campus, which continues to develop courses of an international standard, based on Albany's competitive advantages in areas such as agriculture, natural resource management, renewable energy, rural health and education. However, it is desirable to continue to expand the range of courses and further educational opportunities on offer.

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

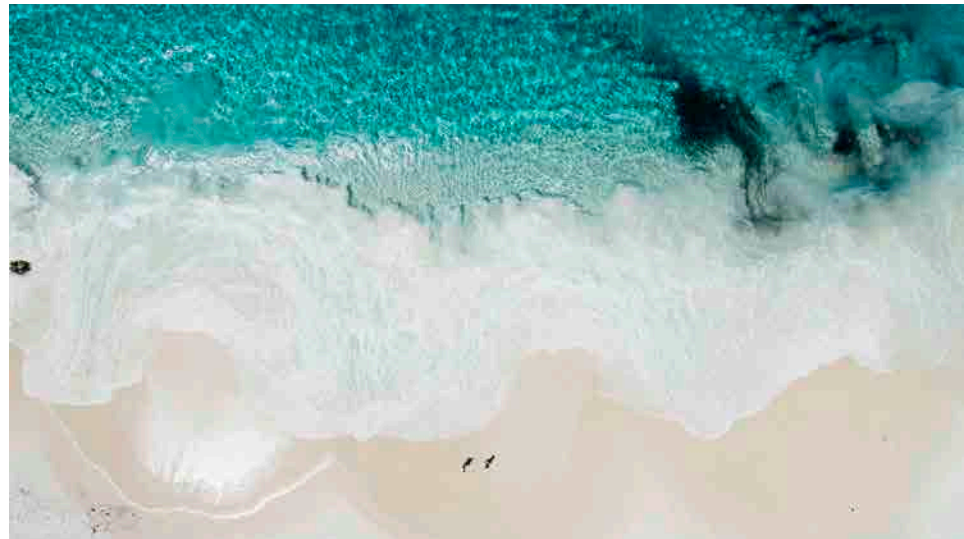
Strategic direction: Support the growth of tertiary education in Albany.

Actions

1. Identify education precincts in conjunction with activity centres:
 - UWA and surrounds in the Regional Centre;
 - TAFE and surrounds in the Orana Activity Centre; and
 - Other potential sites, ideally within Activity Centres.
 2. Support diversification of housing and land uses to cater for accommodation, entertainment, shopping and transportation needs of students by ensuring the zoning and planning policy framework relating to identified education precincts is suitable.
-



ENVIRONMENT





Vegetation and Biodiversity Conservation

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

Development for settlement growth is the greatest threat to biodiversity, having already led to the clearing of 65% of the native vegetation in and around the Albany urban area. Biodiversity is also threatened by Phytophthora dieback, climate change and weeds. A further reduction in the size and number of these vegetation remnants will increase the pressure on various flora and fauna species. There are significant areas of vegetation present in small, scattered patches inland, while a considerable amount of native vegetation still exists on private property. As conservation reserves are less able

to retain their values as isolated 'islands' in a cleared or urbanised landscape, a vegetation linkage or macro corridor approach, which links conservation reserves with other remnant native vegetation on private land, is an important initiative in abating the loss of biodiversity.

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

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

Actions

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



Rivers, Estuaries and Wetlands

Water resources within the City have important environmental, social and economic values. The availability and the quality of our water resources are critical to the City's environment and economy.

Regionally significant waterways are shown in Figures 1 and 2. The two largest river systems in the City are the Kalgan River and King River catchments, which both discharge into Oyster Harbour. Oyster Harbour, along with Princess Royal Harbour, are also significant waterways within the City.

There are over 300 conservation category wetlands in the region. Protection of these areas is required through appropriate mechanisms, which may include public ownership, development restrictions and creation of

foreshore reserves. The designation of sewerage sensitive areas by the Government Sewerage Policy, (shown on Figure 10, Part 2) due to proximity to water resources, suggests a precautionary approach towards onsite effluent disposal.

Rivers and watercourses are highly valued for recreational, cultural and landscape reasons, while wetlands have cultural significance and high customary value for many Aboriginal people.

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

Actions

1. Assess development and subdivision applications to ensure that no direct discharge occurs to rivers, estuaries and wetlands from stormwater and industrial wastewater outfalls.
2. Ensure structure planning, subdivision and development that proposes onsite effluent disposal takes cumulative impacts into consideration and complies with separation distances from water resources as set out under the *Government Sewerage Policy*.
3. Require best practice, stormwater management in subdivisions, including the incorporation of site-responsive water sensitive urban design to manage stormwater quality and quantity and runoff into all waterways.
4. Identify and accurately map priority flood-prone areas with assistance from the Department of Water and Environmental Regulation. Current mapped flood prone areas are shown on Figures 5 (Part 2).
5. Land use planning controls within flood-prone areas are contained within the Local Planning Scheme and local planning policy. The need for additional controls will be investigated under the review of the Local Planning Scheme.
6. Protect regionally important river (shown on Figures 1 and 2), wetland and estuarine foreshores, and other priority sites with high conservation value through mechanisms including ceding for public ownership. Foreshore areas shall be determined as part of structure plans, and ceded at subdivision and development (whichever occurs first).
7. Advocate for the vesting of Unallocated Crown land with high conservation values with an appropriate agency to ensure secure protection and management.
8. Condition fencing and revegetation and ongoing management of rivers, floodplains, wetlands and estuaries to reduce sediment and nutrient transportation at structure plan and subdivision stages.

9. Investigation Area 11 – Protection of Yakamia Creek and Lake Seppings

Identify planning mechanisms to protect the environmental qualities of Yakamia Creek and Lake Seppings.



Rural - Land and Soil

Rural Land

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

Rural land is not only used for agricultural production but also accommodates significant biodiversity, environmental and natural landscape values, as well as minerals, basic raw materials and other resources.

Basic Raw Materials

The sustainable extraction of basic raw materials is important to protect environmental and biodiversity values whilst meeting long term resource needs. Access to limestone is particularly important, as the use of agricultural limestone and lime sand is the primary method currently used to

neutralise acidic agricultural soils. There is a finite supply of minerals and basic raw materials, and their extraction should be supported by regional strategy to ensure efficient use, environmental protection and sequential land uses.

Proposals for basic raw material extraction must consider the value and protection of native vegetation. Where extraction is considered suitable, careful management to minimise the potential spread of Phytophthora dieback is needed.

Landscape Protection

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

Strategic direction: Protect rural land and soil resources through appropriate planning mechanisms.

Actions

RURAL LAND

1. Protect rural land from urban sprawl and inappropriate subdivision and development.
2. Review the Local Planning Policy on Agricultural Protection and Subdivision in the context of the current versions of State Planning Policy 2.5 Rural Planning and Development Control Policy 3.4 Subdivision of Rural Land, and support subdivision of rural land in accordance with the revised Local Planning Policy.
3. Identify strategic agricultural industries and protect these industries from sensitive or incompatible land uses. Sensitive land uses, rural pursuits and rural industries will only be approved where it can be demonstrated that they will not limit the existing or potential operations on rural land.
4. Advocate for the preparation of high quality agricultural land mapping of the Great Southern through the Department of Primary Industries and Regional Development.
5. Designate identified high-quality agricultural land as such on the Strategy map once the information becomes available.
6. Support non-rural uses that are compatible with and complement the primary use of the land.

7. During the review of the Local Planning Scheme, re-zone land currently zoned General and Priority Agriculture as Rural in accordance with the Model Scheme Text, and provide for land use permissibilities and provisions that support agricultural activity and a range of rural uses whilst managing landscape and environmental protection and potential land use conflicts.

BASIC RAW MATERIALS

8. Protect existing and potential sites for basic raw material and agricultural mineral extraction, taking into consideration land use conflicts, environmental values, visual impact and buffer areas where necessary.
9. Enable mineral exploration and extraction in accordance with acceptable environmental and amenity standards.

LANDSCAPE PROTECTION

10. During the review of the Local Planning Scheme, incorporate suitable provisions to guide development in landscape priority areas.
11. Consideration of the visual quality and character of natural and rural landscapes in the assessment of land uses and development in areas designated as landscape protection.



Coastal Planning and Management

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

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

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

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

Actions

1. Require that coastal planning strategies or foreshore management plans are carried out as early as possible in the planning process. Foreshore management plans are to determine suitable setbacks and land required to be ceded for public foreshores reserves by an assessment of coastal processes in accordance with *State Planning Policy 2.6 – State Coastal Planning*.
2. Pursue funding and progressively undertake Coastal Hazard Risk Management Adaptation Plans for priority areas, including Princess Royal Harbour, Oyster Harbour, Goode Beach and the Whaling Station area.
3. **Investigation Area 12 – Implementation of the Emu Point to Middleton Beach Coastal Hazard Risk Management Adaptation Plan**
Implement the recommendations of the CHRMAP for Emu Point to Middleton Beach through an Investigation Area (IA12).





Bushfire Risk

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

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

Bushfire threat can never be completely eliminated and landowners must recognise the need for management measures when assuming a level of voluntary personal risk by choosing to live in a bushfire prone area. Reducing vulnerability to bushfire threat is a collective responsibility of State and local government, landowners, industry

and the community. Application of Australian Standard 3959: Construction of buildings in bushfire-prone areas is only one of a large range of bushfire mitigation measures that can be adopted to reduce the inherent risk. Fire management measures adopt a range of mitigation options targeting key aspects of development, including vehicular access, water supply and the siting and design of development. Compliance with the City's annual fire protection notice is an additional component of bushfire risk management.

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

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

Actions

1. Incorporate bushfire assessment and management measures as required by *State Planning Policy 3.7 – Planning in Bushfire Prone Areas* in planning proposals, such as Local Planning Scheme amendments, structure plans, subdivisions and development applications.
2. Identify the need for any supplementary provisions under the Local Planning Scheme, for developments at risk from bushfire, in addition to the deemed provisions contained in the *Planning and Development (Local Planning Schemes) Amendment Regulations 2015*.
3. Once finalised, incorporate relevant recommendations from the Bushfire Risk Management Plan into the Local Planning Strategy.



INFRASTRUCTURE





Roads

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

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

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

Actions

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



Albany Regional Airport

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

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

Actions

1. Maintain the Albany Airport noise Special Control Area under the Local Planning Scheme to protect the airport from sensitive land uses and include the Obstacle Limitation Surface as a matter that will be considered in applications for planning approval.
2. Protect land from development that could compromise future expansion of the airport.
3. **Investigation Area 12 – Potential Airport Business Area**
Identify Albany Regional Airport as an investigation area and prepare a structure plan that shows future expansion and development of industry and businesses associated with aviation services and logistics to create or develop competitive advantages.



Albany Port

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

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

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

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

Actions

1. Maintain the Albany Port Special Control Area under the Local Planning Scheme to ensure its ongoing protection.
2. Continue to secure road, rail and other necessary infrastructure corridors to the port under the Local Planning Scheme.
3. Give precedence to the maintenance of port functions and operations when considering land uses that may impact on these.



Albany Port **Cont.**

4. During the review of the Local Planning Scheme, investigate changing the 'Port Industry' zone over Southern Ports (Port of Albany) land to the 'Strategic Infrastructure' local scheme reserve consistent with the Model Scheme Text.
5. Designate boat harbour land and associated seabed area at the Waterfront and the relevant City reserve land at Emu Point and the vested waters as 'Strategic Infrastructure' and reserve the land for this purpose during review of the Local Planning Scheme.
6. During the review of Local Planning Scheme No.1, investigate an appropriate zone for the freehold lots zoned 'Port Industry' that supports the ongoing operation of the Port.



Rail

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

Protection of the rail line is important, as it is a major link to the port and incompatible development can constrain network performance, reduce productivity and prevent the rail freight from reaching its planned capacity into the future.

The Lower Great Southern Strategy (2016) envisages the transfer of general freight to rail via an intermodal transfer facility, and the location of future industrial land near the existing railway line to increase the potential use of rail.

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

Actions

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





Service Infrastructure

Energy

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

Water and Wastewater Infrastructure

Parts of the City are connected to the Water Corporation sewer network, while some areas are serviced by on-site effluent disposal systems. Issues with on-site effluent disposal can include proximity to waterways and high groundwater levels, impervious soils, or the presence of rock close to the ground surface, which is not conducive to on-site disposal. The designation of sewerage sensitive areas by the Government Sewerage Policy, such as land draining to Oyster Harbour and Princess Royal Harbour, highlights the detrimental cumulative impact mismanaged onsite effluent disposal can have on environmental health. The Sewer Infill Program is funded by the State government and funding has been curtailed and deferred in recent years. Infill sewer in priority areas will be subject to obtaining the necessary funding.

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

Waste Disposal Site Requirements

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

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

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

Actions

ENERGY

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

WATER AND WASTEWATER INFRASTRUCTURE

2. Require all subdivision and development to be connected to reticulated sewerage, unless an exception is provided for in the *Government Sewerage Policy*.
3. Advocate for the funding of the Infill Sewer program through the relevant State government agency and/or facilitate public-private partnerships for the provision of reticulated sewer to priority areas, such as Milpara.
4. Maintain the Timewell Road Waste Water Treatment Plant Odour Buffer Special Control Area under the Local Planning Scheme.

5. Investigate the establishment of compatible land uses in and immediately adjacent to the odour buffer of the treatment plant.

6. Maintain the Marbellup Brook Catchment, South Coast Water Reserve and Limeburners Creek Catchment Public Drinking Water Source Area Special Control Areas under the Local Planning Scheme and include Angove Creek Catchment PDWSA as a Special Control Area.

WASTE DISPOSAL SITE REQUIREMENTS

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

IMPLEMENTATION

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

The following mechanisms will be used to implement the Strategy:

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

Review of the Local Planning Scheme and amendments

The Strategy provides the justification for matters that need to be addressed in the review of the Local Planning Scheme. The *Planning and Development (Local Planning Schemes) Regulations 2015* require local governments to undertake a review of their Local Planning Scheme five years after its gazettal. The City's Local Planning Scheme was gazetted in April 2014, therefore a review was due in April 2019.

Various actions identified relate to the scheme review such as rationalisation of zones in accordance with the Model Scheme Text, review of industrial land, residential density coding and activity centres. The preparation of the Tourism Planning Strategy and Housing Strategy will further provide recommendations that will serve to inform the review process.

Local Planning Policies

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

The preparation and review of policies is recommended to ensure consistency with the objectives and direction of the Strategy, the current planning framework and the review of Local Planning Scheme No.1.

Structure Plans

Structure planning will be required as the basis for coordination of subdivision and development of greenfield sites, these areas are generally designated as 'future urban', 'rural living', 'rural villages' and re-development of areas and/or sites such as the Centennial Park Urban Renewal Area and Activity Centre Structure Plans for

neighbourhood and local centres. Structure Plans are to be prepared in accordance with the objectives and strategic directions set out under this Strategy and the *Planning and Development (Local Planning Schemes) Regulations (2015)*.

Local Plans

Local Plans are strategies similar to this one where objectives that fall outside of the scope of land use and planning can be addressed. Examples are the Age Friendly Plan, the Reserves Management Plan etc. which go beyond the scope of a planning strategy and cover other social, environmental and infrastructure outcomes.

Preparation of further targeted strategies

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

Incentives

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

Advocacy/Promotions

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

Collaboration/Partnerships

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



APPENDIX 1: INVESTIGATION AREAS

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

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

1. Investigation Area 1 (IA1)

– Centennial Park Urban Renewal Area

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

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

2. Investigation Area 2 (IA2) – Wool Stores

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

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

3. Investigation Area 3 (IA3)

– Neighbourhood and Local Centres

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

The conversion from maximum floor space under the Local Planning Scheme to performance-based criteria is not a well-established planning practice and limited case studies are available. The transformation towards performance based criteria is however, desirable to achieve an urban form which supports the services and needs of population.

The Strategy recommends investigating whether it is appropriate to introduce performance based criteria in the Local Planning Scheme to diversify neighbourhood and local centres into true activity centres, including criteria for the preparation of Retail

Sustainability Assessments. The preparation of Local Development Plans will be required where redevelopment is proposed for land within the boundary of an activity centre i.e. Neighbourhood and Local Centre zones under the Local Planning Scheme. A Structure Plan will be required where the City considers that the redevelopment is 'major' and/or where redevelopment is considered beyond the boundaries of a centre zone.

4. Investigation Area 4 (IA4)

– Mirambeena Strategic Industrial Expansion Area

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

- preserving suitable land for strategic industry;
- identifying infrastructure requirements and alignments, in particular power, water and the extension of the rail spur;
- identifying a suitable location for an intermodal transfer facility/inland port;
- Marbellup Brook Water Reserve Public Drinking Water Source Area; and
- the proposed Albany Motorsports Park.

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

5. Investigation Area 5 (IA5) – Pendeen Expansion Area

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

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

6. Investigation Area 6 (IA6)

– Proposed Ardess Estate Light Industrial Area

The City of Albany owns a lot to the south of Ardess Estate currently reserve for Public Purpose: Government. The former

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

7. Investigation Area 7 (IA7)

– Lot 2 Hanrahan Road (CSBP Fertiliser Depot)

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

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

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

8. Investigation Area 8 (IA8) – Robinson Industrial Area

The Robinson Industrial Area comprises just under 19 hectares of 'General Industry' zoned land. Historical uses within the estate were considered 'noxious' industry, and the area may be subject to resultant contamination. While the majority of lots within the precinct are occupied, the use of this land for general industry is not optimised. The site is well serviced by power and water, it is however constrained by a high water table, and by its location within a sewerage sensitive area under the Government Sewerage Policy (2019) and lack of gas and reticulated sewerage. There are also visual amenity considerations of the area along Lower Denmark Road which is a tourist route into the City.

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

9. Investigation Area 9 (IA9) – Gledhow Industrial Area

The Gledhow Industrial Area comprises approximately 100 hectares of industrial zoned lots. It consists of large lots to the north-west zoned 'General Industry' and smaller one to two hectare lots to the north-east zoned 'Light Industry'. The land is mostly cleared and there are several residences within the area. The rail line bounds the site to the south and access is gained via a connection to Lower Denmark Road from Old Elleker Road to the south. Lower Denmark Road connects to the Port and broader regional transport network. Environmental constraints specific to the site include the Gledhow Nature Reserve on the northern boundary as well as a small creek line and high water table in western part. The site is also constrained by its location within a sewerage sensitive area under the *Government Sewerage Policy (2019)*.

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

10. Investigation Area 10 (IA10) – Mueller Street

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

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

11. Investigation Area 11 (IA11)

– Protection of Yakamia Creek and Lake Seppings

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

- extending the Yakamia Structure Plan area to include lower Yakamia Creek catchment;
- updating the Lake Seppings flood mapping;
- incorporate recommendations from the Yakamia Creek Living Stream Management Plan (Janicke, S & G 2015); and
- include the floodplain/catchment area of Yakamia Creek and Lake Seppings as a Special Control Area under the Local Planning Scheme.

12. Investigation Area 12 (IA12)

– Implementation of the Emu Point to Middleton Beach Coastal Hazard Risk Management Adaptation Plan

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

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

13. Investigation Area 13 (IA13)

– Potential Airport Business Area

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

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

Local Planning Strategy 2019

Figure 1: Rural



Legend

Designation


- Rural
- Parks and Recreation
- Rural Living
- Public Use

Strategic Direction/Action

- 1** Settlement growth is not supported in the rural villages of Cheynes Beach, Cuthbert, Redmond, South Stirling, Torbay, Bornholm, Torbay Hill and Youngs Siding
- 2** Protect and enhance macro-corridors through the use of statutory planning mechanisms such as local scheme amendments, structure plans and subdivisions
- 3** Protect agricultural land from urban sprawl and inappropriate development

Other

- Local Government Boundary
- Primary Road
- District Road
- Significant waterway
- Public Drinking Water Source Areas
- Macro-corridors
- Rail
- Ocean



Albany

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Date Printed: 20/11/2019

Local Planning Strategy 2019

Figure 2: Urban



Legend

Designation					
	Rural		Commercial		Neighbourhood Centre
	Parks and Recreation		Industry		Future Neighbourhood Centre
	Rural Living		Public Use		Local Centre
	Urban		Regional Centre		Future Local Centre
	Existing Tourism Accommodation Sites		Urban Growth		Rural Enterprise

Strategic Direction/Action

4	Protect agricultural land from urban sprawl and inappropriate development	IA1	Investigation Area 1 - Centennial Park Urban Renewal Area
5	Direct urban settlement growth of Albany to areas designated as 'urban growth'	IA2	Investigation Area 2 - Wool Stores
6	Direct rural living settlement of Albany to areas designated as 'rural living'	IA3	Investigation Area 3 - Neighbourhood and Local Centres
7	Support the collaboration between the City and State government in the redevelopment of the Spencer Park Urban Renewal Area	IA4	Investigation Area 4 - Mirambeena Strategic Industrial Area
8	Identify localities or precincts in the City suitable to increase residential densities (infill development) based on accessibility to services and facilities, utility infrastructure, heritage, character and amenity, and land capability	IA5	Investigation Area 5 - Pendeen Expansion Area
9	Continue to protect the primacy of the regional centre, identify its unique identity and build upon this, facilitate new mixed-use commercial development, increase the density and diversification of housing within and surrounding the regional centre, protect and enhance the heritage character, improve public realm with universal access, improve public transport, walkability and bikeability, diversify users - residents (age and cultural diversity), workers and visitors that engage with the regional centre and attract the location of regional facilities	IA6	Investigation Area 6 - Proposed Ardross Estate Light Industrial Area
10	Identify education precincts in conjunction with activity centres and support diversification of housing and land uses to cater for accommodation, entertainment and shopping needs of students	IA7	Investigation Area 7 - Lot 2 Hanrahan Road (CSBP Fertiliser Depot)
11	Advocate for the completion of the Ring Road	IA8	Investigation Area 8 - Robinson Industrial Area
12	Facilitate the planning and construction of key link roads	IA9	Investigation Area 9 - Gledhow Industrial Area
13	Advocate for development of industry in Mirambeena	IA10	Investigation Area 10 - Mueller Road
		IA11	Investigation Area 11 - Protection of Yakamia Creek and Lake Seppings
		IA12	Investigation Area 12 - Implementation of the Emu Point to Middleton Beach Coastal Hazard Risk Management Adaptation Plan
		IA13	Investigation Area 13 - Potential Airport Business Area

Other			
	Rail		Macro-corridors
	Indicative Rail Spur Extension		Landscape Protection Areas
	Primary Road		SCA PDWSA
	District Road		Housing Strategy
	Significant waterway		Education Precinct
	Strategic Important Road Extensions		Strategic Infrastructure
	Investigation Area 4 - Mirambeena Strategic Industrial Area		
	Investigation Area 12 - Emu Point to Middleton Beach CHRMAP		

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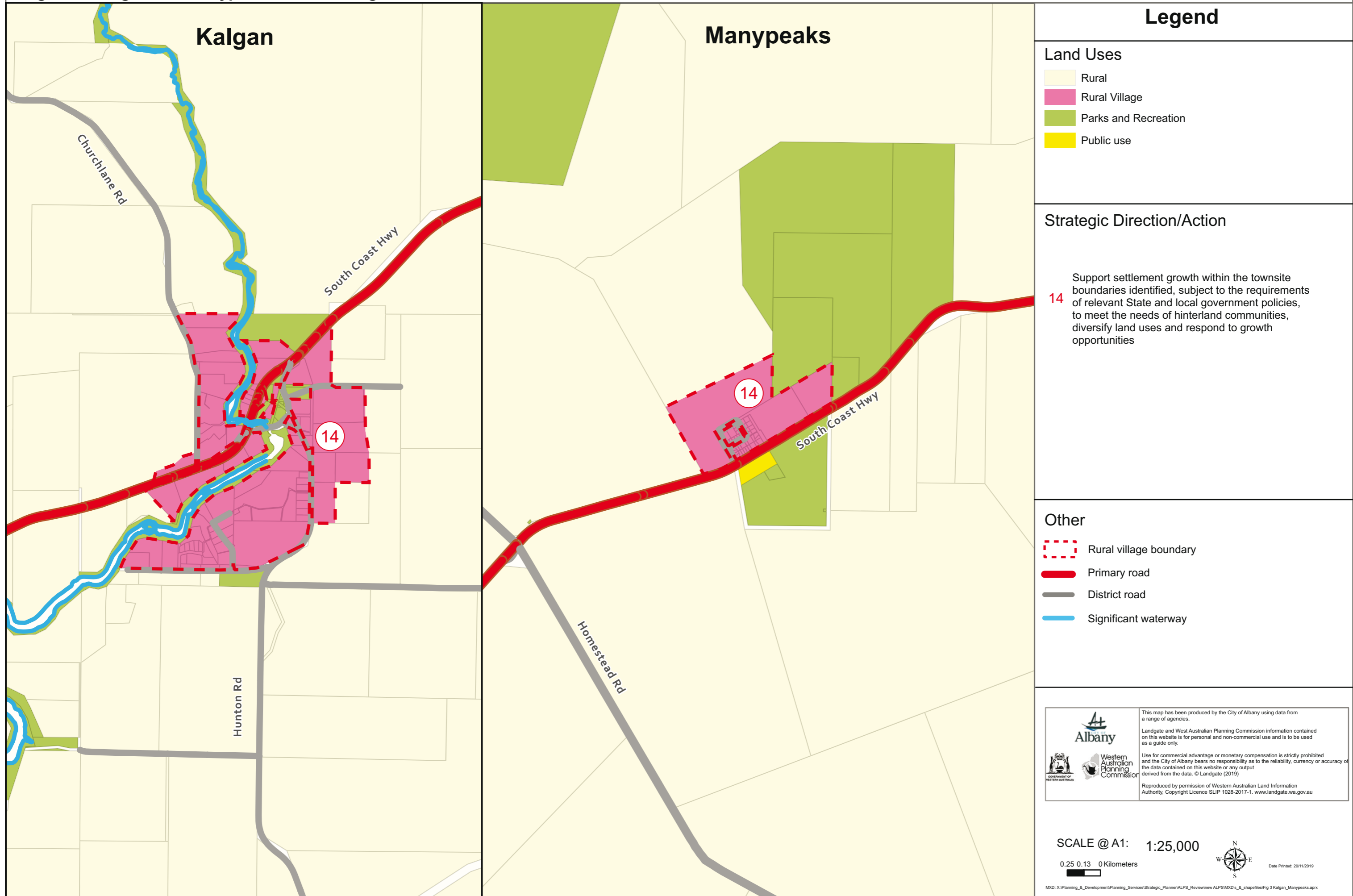
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Local Planning Strategy 2019

Figure 3: Kalgan and Manypeaks - Rural Villages



Legend

Land Uses

- Rural
- Rural Village
- Parks and Recreation
- Public use

Strategic Direction/Action

14 Support settlement growth within the townsite boundaries identified, subject to the requirements of relevant State and local government policies, to meet the needs of hinterland communities, diversify land uses and respond to growth opportunities

Other

- Rural village boundary
- Primary road
- District road
- Significant waterway

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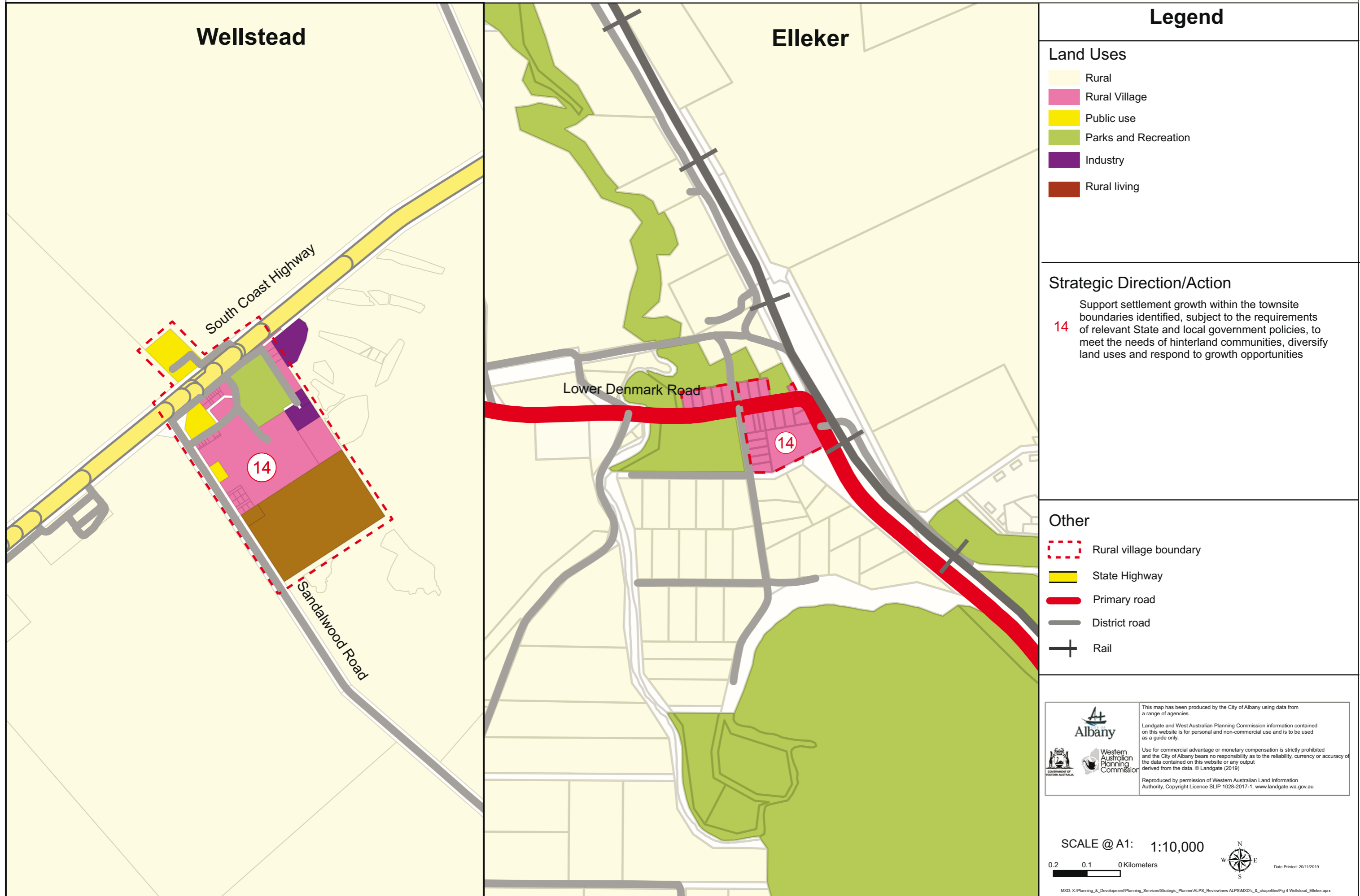


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Local Planning Strategy 2019

Figure 4: Wellstead and Elleker - Rural Villages



Legend

Land Uses

- Rural
- Rural Village
- Public use
- Parks and Recreation
- Industry
- Rural living


Strategic Direction/Action


Support settlement growth within the townsite boundaries identified, subject to the requirements of relevant State and local government policies, to meet the needs of hinterland communities, diversify land uses and respond to growth opportunities

14

Other

- Rural village boundary
- State Highway
- Primary road
- District road
- Rail

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