

Albany Central Area Masterplan 2010

“Albany’s Central Area will be the most vibrant, safe, accessible, liveable and commercially successful neighbourhood in regional Western Australia.



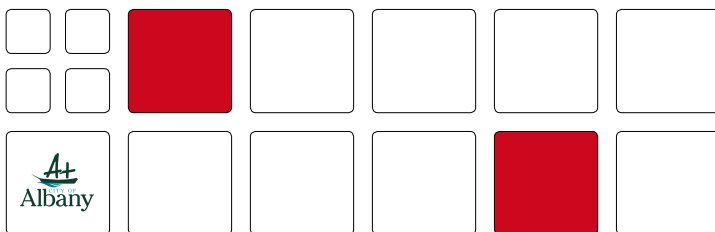
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Version Control

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| 1 | May 2009 | Approval to proceed with document | OCM 19/05/09 - Item 11.5.1 | Allocation of budget, adoption of objectives, make up of steering and technical committees |
| 2 | January 2010 | Draft – V1 | OCM 19/01/10 - Item 13.1.1 | Adopted for advertising |
| 3 | March 2010 | Draft - V2 | OCM 16/03/10 - Item 13.1.5 | Planning & Environment Strategy & Policy Committee to review the recommendations and present the final draft report to Council. |
| 4 | June 2010 | Final Approval | OCM 15/06/10 – Item 13.2.9 | Plan adopted, however any modifications to the road network shall be undertaken after a traffic study has been prepared and the community have had an opportunity to consider that study. |
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Albany's Central Area will be:

- family & pedestrian-friendly
- a vibrant cultural hub stimulated by attractive inner-city residential and tourism
- a unique and accessible retail experience”



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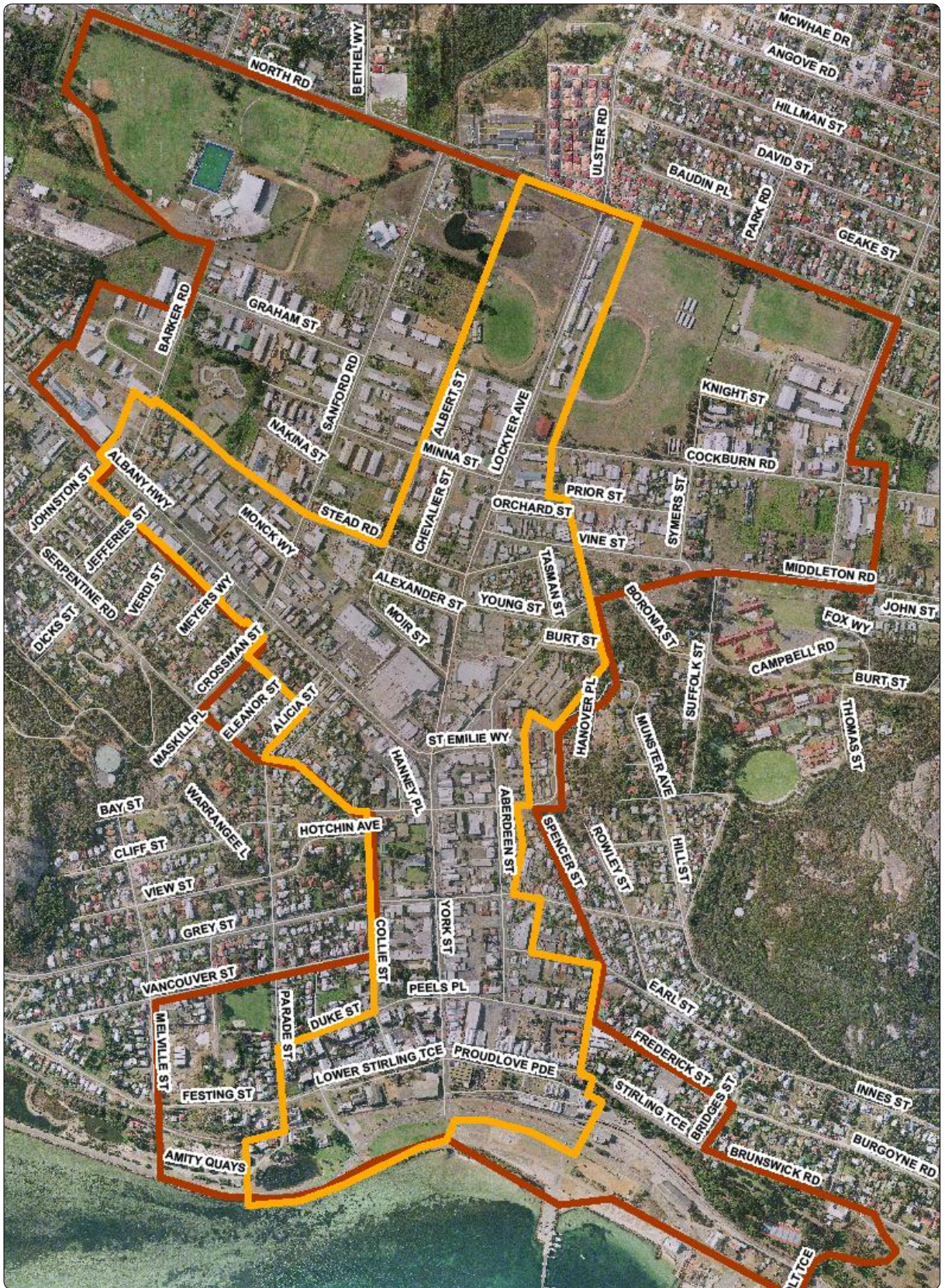
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Albany Central Area Masterplan Study Area

— Core Area — Area of Influence

Introduction

The Albany Central Area (ACA) Masterplan sets out a 20 year vision for the future growth of the town centre. The Albany region is forecast to grow considerably during this period, and the Masterplan will assist in co-ordinating the revitalisation of key sites, streets and facilities, whilst at the same time maintaining, protecting and enhancing the built and natural heritage that make Albany unique.

During the next 20 years Albany will evolve and grow into a friendly and safe town - recognised as vibrant, “clean and green”, well-designed, accessible, prosperous and attractive. Wherever possible and appropriate, pedestrians will receive priority over moving vehicles, leading to a more pleasant, safe and comfortable town centre environment.

York Street – the original “spine” of the town’s developed framework – will be nourished and promoted for its unique qualities, and will continue to function as the town’s principal shopping and business “high street”.



The Masterplan brings together the findings of numerous town planning, traffic, urban design and heritage studies previously undertaken for the Central Area. It extracts and integrates the key initiatives and actions identified in those studies, and apportions responsibilities and timelines for their implementation.

Introduction (cont.)

The Masterplan was compiled under the guidance of a Steering Committee, assisted by a Technical Committee. The Steering Committee is made up of a number of Albany City Councilors, with a broad representation of key interest groups within the community. These groups include Albany Central Area landowners, the Urban Design Forum, the Frederickstown Progress Association, the Albany Chamber of Commerce and Industry, the Youth Advisory Committee, and the City of Albany Seniors Committee.

The Masterplan Steering Committee has adopted the following “vision” to guide the development and implementation of the plan:

“Albany’s Central Area will be the most vibrant, safe, accessible, liveable and commercially successful neighbourhood in regional Western Australia.

Albany’s Central Area will be:

- *family and pedestrian-friendly;*
- *a vibrant cultural hub stimulated by attractive inner-city residential and tourism*
- *a unique and accessible retail experience.”*

The creation, adoption and implementation of the ACA Masterplan is a Key Performance Indicator for the City of Albany’s Chief Executive Officer.

Purpose of the Masterplan

The Masterplan is an “actioning” document:- aimed at providing the City of Albany, State Government authorities, Albany residents, landowners and potential investors with a clear understanding of where resources, priorities and energies are to be directed in the future development of the Albany Central Area.

To facilitate staged implementation, the Masterplan has been broken down into a number of individual projects or “Initiatives”. Each one has been derived from a series of broad objectives adopted by the Steering Committee.

Each Initiative is explained, justified and illustrated in an appropriate manner, and the actions and tasks required to implement the project are listed.

The document is intended to be as succinct as possible for ease of understanding. Further information on individual projects may be obtained by consulting the planning staff of the City of Albany.

The ACA Masterplan is a “living document”, which will be constantly reviewed and updated as it reacts to achievements and changing circumstances. The review of the document will be undertaken in accordance with the City’s established document control process.

Objectives of the Masterplan

- To reinforce the ACA as the commercial & cultural hub of the Great Southern Region;
- To improve the attractiveness of the ACA through streetscape improvements;
- To create a pedestrian & bicycle-friendly environment throughout the ACA;
- To promote the redevelopment and/or adaptive reuse of older buildings within the ACA through planning incentives/bonuses;
- To provide for safe & effective traffic flows in & around the ACA;
- To retain & enhance the heritage character found within the ACA;
- To improve the legibility & efficiency of accessways and parking areas on private land;
- To promote an increase in residential & tourism accommodation within the ACA;
- To identify cultural & civic land use development options within the ACA;
- To ensure there is sufficient & well located parking facilities located within or on the periphery of the ACA into the future to cater for residents' & visitors' demands;
- To investigate options for a regular & affordable public transport service within the ACA; and
- To recognise & plan for anticipated changes in transport patterns.

Summary of Contents

The Masterplan document contains a large number of Initiatives which collectively address the vision and objectives set by the Steering Committee.

Staged implementation of the Initiatives will result in:

- a more pedestrian and cycle-friendly town centre with widened footpaths, more alfresco dining opportunities, reduced traffic speeds, a number of quality civic and cultural spaces of varying scale and function, additional street trees and co-ordinated and themed public artworks;
- improvements to car parking availability and public transport;
- an increase in the residential population of the town centre;
- reinforcement of the town's important heritage and streetscape character;
- development incentives for landowners and investors.

Understanding the Masterplan Document

The Masterplan document is set out in the following manner:

SECTION ONE

A schedule of proposed Initiatives, grouped under the headings of:

- vehicle access, pedestrian movements, parking & public transport;
- land use;
- economics & initiatives for redevelopment;
- Cultural/Civic Precinct considerations; and
- streetscape improvements.

SECTION TWO

A more detailed description of the individual initiatives and actions, together with indicative or conceptual plans where appropriate;

SECTION THREE

A project implementation schedule and proposed mechanisms to drive the vision;

SECTION FOUR

Appendices.

It should be noted that many of the Initiatives overlap, and where this occurs they are cross-referenced.

Demonstration Projects

The City of Albany is keen to proceed immediately with two major projects. These have been given the highest priority by the project Steering Committee after input from key interest groups within the community. These projects are:

- (i) Design and construction works aimed at reconfiguring the central sections of York Street (south of the York Street/Albany Highway roundabout). This initiative will lead to a reduction in excessive vehicle speeds currently being experienced in those sections of York Street, an increase in the quantity of on-street parking, and an improvement in the visual quality and amenity of the street.
- (ii) More detailed designs for the development of the Cultural/Civic Precinct, and in particular, construction of the proposed Town Square.

The immediate launching of these two projects will practically demonstrate the City of Albany's commitment to securing the future of central Albany as the premier location within the region for business, shopping, culture and tourism.

Section One – Schedule of Proposed Initiatives

VEHICLE ACCESS, PEDESTRIAN MOVEMENTS, PARKING & PUBLIC TRANSPORT

- T1 Road hierarchy Central Area
- T2 Albany Highway/York St roundabout
- T3 On-street parking central section York St
- T4 Closure of part of St Emilies Way
- T5 Single lane – Albany Highway/ York St
- T6 Public transport
- T7 Vehicle connections over private land
- T8 Treatment of some road reserves
- T9 Bicycle routes & infrastructure
- Pa1 Interim & long-term parking solutions
- Pa2 Funding mechanisms for parking
- Pa3 Long-term parking for ACA employees
- Pa4 Review of Parking Policy
- Pe1 Pedestrian access routes

LAND USE

- L1 Additional residential & mixed use dvpt.
- L2 Multiple dwellings (single bedroom units)
- L3 Building Heights
- L4 Open space
- L5 Retention of Central Area Zone
- L6 Adaptive reuse of buildings
- L7 Retail & commercial space
- L8 Alfresco dining
- L9 Subdivisions within the ACA

ECONOMICS & DEVELOPMENT INCENTIVES

- I1 Incentives

CULTURAL/CIVIC PRECINCT

- C1 Public open space
- C2 Activities
- C3 Built form
- C4 Access & parking
- C5 Staging
- C6 Education Department land
- C7 Other matters

STREETSCAPE IMPROVEMENTS

- S1 Albany Highway streetscape
- S2 Albany Highway parking
- S3 Underground power
- S4 Middleton Loop
- S5 Speed limits
- S6 Middleton Road
- S7 Dog Rock
- S8 Collie St/Aberdeen St/Albany Highway
- S9 Stirling Terrace
- S10 Path upgrades
- S11 Additional on-street parking
- S12 Amity Precinct
- S13 Streetscape enhancement nodes

MECHANISMS TO ACHIEVE THE VISION

- M1 Implementation Schedule
- M2 Marketing
- M3 Financial incentives
- M4 Funding mechanisms to deliver actions
- M5 Development mechanisms
- M6 Implementation tracking & delivery
- M7 Additional resources
- M8 "A living document"

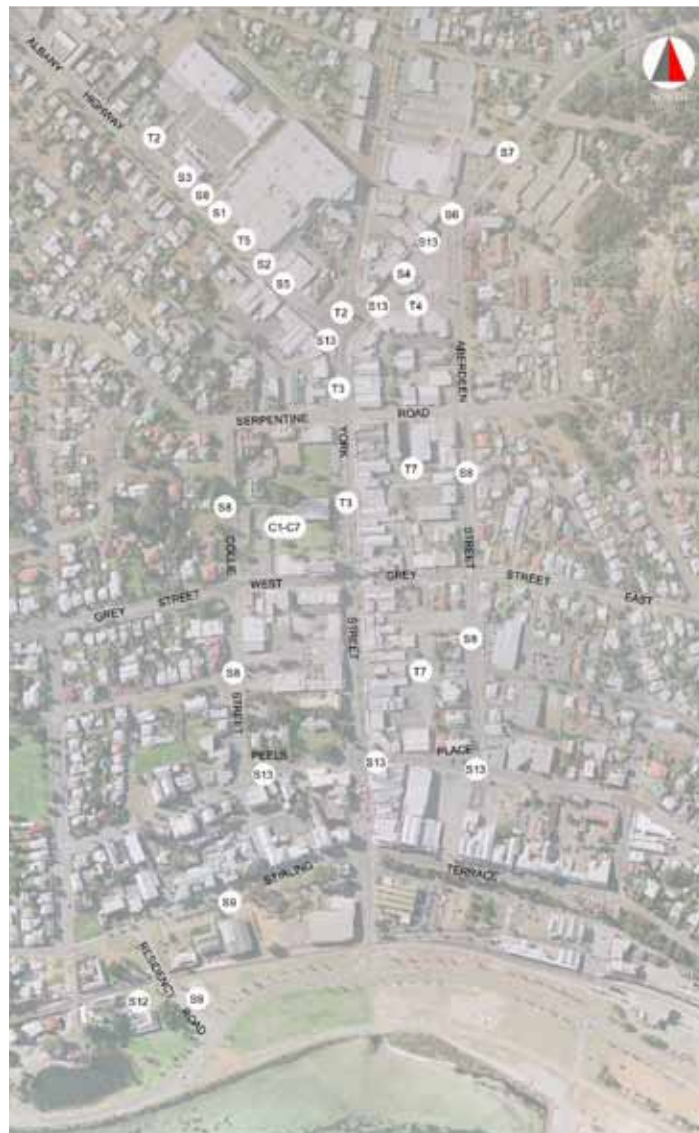


FIGURE 1 – Proposed Initiatives

Section Two – The Proposed Initiatives Explained

(I) Vehicle Access, Pedestrian Movements, Parking & Public Transport

| | |
|----------------------------|--|
| INITIATIVE | T1 – Road Hierarchy for the Central Area |
| RELEVANT OBJECTIVES | <ul style="list-style-type: none"> • To provide for safe & effective traffic flows in and around the ACA • To create a pedestrian & bicycle-friendly environment throughout the ACA • To retain & enhance the heritage character found within the ACA |
| ACTIONS | <ul style="list-style-type: none"> • Support the long-term Central Area by-pass plan • North Road to be the preferred by-pass option from the main roundabout to Middleton Beach • Reconsider connection through Stead Road (east of Moir Street) • Construct a roundabout at the York Street/Serpentine Road intersection |
| PRIORITIES | <ul style="list-style-type: none"> • 2 (short-term) Serpentine Road or in conjunction with closure of St Emilie Way • 3 (medium-term) St Emilie Way • 5 (long-term) remainder |

DISCUSSION:

The “Albany CBD Bypass Study (1999)” proposed a number of initiatives aimed at establishing a bypass route to the north of the Albany CBD. The study was commissioned because the City wanted to improve the pedestrian amenity of Lockyer Avenue, St Emilie Way and Albany Highway on the approach to York Street. The significant volumes and high speed of traffic using the Albany Highway/York Street roundabout were a concern to Council, as it created a barrier to pedestrian movements in the locality.

While a bypass route was proposed in the Study (based on the Sanford Road - Minna Street – Prior Street – Symers Street route), Council has more recently chosen to push the preferred bypass route further to the north, to North Road. This is in recognition of the growth in development that has recently taken place in the Lockyer Avenue precinct, as well as the need to protect cottages in Stead Road (west) considered to have heritage significance and/or character values, and the need to ensure that a bypass route does not split this important precinct.

While some of the intersection treatments proposed in the 1999 Study and its associated Local Area Traffic Management Plan have been constructed, others have not.

With the passage of time since the Bypass Study was initiated, it is timely to reconsider the traffic management measures required in the northern parts of the ACA to (a) reinforce North Road as the designated bypass route, (b) to improve pedestrian amenity on streets with higher pedestrian volumes by reducing traffic numbers and speeds, and (c) to protect residential areas of recognised heritage and character value.

THE PROJECT:

The ACA Masterplan proposes the adoption of a strategic road hierarchy, which classifies roads within and approaching the ACA according to their traffic function and their desired streetscape/environmental character. The road hierarchy is illustrated over the page at **Figure 2**.

The main changes to the existing street system relate to the downgrading of the traffic function of several streets, or particular sections of streets, and their transformation into “pedestrian-friendly” streets. For example, the eastern end of Albany Highway between Sanford Road and the York Street roundabout, all of York and Lockyer Streets, and St Emilie Way. In the interests of creating a pedestrian-friendly environment within the ACA, it has now been decided that the accessibility emphasis in these streets should swing back towards the pedestrian.

While vehicles will still be able to move through these streets, their speed will be reduced, and more pedestrian crossing points and on-street parking will be provided, footpaths will be widened and street trees planted.

This project is directly linked to Initiatives T2, T3, T4, T5 and others.

TASKS:

- To adopt the strategic road hierarchy (Figure 2) as the long-term goal of Council.
- Council to ensure that North Road becomes the preferred ACA by-pass option - from the main roundabout at Albany Highway/Chester Pass Road to Middleton Beach – and that appropriate actions are taken progressively over time, and whenever opportunities arise, to strengthen the by-pass traffic function of this route.
- Several of the priority tasks associated with implementing the strategic road hierarchy are contained within the following sections of the Masterplan document.

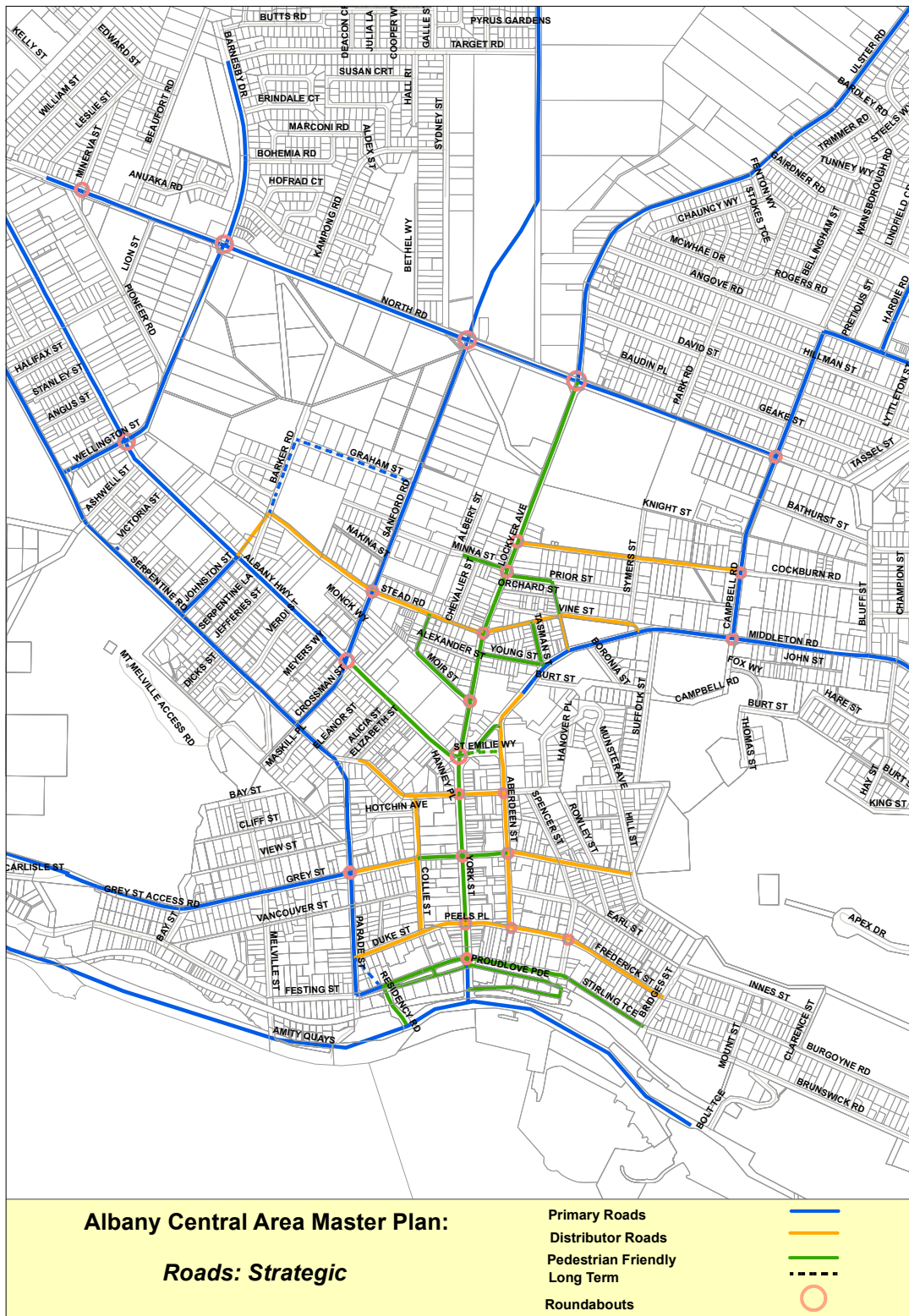


FIGURE 2
INITIATIVE T1 – Proposed Road Hierarchy & Required Road Treatments

| | |
|----------------------------|---|
| INITIATIVE | T2 – Albany Highway/York Street Roundabout |
| RELEVANT OBJECTIVES | <ul style="list-style-type: none"> • To provide for safe & effective traffic flows in and around the ACA • To create a pedestrian & bicycle-friendly environment throughout the ACA |
| ACTION | <ul style="list-style-type: none"> • Revise the entries to the roundabout to accommodate single lane traffic only |
| PRIORITY | <ul style="list-style-type: none"> • 2/3 (short to medium-term) |

DISCUSSION:

The draft “Retail Development Strategy” (2004) sought to retain the retail core primarily in the vicinity of the York Street/Albany Highway/Lockyer Avenue roundabout. For this to happen successfully, pedestrian movements along and across streets in the vicinity of the roundabout would need to be made safer and easier.

This roundabout has long been recognised as one which facilitates traffic flows at the expense of pedestrian safety and amenity. In the interests of creating a pedestrian-friendly environment within the ACA, it has now been decided that the accessibility emphasis in this locality should swing back more towards the pedestrian.

The “Defining Central Albany Strategy (2004)” identified the relevant issues associated with this roundabout. The roundabout was seen as having a difficult pedestrian environment caused by (heavy) traffic volumes. “Pedestrians are alienated from the area by noise, traffic speeds and are unable to easily cross either Albany Highway or York Street.” The DCA Strategy document recommended that:

Short-term -

- That Albany Highway & St Emilie Way both be reduced to a single carriageway with on-street embayed parking.
- That the intersection and its approaches be “tightened up”, and reduced to a single lane roundabout.
- Pedestrian connections (ramps, islands etc.) be provided across York Street at the roundabout to improve pedestrian safety and to facilitate safe vehicle movements.

Medium-term –

- That traffic lights be installed at the current roundabout location to help reduce accidents and to encourage safer and more comfortable traffic, pedestrian and cyclist movements.

(Note: It should be added that the installation of traffic lights would also allow a dedicated pedestrian-only phase to be incorporated.)

THE PROJECT:

Construction in the short-term of a “tightened-up”, single-lane roundabout as illustrated conceptually below at Figure 3. This project is to be integrated with Initiatives T2, T3, T4 and T5 (illustrated later at Figures 5 to 8) and S13.



FIGURE 3

INITIATIVE T2 - Albany Highway/York Street Roundabout – conceptual reconfiguration

TASKS:

- Refine concept drawing shown at Figure 3.
- Integrate the concept with other, adjacent street reconstructions and streetscape improvement Initiatives
- Commission detailed design and construction drawings.
- Commission construction.
- Monitor vehicle and pedestrian movements after construction.
- Review roundabout function periodically.
- In the longer term, replace the roundabout with traffic lights, incorporating a dedicated walk phase, if this becomes desirable/necessary.

| | |
|----------------------------|---|
| INITIATIVE | T3 – On Street Parking in Central Sections of York Street |
| RELEVANT OBJECTIVES | <ul style="list-style-type: none"> • To ensure there is sufficient & well-located parking facilities located within the ACA into the future to cater for residents' & visitors' demands • To create a pedestrian & bicycle-friendly environment throughout the ACA • To improve the attractiveness of the ACA through streetscape improvements |
| ACTIONS | <ul style="list-style-type: none"> • Install parking bays in the median with similar arrangement to that existing south of Grey Street West. (refer Actions C4 & S11) • Provide regular pedestrian crossings & appropriate landscape treatments in York Street |
| PRIORITY | <ul style="list-style-type: none"> • 1 (high) |

DISCUSSION:

The section of York Street between the Albany Highway/York Street roundabout south to Grey Street contains shops and other commercial uses on the eastern side, and the Civic and Cultural Precinct and mixed commercial uses on the western side. York Street is constructed with two traffic movement lanes in each direction, plus a parking lane on both sides. This creates – in effect - a six lane road in the heart of the city centre. This road configuration leads to excessive traffic speeds, and an overall impression of high numbers of fast-moving cars dominating the streetscape. The character and amenity of this section of York Street is far inferior to those sections south of Grey Street.

THE PROJECT:

Features of this project include:

- An increase in the quantity of on-street car parking by the provision of angled parking bays in the centre of York Street.
- A reduction in the total number of vehicle movement lanes from four to two.
- Retention of kerbside parking.
- The introduction of appropriate landscaping.
- The provision of regular pedestrian crossing points.
- Construction of a roundabout at the York Street/Serpentine Road intersection.

This project is directly linked to Initiative T1 (Road hierarchy Central Area), S5 (40km/hr speed limit), and is consistent with Initiative S11 (on-street parking).

TASKS:

- Refine concept drawing shown at following Figures 4 & 5 including consideration of additional pedestrian crossings at Serpentine Road, near York Street and other cross roads where necessary.
- Consult with affected landowners, & further refine concepts if necessary.
- Commission detailed design and construction drawings.
- Commission construction.
- Monitor vehicle and pedestrian movements after construction.
- Review street function periodically.
- Ensure design caters for emergency services accessibility.
- Prior to works commencing, traffic modelling / assessment to be undertaken.

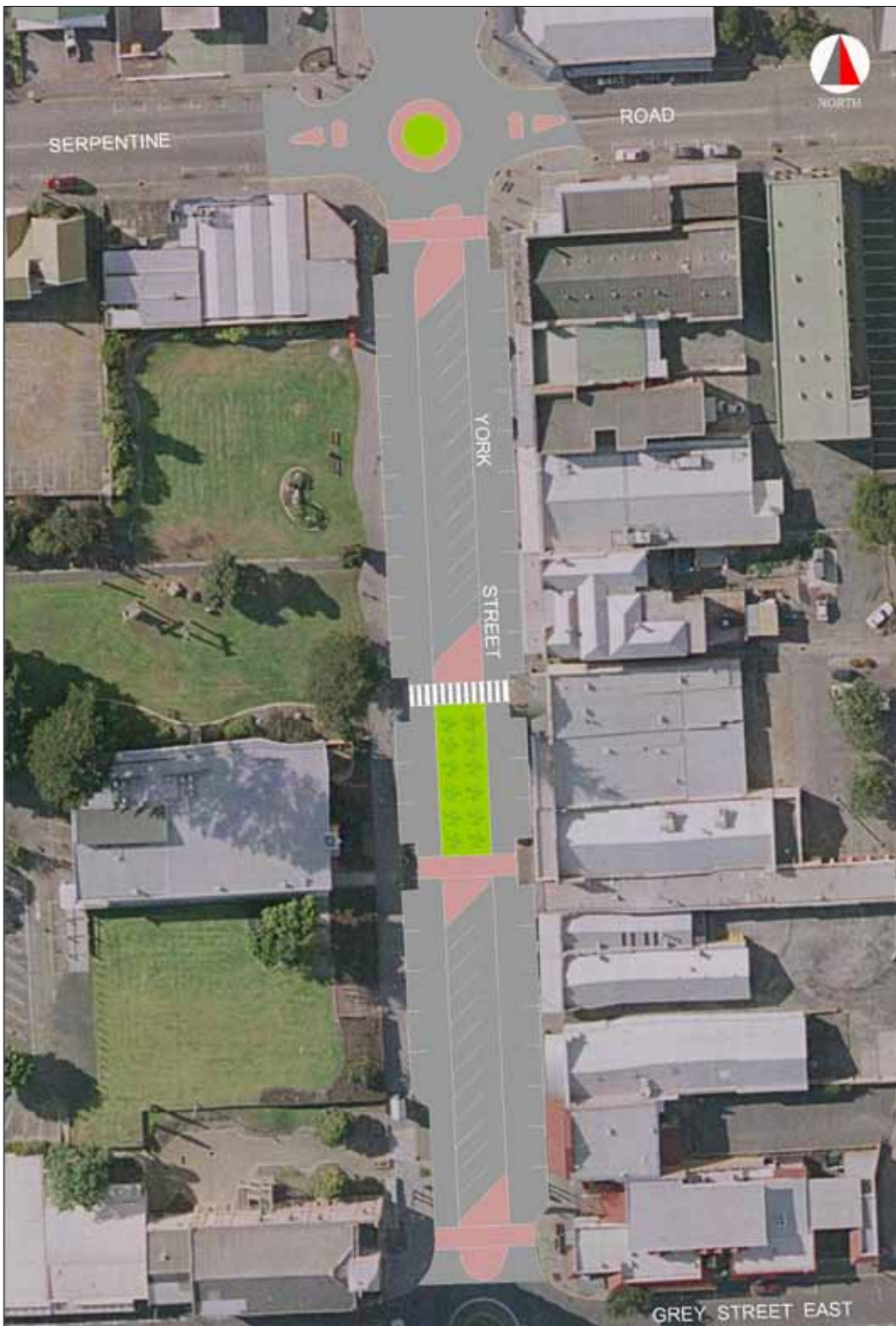


FIGURE 4

INITIATIVE T3 – Proposed Additional On-street Parking in Central Section of York Street (between Grey Street & Serpentine Road)

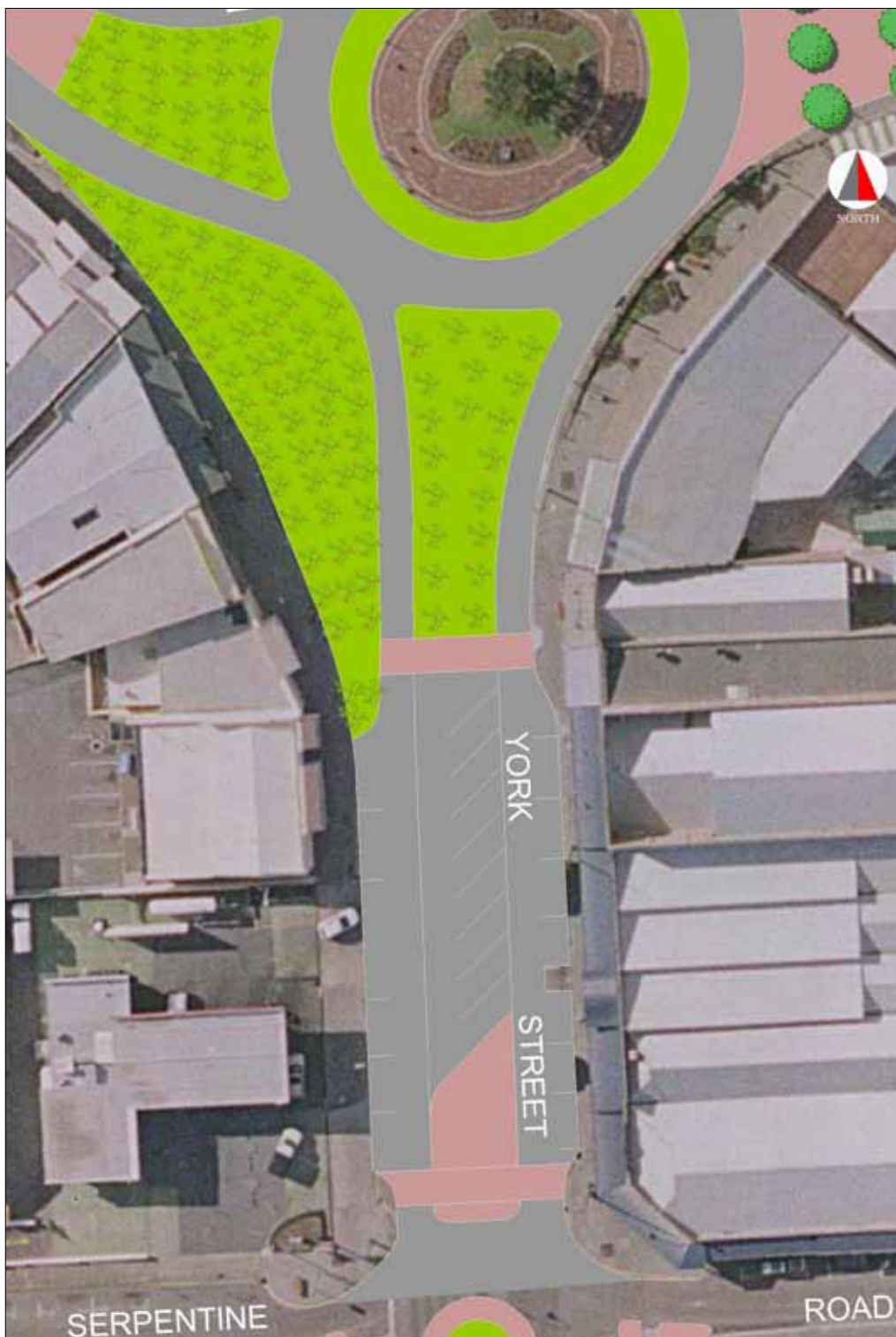


FIGURE 5
INITIATIVE T3 – Proposed Additional On-street Parking in York Street north of Serpentine Road

| | |
|----------------------------|--|
| INITIATIVE | T4 – Closure & Streetscape Enhancement of Part of St Emilie Way |
| RELEVANT OBJECTIVES | <ul style="list-style-type: none"> • To create a pedestrian & bicycle-friendly environment throughout the ACA • To improve the attractiveness of the ACA through streetscape improvements • To ensure there is sufficient & well-located parking facilities located within or on the periphery of the ACA into the future to cater for residents' & visitors' demands |
| ACTIONS | <ul style="list-style-type: none"> • Close St Emilie Way at its western end where it currently connects to the roundabout • Increase the quantity of on-street car parking • Introduce street trees and other landscape improvements to provide a significant civic space • Promote safe pedestrian access between York Street & Lockyer Avenue |
| PRIORITY | <ul style="list-style-type: none"> • 2 (short-term) |

DISCUSSION:

The York Street/Albany Highway roundabout has long been recognised as one which facilitates traffic flows at the expense of pedestrian safety and amenity. The “Defining Central Albany Strategy (2004)” identified the relevant issues associated with this roundabout. It was seen as having a difficult pedestrian environment caused by heavy traffic volumes. “Pedestrians are alienated from the area by noise, traffic speeds and are unable to easily cross either Albany Highway or York Street.”

In the interests of creating a pedestrian-friendly environment within the ACA, it has now been decided that the accessibility emphasis in this locality should swing back towards the pedestrian.

As well as implementing Initiative T2 (reducing the York Street/Albany Highway roundabout to a single lane roundabout), it has now been decided to close St Emilie Way to through-traffic. It shall still be accessible from Middleton Loop to allow motorists to use the street for parking, with egress onto Middleton Road, but St Emilie Way will no longer be available for use as a through-route linking Albany Highway to Aberdeen Street/Middleton Road.

The space within St Emilie Way no longer required for vehicular access and parking should be converted to a small, high quality landscaped civic space for the enjoyment of pedestrians.

This project is also consistent with Initiatives S11 (on-street parking – general), and L4 (open space).

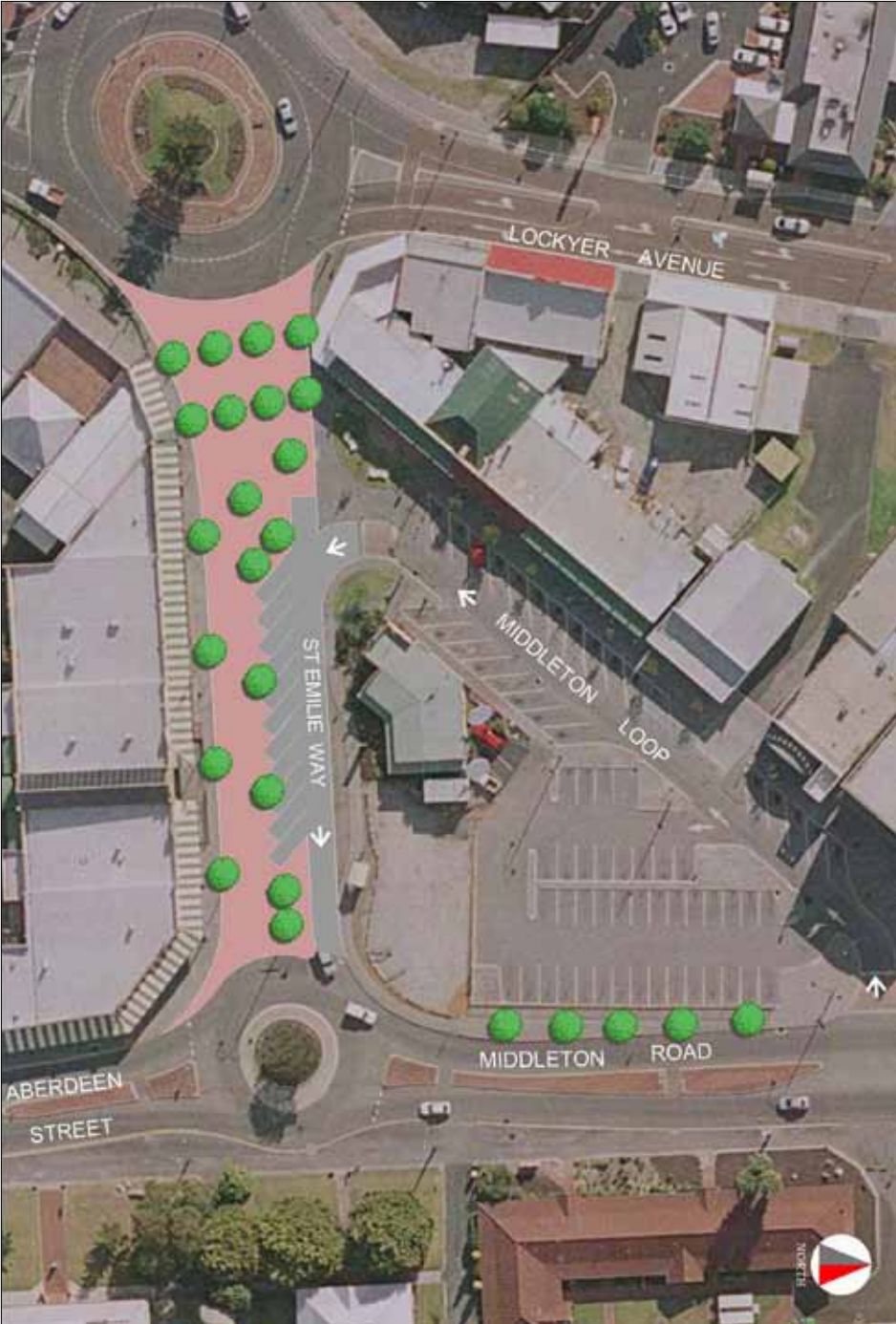


FIGURE 6
INITIATIVE T4 – Proposed Part Closure & Conceptual Treatment of St Emilie Way

THE PROJECT:

The project will see the closure of St Emilie Way at its western end, and the conversion of the remaining road carriageway into a quality landscaped open space for pedestrians, together with some car parking.

Pedestrian access between Lockyer Avenue and York Street will be facilitated by the construction of a new wide footpath across the western of St Emilie Way linking the footpaths of those two streets.

All the space made available for pedestrian use within St Emilie Way should be converted to a high quality, landscaped “urban park”. This should include the provision of shade trees, seats, bins and public artworks.

The pedestrian spaces of St Emilie Way and Middleton Loop should be linked seamlessly with footpaths in York Street and Lockyer Avenue, so that all the spaces “flow” together. This visual seamlessness can be achieved by the use of unifying physical elements such as similar or complementary trees, paving and street furniture.

NOTE: It is also recommended that the City of Albany investigate the option of including a public toilet into the redevelopment of St Emilie Way. This would be a small, unisex, self-cleaning toilet, of an attractive, contemporary design. The proposed toilet would replace the inadequate facility located on the diagonally-opposite corner of the York Street/Lockyer Avenue roundabout.

TASKS:

- Prior to works commencing, traffic modelling / assessment to be undertaken.
- Refine concept drawing shown at Figure 6.
- Debate the issue of including a public toilet into the concept
- Consult with affected landowners, & further refine concept if necessary.
- Commission detailed design and construction drawings.
- Commission construction.
- Monitor vehicle and pedestrian movements after construction.
- Review street function periodically.

| | |
|----------------------------|--|
| INITIATIVES | T5 – Albany Highway Between Sanford Road & York Street incorporating - T9 – Bicycle Routes & Infrastructure S1 – Albany Highway Streetscape S2 – Albany Highway Parking (Related Initiatives S3, S5, S11) |
| RELEVANT OBJECTIVES | <ul style="list-style-type: none"> • To create a pedestrian & bicycle-friendly environment throughout the ACA • To improve the attractiveness of the ACA through streetscape improvements • To provide for safe & effective traffic flows in and around the ACA |
| ACTIONS | <ul style="list-style-type: none"> (i) Reduce the width of Albany Highway between Sanford Road & the York Street roundabout to a single movement lane plus bicycle lane each way. (ii) Improve the streetscape through widened verges/ footpaths & landscaping (iii) Investigate the possibility of introducing angled median parking opposite the Albany Plaza shopping centre. (iv) Upgrade the Sanford Road/Albany Highway roundabout to create a visual stop and mark the change in traffic/landscape character (public art component needed) (v) Road design to incorporate 40km/hr speed limit (vi) Work with Western Power with the aim of placing overhead powerlines underground between Sanford Road and York Street |
| PRIORITY | <ul style="list-style-type: none"> • 4 (medium to long-term) |

DISCUSSION:

This section of Albany Highway is very wide - approximately 30 metres. It is constructed with two movement lanes in each direction, a wide central median, plus some kerbside parallel parking. The footpaths are narrow, and there is little street tree planting. The two movement lanes each way are accommodated by the two-lane roundabout at the intersection with York Street. Traffic is therefore relatively free-flowing in this locality, but at the expense of pedestrian safety, amenity and convenience.

The “Defining Central Albany Strategy (2004)” recommended that this section of Albany Highway become a 40km/hr zone in an endeavour to improve pedestrian amenity and safety. However, a permanent 40km/hr zone is not a realistic goal without accompanying changes to the physical layout of the road which forces drivers to modify their driving behaviour.

THE PROJECT:

The Masterplan Steering Committee has decided to reduce the width of the Albany Highway road carriageway in this section, and to increase the amount of space set aside for pedestrians, cyclists, landscaping and tree planting.

This project will see the reconstruction of Albany Highway between Sanford Road and the York Street roundabout. Features will include:

- One vehicle movement lane in each direction;
- One bicycle lane in each direction;
- A central median with trees;
- Widened footpaths with trees, seats, bins, public art etc.;
- Angled median parking opposite Albany Plaza;
- Modified intersections and access/egress to some parking areas;
- Upgraded roundabout at Sanford Road with public art component, and
- Underground powerlines.

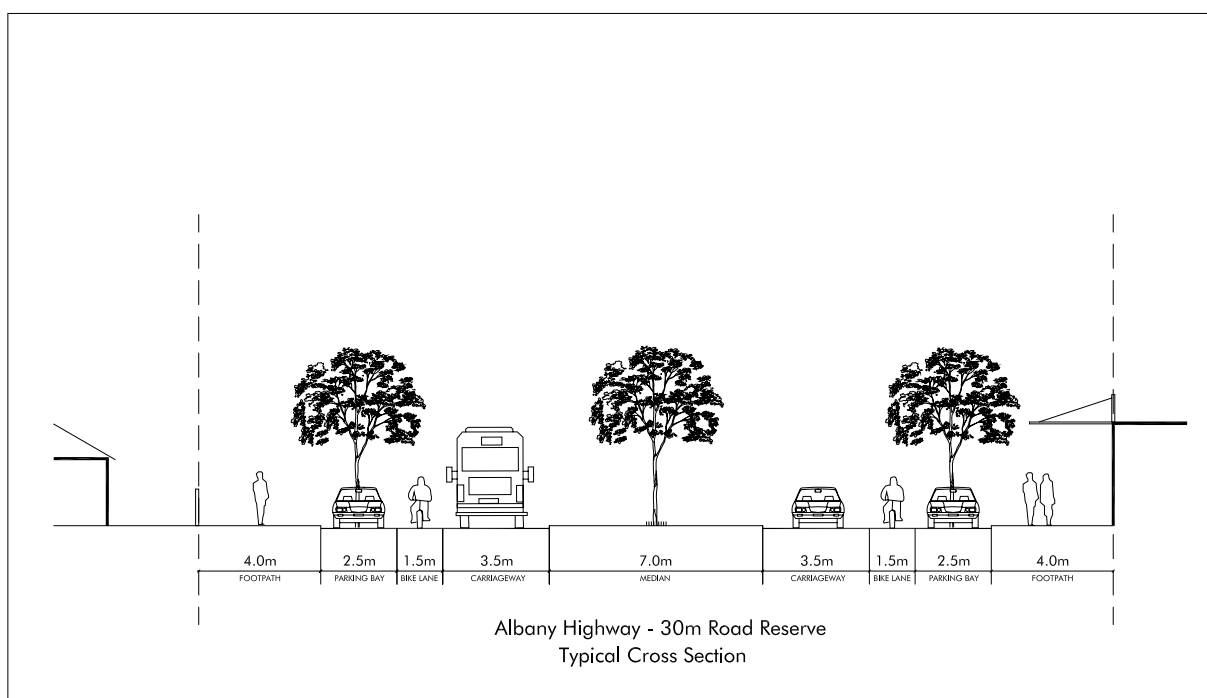


FIGURE 7 - Typical Cross-section of Albany Highway Between the York Street Roundabout and Sanford Road.

NOTE: The section of Albany Highway adjacent to the Albany Shopping Plaza is to be constructed differently – see Figures 8 & 9. This is consistent with Initiative S2.



FIGURE 8
INITIATIVES T5, S1 & S2 – Proposed Conceptual Treatment of Albany Highway Between Sanford Road & York Street



FIGURE 9
INITIATIVE S2 – Proposed Conceptual Treatment of Albany Highway Adjacent to the Albany Plaza Shopping Centre



FIGURE 10 – Existing Roundabout at the intersection of Sanford Road & Albany Highway



INITIATIVE S1 – Proposed Conceptual Treatment of Upgraded Sanford Road/ Albany Highway Roundabout

Acknowledgement: It is believed that the artwork is by Jon Tarry, as used in Geraldton.

TASKS:

- Prior to works commencing, traffic modelling / assessment to be undertaken.
- Refine concept drawings/images shown at Figures 7, 8, 9 & 11.
- If possible, introduce a 40km/hr speed limit as part of the street design & reconstruction
- Consult with affected landowners, & further refine concepts.
- Commission detailed design, artwork(s), landscape plans* & construction drawings.
- Commission construction.
- Monitor vehicle and pedestrian movements after construction.
- Review street function periodically.

Note * The plants used in the Sanford Road roundabout image (and in other roundabout images elsewhere in this Masterplan document) are:

- *Chrysocephalum apiculatum*
- *Pattersonia occidentalis*
- *Pennisetum 'Rubrum'*

| | |
|----------------------------|---|
| INITIATIVE | T6 – Public Transport |
| RELEVANT OBJECTIVES | <ul style="list-style-type: none"> • To investigate options for a regular & affordable public transport service within the ACA. • To reinforce the ACA as the commercial & cultural hub of the Great Southern Region. |
| ACTION | <ul style="list-style-type: none"> • Investigate public transport options in & around the ACA, with a focus on providing an appropriate, viable shuttle bus service. |
| PRIORITY | <ul style="list-style-type: none"> • 1 (high) investigation |

DISCUSSION:

The existing public transport service in Albany (Loves bus and school bus service) is not designed to provide the ACA or the Albany major tourist sites with a high level of service.

It is acknowledged that any goal to provide regular and frequent public transport from peripheral parking stations to the ACA is unlikely to be viable for the foreseeable future. Nevertheless, some form of shuttle bus system servicing the ACA remains highly desirable.

Some desktop research has been carried out regarding various public transport systems that are operating in other WA regional centres. One service that could have parallel application for Albany is the Broome Town Bus Service.

The Broome service is a family-operated business, and is regular, reliable, relatively frequent, and runs on the same timetable 7 days a week. The Broome service is well-patronised and has been running successfully for many years. It is used by tourists, other visitors to the town, local workers & school children. A similar operation may be successful in Albany.

THE PROJECT:

The City of Albany, interested community groups and the Albany Chamber of Commerce and Industry to jointly investigate the level of interest amongst potential private operators to start up and operate a shuttle bus service within the Albany ACA and its immediate environs.

The route could link the following suggested sites:

- the Albany Visitors Centre
- the waterfront convention centre (under construction)
- the Amity heritage precinct
- Patrick Taylor Cottage

- the length of York Street
- Lockyer Avenue
- Parking station near North Road?
- Middleton beach
- Strawberry Farm

The use of appropriate, environmentally-friendly technology, such as electric-powered vehicles, should be investigated. (This may attract government financial backing.)

TASKS:

The Albany Chamber of Commerce & Industry to lead this project.

- Set up a task force to pursue the initiative, with representatives of the Albany Chamber of Commerce & Industry, Council [elected member(s) and staff], and members of relevant interest groups such as Tourism WA, and the Albany Visitors Centre.
- Compile a project brief setting out requirements (operational & financial) for the service (it may be a commuter service, a tourist service, or a combination of both).
- Identify the preferred sites to be linked by the service & the number of sites.
- Identify the preferred route.
- Advertise publicly for expressions of interest to set up and operate the service.
- Assess the situation once EOIs have been received.
- Depending upon the level of interest received, and the financial plans put forward by the proponents, Council may need to consider subsidising the service for a trial period.#

Note # : This project is linked to Initiatives Pa2 & Pa4.

| | |
|---------------------------|---|
| INITIATIVES | T7 – Vehicle Connections Over Private Land Pe1 – Pedestrian Access Routes From Rear Parking Areas (Also linked to Initiative Pa4) |
| RELEVANT OBJECTIVE | <ul style="list-style-type: none"> To improve the legibility & efficiency of accessways & parking areas on private land. |
| ACTIONS | <ul style="list-style-type: none"> To consider planning incentives that give appropriate bonuses/benefits to ensure that accessways & parking areas are secured to promote improved connectivity & legible parking areas into the future. To secure & strengthen east-west pedestrian access routes from rear parking areas as identified in the Defining Central Albany document, & to link these to “safe” crossing points of adjacent roads. |
| PRIORITY | <ul style="list-style-type: none"> 1 – (high) Policy/guidelines |

DISCUSSION:

At present the parking areas located behind buildings located on the east side of York Street – between Serpentine Road and Peel Place - are situated on a mix of Council-owned and private land. Partly as a consequence of this, several of the parking areas are unpaved or in poor condition, in some areas the car bays are not marked out, reciprocal access over adjoining lots is denied due to legal issues and/or ground level differences, and the appearance, safety and security of the areas in general are below desirable standards.

In addition, pedestrian access from the parking areas through and between buildings to York Street, and to other surrounding streets, is mostly informal, and often unattractive and in some cases unsafe after dark.

THE PROJECT:

- To identify specific pedestrian routes, with the aim of gradually securing the permanency and formalisation of these routes;
- To link this action to (i) incentives to private landowners to provide or upgrade car parks and pedestrian routes, and (ii) Council initiatives to upgrade surrounding streets and improve pedestrian crossing points of those streets.

Figures 12, 12a, 12b and 12c over the page identifies the existing and proposed pedestrian and vehicular routes within the subject area, and the areas to be developed as integrated, co-ordinated parking areas.

NOTE: This Figure is also referred to in the proposed Parking Policy, which is attached to this report at Appendix 1.



FIGURE 12

INITIATIVES T7 & Pe1 – Pedestrian Access Routes to York Street From Rear Parking Areas, and Consolidation of Rear Parking Areas

NOTE: Pedestrian routes additional to those shown in Figure 12 may be provided by private landowners, provided they have activated edges, are safe, attractive and well-located.



FIGURE 12a
INITIATIVES T7 & Pe1 – Pedestrian Access Routes to York Street From Rear Parking Areas, and Consolidation of Rear Parking Areas

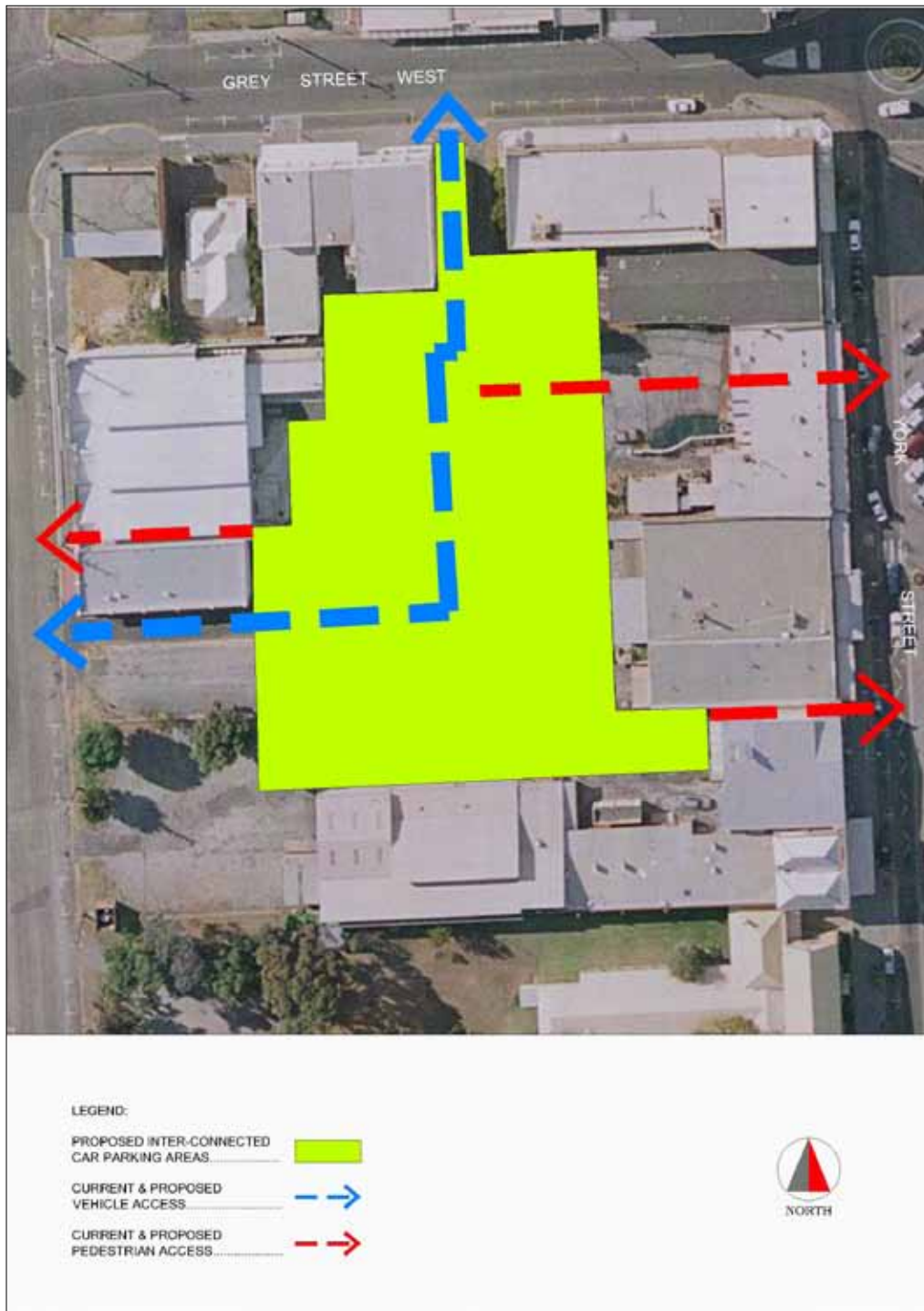


FIGURE 12b
 INITIATIVES T7 & Pe1 – Pedestrian Access Routes to York Street From Rear Parking Areas, and Consolidation of Rear Parking Areas



FIGURE 12c
 INITIATIVES T7 & Pe1 – Pedestrian Access Routes to York Street From Rear Parking Areas, and Consolidation of Rear Parking Areas

TASKS:

The City of Albany to:

- Adopt Figures 12, 12a, 12b and 12c as the City's preferred configuration of pedestrian access routes from rear parking areas to surrounding streets;
- Adopt a parking policy which offers incentives for landowners to upgrade and integrate rear car parks, and to provide safe and attractive pedestrian routes through and between their buildings (see Initiative Pa4, Appendix 1);
- Advertise and promote this policy in a targeted manner;
- Create safe crossing points of adjacent streets at, or in close proximity to, the points where these access routes exit from the rear parking areas;
- Erect information signage to highlight these pedestrian routes, and identify car park locations and number of bays available, to potential users.

Affected landowners to:

- Approach the City with ideas and proposals as to how the City's objectives, and their own redevelopment plans, can be achieved in a co-operative and co-ordinated manner.

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|---------------------------|--|
| INITIATIVES | T8 – Review of Some Road Carriageway & Footpath Widths |
| RELEVANT OBJECTIVE | <ul style="list-style-type: none"> To improve the attractiveness of the ACA through streetscape improvements |
| ACTION | <ul style="list-style-type: none"> To review pavement widths on various roads (coloured orange & green on Figure 2) to determine if some can be narrowed to promote opportunities for alfresco dining, public art, landscaping & to accommodate safe pedestrian access. |
| PRIORITY | <ul style="list-style-type: none"> As per T1 |

DISCUSSION:

Several roads within the Albany Central Area appear excessively wide, which encourages motorists to speed, and also reduces the area available for footpath space.

The Steering Committee requires that each road within the central area which does not have a “primary road” function (as defined by the road hierarchy plan shown at Figure 2 – Initiative T1), be assessed to determine if road carriageway narrowing can take place, thereby allowing the footpaths on the road margins to be widened. This could then provide opportunities for the development of alfresco dining areas, as well as additional landscaping, public art, cycle parking and improved pedestrian amenity and safety.

The Masterplan contains specific proposals regarding the proposed treatment of York Street, Albany Highway, and St Emilie Way (previous Initiatives T2, T3, T4 & T5). The proposals include road narrowing, landscaping and public art installations.

Lockyer Avenue has been reconstructed and landscaped in recent times. It also has several public art pieces installed in the middle of roundabouts. Middleton Loop has been significantly “traffic calmed” and landscaped.

Collie Street and Aberdeen Street are both specifically addressed later in this document at Initiative S8. Cross-sections illustrating proposed reconstructions are provided.

The road carriageways of two of the three main east-west cross streets – Grey Street West and Peel Place – have the capacity to be narrowed to accommodate wider footpaths. Serpentine Road, however, is likely to experience an increase in traffic volumes due to proposed changes to the road pattern in the locality (i.e., closure of St Emilie Way, narrowing of Albany Highway to one lane each-way, and installation of a roundabout at the intersection of Serpentine Road and York Street), and it may be prudent not to propose narrowing of the road carriageway at this stage.

Grey Street East has been reconstructed in relatively recent times as a one-way street with angle parking, and it would be wasteful of resources to reconstruct the street once again.



FIGURE 13

INITIATIVE T8 – Roads classified as “distributor” & “pedestrian-friendly” which have the potential to be narrowed to accommodate wider footpaths.

THE PROJECT:

In addition to the road restructuring measures described and illustrated elsewhere in this document, it is also recommended that both Peel Place and Grey Street West, to the extent shown above in Figure 13, undergo detailed assessment and design with the aim of reducing, where possible, the road carriageways, and widening commensurately the margin footpaths. A footpath width of approximately 4m on each side of the two streets should be achievable in most sections.

Opportunities for tree planting – either between the kerbside car bays or within the footpaths – should be considered at the same time.

TASKS:

- Prior to works commencing, traffic modelling / assessment to be undertaken.
- Develop concept drawings for the reconstruction of Peel Place and Grey Street West.
- Consult with affected landowners, & further refine concepts if necessary.
- Commission detailed design and construction drawings.
- Commission construction.
- Monitor vehicle and pedestrian movements after construction.
- Review street function periodically.

| | |
|---------------------------|--|
| INITIATIVE | T9 – Bicycle Routes & Infrastructure |
| RELEVANT OBJECTIVE | <ul style="list-style-type: none"> To create a pedestrian and bicycle-friendly environment throughout the ACA. |
| ACTION | <ul style="list-style-type: none"> To promote bicycle lanes within any revised configuration of arterial roads leading into the CBD and on roads parallel to York Street, subject to streetscapes not being affected, road reserve widths allowing for the lanes and safety not being compromised and to accommodate bicycle infrastructure within the ACA. |
| PRIORITY | <ul style="list-style-type: none"> As per T1 |

DISCUSSION:

One of the principal objectives of the ACA Masterplan is to improve conditions for cyclists.

The proposed reconstruction of Albany Highway between Sanford Road and the York Street roundabout will result in the provision of on-road cycle lanes (see Figure 7 – Initiative T5).

Elsewhere within the central area other measures will be taken to slow traffic and improve on-road safety conditions for cyclists. For example:

- Reduction of the York Street/Albany Highway/Lockyer Avenue roundabout to a single lane;
- Reduced speed limits of 40km/hr on Albany Highway and York Street;
- Reduction in the number of traffic lanes on York Street;
- Reduction of road widths and traffic speeds on Collie Street, Aberdeen Street, the southern end of Middleton Road, as well as Grey Street and Peel Place.

Footpath widths on these streets shall be generally increased to improve pedestrian safety and amenity. Apart from Albany Highway (which has a 30m road reserve), there is not sufficient room within the narrower road reserves of the other streets listed above to provide on-road cycle lanes. However, the reduced road lane widths will result in slower overall traffic speeds which will be of benefit to cyclists.

Wider footpaths will also be useful for cycle storage, and for users of motorised wheelchairs and “gophers”.

THE PROJECT:

In order to increase cycle usage, and to assist users of electric wheelchairs and gophers, this project will result in an increase in the provision of cycle storage facilities within public areas, and the introduction of charge stations for electric-powered personal mobility aids.

At present, there is a limited number of bike storage racks within the Albany central area. The photo below left shows one such facility in Peel Place.



“Hula hoop” – marine grade stainless steel. ►

It is recommended that the number of bike racks within the Albany Central Area be significantly increased, and that consideration be given to the provision of racks that are more visually attractive. The racks shown in the photo above right illustrate one style which is commercially available, and also resembles a simple artwork.

TASKS:

Bicycle Racks

- Conduct an audit of bike racks in central Albany (location & condition).
- Identify preferred sites for new racks, both within public streets and within parks and carparks. These sites should include popular social, recreational and tourist destinations, major employment centres, education and cultural centres, shopping centres, transport interchange points, etc.
- Research, source and purchase appropriate bike racks.
- Establish an ongoing programme for the staged installation and maintenance of the new racks.

Electrical Wheelchair & Gopher Charge Stations

- Identify appropriate sites for the stations, with the assistance of the City of Albany Seniors Committee and tourist authorities.
- Factor the establishment of installation points and associated use protocols into relevant building and maintenance programmes.

| | |
|---------------------------|--|
| INITIATIVES | Pa1 – Interim & Long-term Parking Solutions S11 – Additional On-street Parking |
| RELEVANT OBJECTIVE | <ul style="list-style-type: none"> To ensure there is sufficient and well-located parking facilities located within or on the periphery of the ACA into the future to cater for residents' & visitors' demands |
| ACTIONS | <ul style="list-style-type: none"> Identify areas throughout the ACA where additional on-street car parking can be accommodated. Identify strategic sites for the development of multi-storey car parking structures in the longer-term. |
| PRIORITIES | <ul style="list-style-type: none"> Interim parking solutions – 2 (short-term) Multi-storey car parks – 5 (long-term) |

DISCUSSION:

The Masterplan Steering Committee has identified a shortage of car parking spaces within the ACA as a major impediment to future growth and development of the town. However, it has not been established if this situation is caused, or exacerbated by, a lack of bays or inefficient management and policing of existing bays.

As an interim remedial measure it has been proposed that some existing road reserves be reconfigured to accommodate more on-street parking. In the longer term, the construction of multi-storey car parks may become a viable proposition.

Provision of more on-street car parking –

Providing more on-street parking is seen as a relatively quick and cost-effective method of increasing parking supply. On-street parking also has the benefit of being highly favoured by shoppers and visitors, more so than rear parking areas, or multi-storey car parks which are sometimes seen as inconvenient and unsafe by some users.

Virtually all streets within the ACA have kerbside parking on both sides of the street. This is usually provided as parallel parking spaces adjacent to the footpath kerbs.

Additional angle parking has been provided in York Street south of Grey Street, and in streets such Middleton Loop and Grey Street East.

In the case of York Street (south), the provision of three aisles of on-street parking has been possible because the road reserve is 30 metres wide – i.e., 50% wider than a “normal” 20 metre road reserve. In the case of Middleton Loop and Grey Street East, the provision of additional on-street parking in the form of angled parking has been made possible by converting them into one-way streets.

The only two streets within the ACA contained within 30m road reserves, and therefore capable of accommodating additional angled parking within the central median, are York Street and Albany Highway. (See Initiatives T3, T5 & S2)

Converting existing streets with two-way traffic into one-way streets with the main aim of accommodating more on-street car parking is not favoured, as one-way streets are disruptive of orderly, predictable and efficient traffic movements, and cause confusion and frustration for visitors.

Identifying sites for future multi-storey car parking structures –

Multi-storey car parks are often built simply to cater for peak demand. The rest of the time they remain largely empty. They are very expensive structures to build, and land assembly can also be difficult to achieve, as well as expensive. Local governments are usually pressed into accepting the “need” for such facilities, and bear the initial costs through a loan. The ongoing servicing of that debt can be very long and burdensome for the Council.

It would be unreasonable in Albany’s situation to expect users to pay anything like an “economic fee” for using a multi-storey car parking facility. This would leave the City of Albany effectively subsidising the parking facility through rates. The Council should therefore think very carefully about committing itself to the development of multi-storey parking structures in the ACA.

Nevertheless, it may be prudent, and in the interests of the long-term planning for the ACA, to identify potential sites for the development of multi-storey car parks in the longer term. Sites on the edge of the ACA with suitable topography would be most appropriate.

Another consideration relates to design - if multi-storey car parks are not designed appropriately, they can have a detrimental visual effect on streetscapes, can create noise problems and pedestrian/vehicular conflict situations, and if not edged with shops or other commercial development, can create “dead” spaces around their perimeter. It is stressed that any multi-storey car parking structures to be built in the future must be “sleeved” with active uses such as shops, so the structures can fit more comfortably into the streetscape.

(See example below in East Perth.)



THE PROJECTS:

Provision of more on-street car parking –

Conceptual designs have been undertaken to provide additional on-street car parking in the form of angled bays in both York Street (between Grey Street and the York Street/ Albany Highway roundabout), and in Albany Highway adjacent to the Albany Shopping Plaza.

These projects are explained in more detail in Initiatives T3 and T5. Collectively these two projects will deliver an additional 55 on-street car parking bays (approx.). They should be set aside for short-term, high turnover parking (30 minutes to two hours max.)

In addition, St Emilie Way is proposed to be closed at its western end, and converted to a “parking street” (see Initiative T4). This will add another 11 bays (approx).

Identifying sites for future multi-storey car parking structures –

The following sites have been identified as being both underdeveloped and strategically located, and may be suitable sites for future multi-storey car parking structures:

- The “island” of land surrounded by Middleton Loop, St Emilie Way, and Aberdeen Street;
- The Telstra site on the corner of Aberdeen Street and Grey Street East; and
- The car sales yard on Aberdeen Street.

The first-mentioned site has the advantage of already being Council-owned, and much of the land is currently being used for public car parking.

The latter two sites are larger and could be suited for conversion to ground-level parking areas if it is determined that the cost of constructing multi-storey car park stations is prohibitive.

Use of vacant private land for temporary public car parking –

The City of Albany may wish to consider the idea of leasing privately-owned, vacant land on the periphery of the ACA for public car parking on a temporary basis. A one year lease period, with an option to extend for one more year, may be appropriate.

TASKS:

- Council to adopt the projects detailed in Initiatives T3, T4, T5 and S8, and to pursue the identified tasks associated with those Initiatives.

- Council to initiate a preliminary design exercise to establish whether the Middleton Loop site is of sufficient land area, and sub-surface conditions are suitable to enable it to be developed as a multi-storey carpark. If so, indicative construction costs should be determined. The results should then be put to Council for its consideration.
- Council to note the other two sites identified above, and to consider carrying out similar design and costing exercises for them. If one or both of them prove to be of a viable size, then Council should consider purchasing one of them, should either come up for sale at some time in the future.
- Council to investigate opportunities for leasing privately-owned vacant land on the periphery of the ACA for temporary public car parks.

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|----------------------------|---|
| INITIATIVES | Pa2 – Funding Mechanism to Secure Future Parking Pa3 – Long-term Parking for ACA Employees Pa4 – Review of Parking Policy |
| RELEVANT OBJECTIVES | <ul style="list-style-type: none"> • To ensure there is sufficient and well-located parking facilities located within or on the periphery of the ACA into the future to cater for residents' & visitors' demands. • To promote the redevelopment and/or adaptive re-use of older buildings within the ACA through planning incentives/bonuses. • To retain and enhance the heritage character found within the ACA. |
| ACTIONS | <ul style="list-style-type: none"> • Investigate the feasibility of a "Specified Area Rate" to assist in the provision of future car parking in the ACA. • To review the existing parking policy regime applicable to the ACA with a view to developing a new policy that is more contemporary and flexible, and able to more readily accommodate new development/redevelopment. • Investigate the expansion of parking time limits on kerbside bays into side streets within the ACA where not currently applied, with the objective of discouraging long-term employee parking, and to encourage more frequent turnover of those parking bays. |
| PRIORITIES | Pa2 – Rating Pa3 – 1 (High) Pa4 – 1 (High) - Policy |

DISCUSSION:

The City of Albany needs to address the several issues relating to car parking in the ACA by means of an integrated parking strategy. This would mean:

- Increasing the quantity of on-street parking (i.e., as per the previous Initiative Pa1);
- Adopting a "Specified Area Rate" within the ACA for the purpose of raising revenue to put towards the construction of more on-street parking and other parking and traffic improvements;
- Reviewing the parking policy regime to produce a more contemporary and flexible parking management tool; and
- Better managing and policing existing on-street car parking bays to increase their use and turnover.

Pa2 - SPECIFIED AREA RATE

A local government may impose a “Specified Area Rate” (SAR) on rateable land within a portion of its district for the purpose of meeting the cost of providing a specific work, service or facility, if the local government considers that the ratepayers or residents within that area–

- (a) have benefited or will benefit from;
- (b) have access to or will have access to; or
- (c) have contributed to or will contribute to the need for,

that work, service or facility.

Many councils have used SARs for the provision of specific works and services within specified areas. These have included drainage, underground power, road works, direction signage, car parks and street parking.

The City of Bunbury is currently developing a SAR for its Central Traffic Area. The SAR is to apply to all lots of less than 2,000 sq.m in area zoned “Central Area”. Lots of this size are considered difficult to redevelop if all required car parking bays are to be provided on-site.

THE PROJECT:

The City of Albany can resolve to strike a Specified Area Rate for the ACA to raise funds for the provision of car parking, road improvements and traffic management and other associated works within the boundary of the ACA. The funds raised can then be directed towards such projects as road reconstruction, for example, to provide additional on-street parking in York Street and Albany Highway as outlined in Initiatives T3, T4 and T5, and for the construction of the roundabout at the intersection of York Street and Serpentine Road (part of Initiative T3). The funds could also be put towards the upgrading of existing Council-owned car parks, or the acquisition of land for future car parks.

TASKS:

The City of Albany to:

- research the work other local governments are doing in relation to SARs, in particular, the City of Bunbury;
- draft the background material necessary to explain and justify the introduction of the SAR;
- set out, for the benefit of ACA landowners and ratepayers,
 - the purpose of the rate
 - a clear definition as to which lots will be subjected to the SAR (See note * over page)
 - the need for the works and services to be provided from the SAR

- the cost of the works proposed
- the rate to be struck which will raise the required funds over a specified period
- an explanation of how the rate is to be calculated
- what specific works and services will result from the SAR
- advertise and adopt the SAR according to required protocols

NOTE * - The City of Bunbury has applied the rate to lots below 2,000 sq.m in area. The City of Albany may choose to do the same or similar, or it could apply the SAR to all lots within the ACA, bearing in mind the proposed relaxation of existing onerous cash-in-lieu payments proposed in the draft Parking Policy – see Initiative Pa4.

Pa3 - REVIEW OF TIMED PARKING ARRANGEMENTS

In 2006 the City carried out a survey of on and off-street parking bays, and published a series of bound maps which identified the applicable time limits of parking bays, and the status of other bays used for loading, taxi stands, buses etc.

Examination of the maps appears to show a logical application of time limits. In general terms, the bays with the shortest time limit are located within the heart of the town centre and/or adjacent to high activity retail outlets, with the longer-term bays located towards the periphery of the town centre. On the edges of the town centre and beyond, the bays have no time limit.

A statement on the cover of the bound maps recommends that the status of the bays be reviewed on an annual basis.

Comment:

A large quantity of parking bays exist within the Albany ACA, provided in both on-street and off-street forms, and with a wide range of time limits. It is extremely important for the viability of the town centre for it to be provided with a large number of well-located, short-term, high turnover bays, to cater for shoppers, visitors and people conducting business.

At the same time, it is acknowledged that many ACA workers require all-day parking, however this should not be provided in such a manner that it inconveniences the previously-mentioned priority group. Most “9 to 5” workers do not need to access their cars during the day, and it is not unreasonable to expect them to park their cars on the periphery of the town centre in the morning, and to walk to work. This is how most larger towns and cities manage their parking, and the City of Albany and ACA workers should accept this situation as the most efficient and equitable parking regime.

As the town grows and parking supply comes under more and more pressure, other means of travelling to work will need to be considered. This will mean car pooling, walking, cycling and taxis will need to be utilised to a greater extent than at present, and the provision of a basic public transport system will become necessary.

At present, however, it is logical that the City of Albany takes active steps to more efficiently manage the existing car parking resources it already has at its disposal, as part of an overall parking management strategy.

It is also recommended that the opportunity be taken to review the adequacy, quantity and site suitability of ACROD parking bays.

TASKS:

- Council to review time limits on all public car parking bays within, and on the periphery of, the ACA, to ensure they are consistent with the efficient operations of a modern regional city.
- Council, with the assistance of the City of Albany Seniors Committee, to review the adequacy, quantity and site suitability of ACROD parking bays, with a view to making improvements or changes where necessary. The draft Australian Standards (AS1428.1) recommends that the current parking bay allocation ratio be increased from 1% to 2%.
- Council to employ a full-time parking inspector to actively monitor and enforce parking bay time limits, as well as ACROD bays. A meaningful fines regime to encourage compliance should be established at the same time.

Pa4 - REVIEW OF THE EXISTING PARKING POLICY REGIME

A review has been undertaken, and a suggested new policy is attached to this report as Appendix 1.

TASK:

- City staff and Council to review, discuss and modify the suggested draft policy where necessary, with the aim of advertising it for public comment.

(ii) LAND USE

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|---------------------------|---|
| INITIATIVE | L1 – Additional Residential & Mixed Use Developments |
| RELEVANT OBJECTIVE | <ul style="list-style-type: none">• To promote an increase in residential accommodation within the ACA. |
| ACTION | <ul style="list-style-type: none">• Encourage residential development within the Central Area, particularly where it is a component of a mixed use development. |
| PRIORITY | <ul style="list-style-type: none">• Policy |

DISCUSSION:

Research undertaken by the State Government, and ABS census data, has shown that:

- The demand for housing in WA is growing faster than the population by 2% per annum;
- 24.6% of Albany residents live alone;
- One and two person households make up more than 50% of all WA households. This is expected to increase to 63% by 2016;
- Only 6.0% of housing stock in Albany is apartments or units;
- Actual housing diversity in WA has declined since 1981, and multi-unit housing stock is proportionally lower now than in 1996.

The provision of housing stock that is appropriate to the demographic profile of a community in terms of dwelling size, form and affordability is an important consideration for planners, and should also be for developers.

The City of Albany is keen to see an increase in residential development within the central area, particularly as a component of mixed use development, in order to increase vitality of the central area, to increase passive surveillance of the streets outside of working hours, to activate the ground floors of city buildings, and to increase the quantity of retail/commercial floor space within the ACA.

Fortuitously, the City's objectives are closely reflected in the State Government's proposed "Multi-Unit Housing Code", which has been released recently (November 2009) for public comment. The proposed Code will establish new development provisions for multiple dwellings, and the residential component of mixed use developments.

Among the several objectives of the Code, the following are consistent with the City's objectives:

- To expand the permissible range of housing within individual residential codings, so as to more effectively meet the housing needs of the community;
- To reduce the disincentive for smaller dwellings in favour of increased diversity of housing within a framework of form-based design guidance;
- To build the capacity of local government to interpret and apply new methods for assessment and promotion of multi-unit housing and mixed use development.

Under current policies developers lean towards bigger dwellings in multi-unit developments because that is the way to maximise their return. The new Code will allow smaller accommodation, such as bedsits and one-bedroom apartments, which will give affordable options to the market.

The Urban Development Institute of Australia (WA) supports the intent of the new Code, and says it should result in a more diverse range of housing choices for homebuyers.

THE PROJECT:

The project involves (i) the adoption of incentives to encourage the development and redevelopment of ACA sites to accommodate more residential and mixed use developments, and (ii) the adoption of the proposed Multi Unit Housing Code to encourage the development of a greater range of housing types.

This project is supplemented by Initiative L2 which follows.

TASKS:

The City of Albany to:

- Adopt the direct planning incentives explained in Initiative I1 and contained in various Initiatives throughout this document;
- Monitor the progress of the Multi Unit Housing Code through the public consultation process, and to examine the provisions of the finally adopted Code to determine their applicability to the central Albany situation.

| | |
|----------------------------|---|
| INITIATIVE | L2 – Multiple Dwellings (Single Bedroom Units) |
| RELEVANT OBJECTIVES | <ul style="list-style-type: none"> • To promote an increase in residential accommodation within the ACA. • To retain and enhance the heritage character found within the ACA. |
| ACTION | <ul style="list-style-type: none"> • Encourage the construction of more single bedroom units within the ACA |
| PRIORITY | <ul style="list-style-type: none"> • Policy |

DISCUSSION:

Research undertaken by the State Government, and ABS census data, has shown that:

- The demand for housing in WA is growing faster than the population by 2% per annum;
- 22.9% of West Australians live alone;
- 24.6% of Albany residents live alone;
- One and two person households make up more than 50% of all WA households. This is expected to increase to 63% by 2016;
- Only 8.1% of housing stock in WA is apartments or units;
- In Albany the figure is 6.0%;
- Actual housing diversity in WA has declined since 1981, and multi-unit housing stock is proportionally lower now than in 1996.

The provision of housing stock that is appropriate to the demographic profile of a community in terms of dwelling size, form and affordability is an important consideration for planners, and should also be for developers. Single people and couples without children should be able to have access to a wider variety of housing choices than they have now. Single bedroom dwellings/units are in very short supply in Albany, and the Committee wishes to see this situation addressed, partly through the planning process.

THE PROJECT:

The project involves the development and adoption of a local planning policy, to be adopted through the town planning scheme, with the following objectives:

- (i) To explain to landowners and potential developers the incentives available for developing single bedroom dwellings within the Albany ACA;

- (ii) to provide clear policy direction on the requirements for single bedroom dwellings within the ACA;
- (iii) to ensure a high level of appearance and amenity of single bedroom dwellings;
- (iv) to provide appropriate forms of housing for one and two person households, while still encouraging the conservation and enhancement of those places which contribute to the heritage value of the Albany ACA; and
- (v) to ensure that the development of a single bedroom dwelling complements the existing scale and character of the locality.

Note: This Policy can be introduced irrespective of whether or not the proposed Multi Unit Housing Code (explained in previous Initiative L1) is adopted by the State Government.

TASKS:

The City of Albany to publicly advertise the draft Local Planning Policy shown at **Appendix 2**, with a view to its eventual adoption.

| | |
|----------------------------|--|
| INITIATIVE | L3 – Building Heights |
| RELEVANT OBJECTIVES | <ul style="list-style-type: none"> • To reinforce the ACA as the commercial & cultural hub of the Great Southern Region • To promote an increase in residential & tourism accommodation within the ACA |
| ACTION | <ul style="list-style-type: none"> • To consider areas within the Albany Central Area where additional building height (above 3 storeys) would be appropriate, and where landmark buildings could be accommodated. |
| PRIORITY | <ul style="list-style-type: none"> • Policy/guidelines |

DISCUSSION:

The “Albany Historic Town Design Policy” (2009) sets a maximum height limit of 3 storeys for new development within the ACA. This height limit is deemed to be consistent with a number of urban design and town planning principles and objectives, aimed primarily at retaining and protecting heritage and character streetscapes.

However, there are some areas within the ACA which are less sensitive to these considerations. The great majority of heritage buildings and streetscapes within the ACA are concentrated south of the “Y” junction of roads formed by Albany Highway and St Emilie Way. This is the area which historically had a close physical relationship with the harbour and railway, and consequently was where much of the town’s original development occurred.

Immediately north of this “Y” junction of roads, much of the development is relatively new – e.g., Albany Shopping Plaza, Woolworths, Dog Rock Shopping Centre, ABC Regional Radio building etc., – and within this area heritage streetscape considerations are less relevant. Within this locality there are also sites which are underdeveloped or largely vacant, such as on the north-west corner of Albany Highway and Lockyer Avenue.

This locality also stands at the entrance to the ACA’s core, and occupies elevated land with fine views southwards over the town to the harbour, as well as north towards the Porongurups and Stirling Ranges.

It is recommended that this area may be suitable for the development of slightly higher buildings.

THE PROJECT:

The project involves the identification of a small precinct where the prevailing 3 storey height limit may be relaxed, subject to some simple design parameters. The precinct and affected lots are identified below in Figure 14.



FIGURE 14

INITIATIVE L3 – Proposed Precinct Where Additional Building Height May Be Permitted

It is proposed that new development on the sites contained within the yellow borders of Figure 14 may be developed to a maximum height of 5 storeys.

The ground and first floor should be built up to the public footpath edge. The third and any subsequent floors should be set back a minimum of 3 metres from any street frontage.

All other development requirements shall be consistent with those set out in the “Albany Historic Town Design Policy” (2009).

Proposed uses are:

- Retail at ground level (mandatory)
- Permanent residential or short-stay accommodation above ground level (preferred)
- Office above ground level (permitted)

NOTE: Any design for redevelopment of the land on the north-west corner of York and Lockyer Avenue which is in excess of 3 storeys shall include a small landscaped pedestrian plaza of high quality on the street corner (Refer Initiatives S13 & L4.)

TASKS:

The City of Albany to make provision for this precinct within its proposed new town planning scheme.

| | |
|----------------------------|--|
| INITIATIVE | L4 – Public Open Spaces/Civic Spaces |
| RELEVANT OBJECTIVES | <ul style="list-style-type: none"> • To improve the attractiveness of the ACA through streetscape improvements • To create a pedestrian & bicycle-friendly environment throughout the ACA • To identify cultural and civic land use development options within the ACA |
| ACTION | <ul style="list-style-type: none"> • To acknowledge that there is sufficient open space currently within the ACA, however, such space is not fully developed or utilised to its fullest extent. In the future there may be the need for a civic square/park in the northern part of the study area as this area develops, and demand for such space results. Consideration should also be given to the better utilisation of Bob Thompson Gardens and Wagon Rock Reserve. |
| PRIORITIES | <ul style="list-style-type: none"> • 2 (short-term) better utilise existing POS • 5 – (long-term) future open space |

DISCUSSION:

The core area of the ACA is well catered for in terms of large open spaces – e.g., Alison Hartman Gardens and the proposed Town Square in the Cultural and Civic Precinct on central York Street, and further south, the gardens and open space associated with the railway reserve and foreshore.

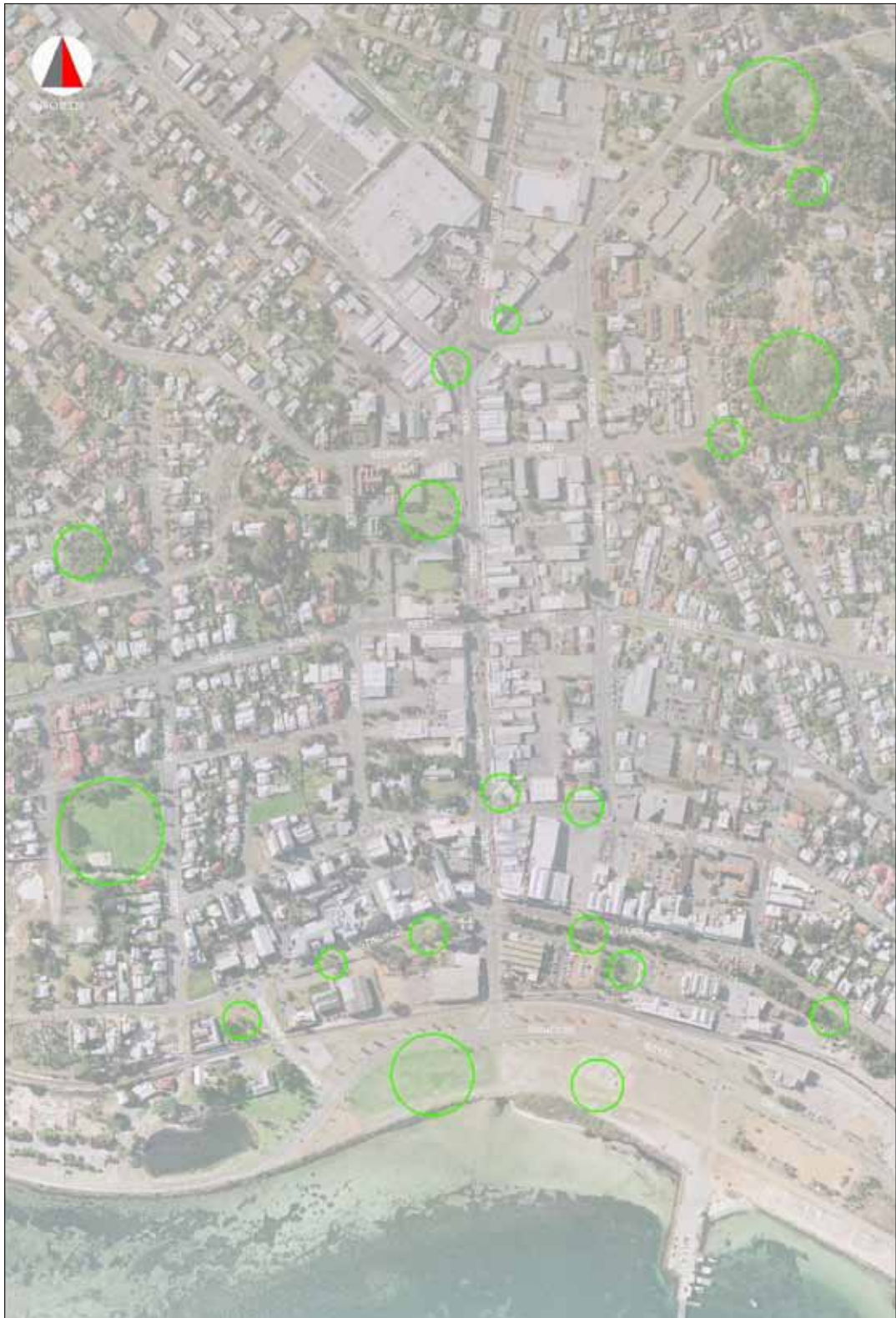


FIGURE 14a

North of Serpentine Road, however, there are very few spaces available for public recreation. (The exceptions are the two football ovals straddling Lockyer Avenue to the south of North Road. These are formal, active sporting facilities, and located well away from the busy shopping area located further to the south either side of Lockyer Avenue.)

There are very few spaces north of Serpentine Road, either formal or informal, for pedestrians to gather, sit under shelter or in the sun, or just watch the world go by. However, the small grassed apron and wide footpaths of the Middleton Loop locality are a good example of what can be achieved in the small spaces available between buildings.

The Albany Central Area has an increasingly “urban” character, and establishing another large “green” open space in its northern precinct would be difficult and expensive to achieve, and largely unnecessary. It would be more feasible, and appropriate, to create a number of small, attractive, high quality open spaces of an “urban” character, scattered about the area, which are suitable for use by lunchtime crowds, as well as visitors exploring the town.

To supplement these readily accessible spaces, the City should also look at upgrading Bob Thompson Gardens and Wagon Rock reserve, which are large, “green” spaces located to the east of the ACA at the foot of Mt Clarence. These two established parks would benefit from some simple upgrading, aimed at benefiting local residents, visitors to the town, and those ACA workers with the time available to walk to these locations.

THE PROJECTS:

The project involves the identification of areas in the northern part of the study area where open spaces of varying scale, character and purpose can be developed. Figure 15 illustrates areas in public ownership which can be targeted by Council for upgrading.



FIGURE 15

INITIATIVE L4 – Sites in Public Ownership Proposed to be Developed as Public/ Civic spaces

1. Closed portion of St Emille Way
2. Closed slip lane, corner of York Street & Albany Highway
3. Proposed plaza associated with a future redevelopment of the site on the north-west corner of Lockyer Avenue & Albany Highway
4. Portion of Middleton Loop
5. Bob Thomson Gardens
6. Wagon Rock

Site 1: Closed portion of St Emilie Way

Refer to Initiative T4.

Site 2: Closed slip-lane, corner of York Street & Albany Highway

Refer to Initiative S13.

Site 3: Proposed plaza associated with a future redevelopment of the site on the corner of Lockyer Avenue & Albany Highway

Refer to Initiative L3.

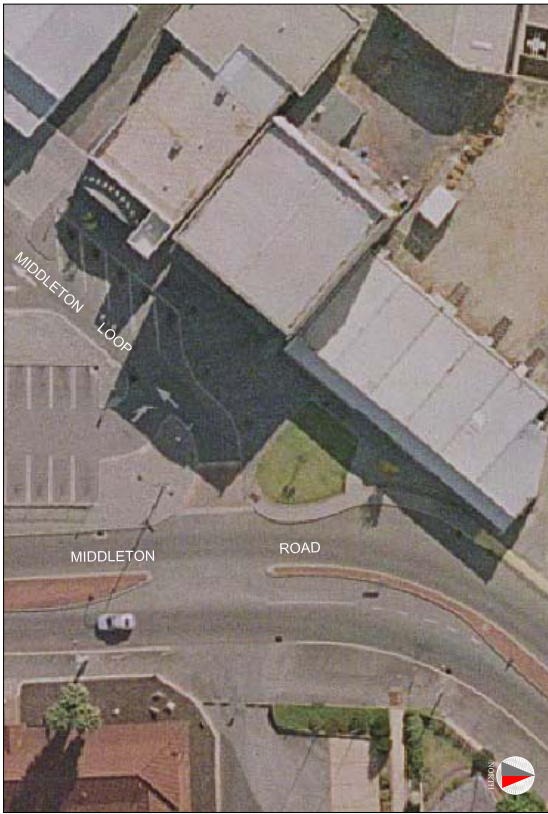
Site 4: Portion of Middleton Loop (see photo below)



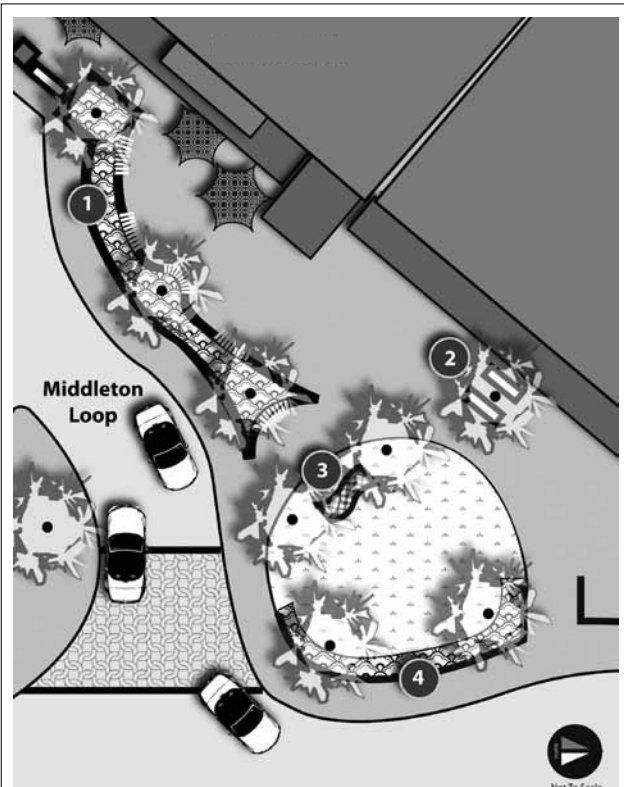
Existing small urban space, Middleton Loop.

This space has the potential to be further developed into an attractive “pocket park”, which could then encourage greater use by local workers, lunchtime crowds and visitors to the nearby shops and businesses.

A suggested redevelopment is shown over the page at **Figure 16**.



Subject land – currently grassed and paved in a minimalist manner.



KEY:

1. Garden bed to help define the pedestrian space & buffer the café from the road. The bed could be a 400mm high granite walled planter bed with sitting areas facing the shops, or a ground level bed with buffering plants to 1m & City of Albany benches. The bed needs to be widened where trees are planted.
2. Bench added 'back to back' to existing bench with tree planted between.
3. Community artwork mosaic seat to link with seats installed at southern end of Middleton Loop (see photo left).
4. Garden bed & retaining wall [same type as (1) above] to help buffer this space from the road & give a sense of enclosure to the central grassed space.

FIGURE 16 – Proposed pocket park, Middleton Loop.

Sites 5 & 6: Bob Thomson Gardens and Wagon Rock

Both these sites are relatively large park-type spaces. They are geographically well-removed from the city centre, and for this reason would not be used heavily by ACA workers or shoppers. They are destination spaces in their own right, especially Wagon Rock, and are used more by local residents and tourists.

While it is important that these two valuable parks are upgraded and well-maintained, they should be dealt with and managed separately from any city centre streetscape and civic space improvement projects.

TASKS:

- Site 1 is dealt with under Initiative T4.
- Site 2 is dealt with under Initiative T2.
- Site 3 is dealt with under Initiative L3.
- Site 4:
 - Refine concept drawing shown at previous Figure 16.
 - Consult with affected landowners, & further refine concept.
 - Commission detailed design, artwork, landscape plan & construction drawings.
 - Commission construction.

Strategically-located sites in Private Ownership which could be developed for Public Space

In addition to the sites in public ownership documented above, there is also great potential for private landowners within the ACA to contribute to an increase in publicly-accessible open space. There are several sites which are underutilised, or set aside for large expanses of car parking, or which are landscaped but unusable, which could be transformed into small pocket parks. Some suggested sites are shown at Figure 17 over the page.



FIGURE 17

INITIATIVE L4 – Strategically Located Sites in Private Ownership Which Could Be Developed as Public Spaces

- A. Currently underutilised land on Lockyer Avenue connecting through to Middleton Loop
- B. Part of shopping centre car park on Lockyer Avenue frontage
- C. Landscaped space in front of the Dome café
- D. Part of motel grounds
- E. Part of shopping centre car park

Site A: Currently underutilised land on Lockyer Avenue

This site was identified in the “Defining Central Albany (2003)” document as being suited for development as part of a “shared surface accessway” linking Middleton Loop to Lockyer Avenue. The site is shown over the page at **Figure 18** with the number ‘7’ attached to it.



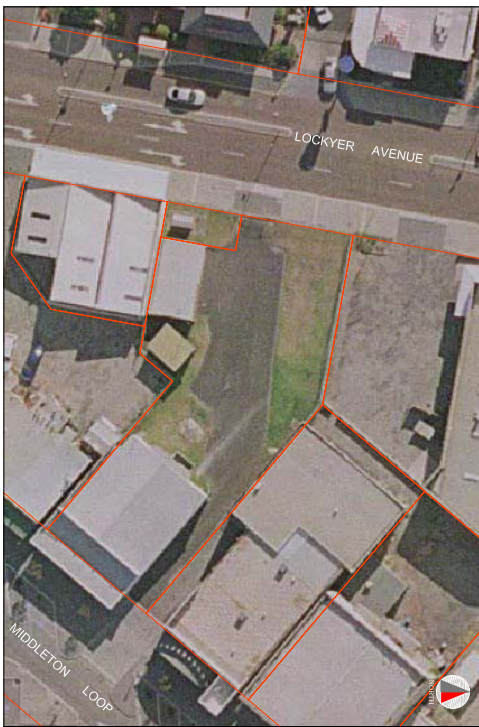
FIGURE 18 – Figure No. 21, “Defining Central Albany (2003)” – Concept Plan for the Development of Precinct 1B

The concept was to use the existing laneway or driveway which connects the two streets for a shared vehicular/pedestrian accessway, which would assist in improving accessibility within the locality.

The site is very underdeveloped, and its visual appearance from Lockyer Avenue is very poor. This “hole” in the streetscape, in this very important part of the town centre, needs to be activated with an appropriate retail use.

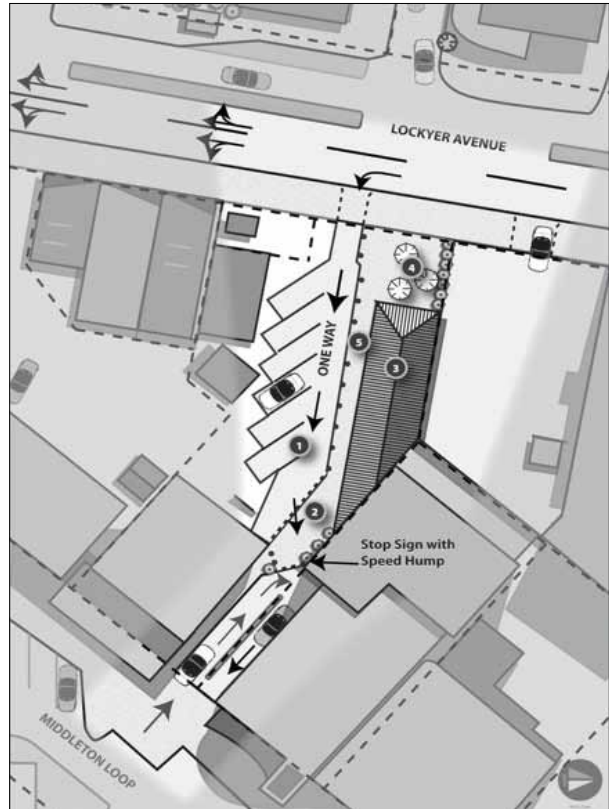
The 2003 DCA proposal remains valid, and is supported for the potential accessibility and urban design benefits it could provide. The land could be developed by the private landowner, or by the City if it chooses to buy the site, or through a joint partnership between the private owner and the City.

An indicative concept plan for the possible development of the site is shown over the page at Figure 19.



Subject site linking Lockyer Avenue to Middleton Loop.

FIGURE 19 - Indicative concept plan for a suggested redevelopment of a key site linking Lockyer Avenue to Middleton Loop.



KEY:

1. Hard-paved area (grey asphalt) with one-way vehicular access & angled parking.
2. Hard-paved area (red/brown brick paved) shared by vehicles & pedestrians.
3. New retail tenancy, with doors & windows opening onto the footpath (5) and alfresco area (4).
4. Alfresco dining area associated with café located in (3).
5. Footpath, edged by raised kerbing & bollards as protection against moving vehicles – also red/brown brick paved.

The objective is to provide an attractive, safe pedestrian link, which would not unduly compromise vehicular accessibility.

The inclusion of a commercial development into the proposal may provide an incentive for the landowner to participate in the initiative. The design of the building, which would include window and doors opening onto the footpath and overlooking the shared car & pedestrian

spaces, and a small alfresco dining area adjacent to the Lockyer Avenue footpath, would also provide “casual surveillance” and better safety and security for pedestrians moving between Middleton Loop and Lockyer Avenue.

TASKS:

- Site A:
 - Council to initiate a meeting with the landowner to discuss the development concept, and to explain the potential financial benefits attached to the scheme.
 - Carry out joint feasibility study of the project.
 - Take appropriate action.
- Sites B, C, D & E:
 - Council to initiate meetings with respective landowners to discuss potentials for developing the individual sites as usable, publicly-accessible, landscaped open spaces.

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|----------------------------|---|
| INITIATIVE | L5 – Retaining the Boundaries of the Central Area Zone |
| RELEVANT OBJECTIVES | <ul style="list-style-type: none"> • To reinforce the ACA as the commercial and cultural hub of the Great Southern Region. • To recognise & plan for anticipated changes in transport patterns. |
| ACTION | <ul style="list-style-type: none"> • To maintain the existing zoning boundary of the Central Area Zone |
| PRIORITY | <ul style="list-style-type: none"> • Part of Town Planning Scheme review |

DISCUSSION:

The “Activity Centres Planning Strategy” (June 2009) prepared for the City of Albany by Shrapnel Urban Planning Consultants states the following:

The town centre is the City’s most valuable urban asset, and is unequivocally recognised as such by all stakeholders. It appears to be working very well at the present time, and it is essential that its viability continues to be protected. The overall strategy for the Albany town centre is as follows:

- *While there needs to be some control over the character of development within individual precincts, there should be no upper limit or “cap” on the amount of retail or other commercial floor space permitted in the town centre as a whole.*
- *Appropriately recognise and enhance the individual character and potential of various specified precincts within the town centre.*
- *To the maximum extent possible, encourage and facilitate the development of additional retail and other commercial floor space within the town centre.*
- *Expand the currently recognised boundaries of the town centre to the north and north-west along Lockyer Avenue and Albany Highway to form a recognised Mixed Business precinct.*

The proposed strategy is illustrated over the page at **Figure 20**.

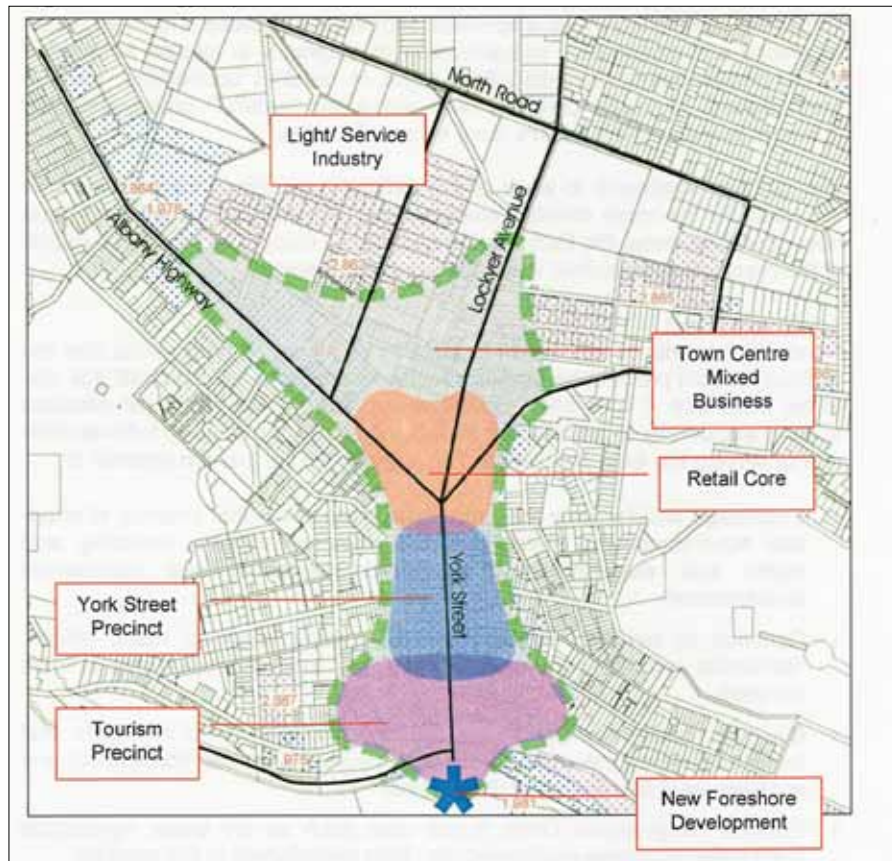


FIGURE 20 – Strategy Map for the Albany Town Centre

Source: “Activity Centres Planning Strategy June 2009” Figure 32 – Shrapnel Urban Planning

The City’s proposed Town Planning Scheme (Local Planning Scheme No. 1) will make changes to the current zonings within the ACA to generally reflect this recommended strategy.

The new Scheme will delineate the “York Street Precinct” and the “Retail Core” shown above as “Regional Centre.” The area shown above as “Town Centre Mixed Business” will be classified as “Regional Centre Mixed Business.”

There will be clear differences between the two areas in terms of use classifications and the permissibility of certain key uses. For example, the following uses are permitted (“P”) in the Regional Centre Zone, but not in the Regional Centre Mixed Business Zone:

- Shops
- Offices
- Restaurants
- Taverns
- Holiday accommodation
- Fast food outlets
- Civic uses
- Cinemas, theatres

Within the Regional Centre Mixed Business Zone the above uses are either not permitted, or require Council approval after consideration is given to comments received from the community after public advertising.

These major differences between the proposed Zones is consistent with the Planning Strategy and are supported by the Steering Committee.

In addition, it is noted that offices are a prohibited (“X”) use in the Residential Zone. This is also supported.

The proposed zones are illustrated below at Figure 21.

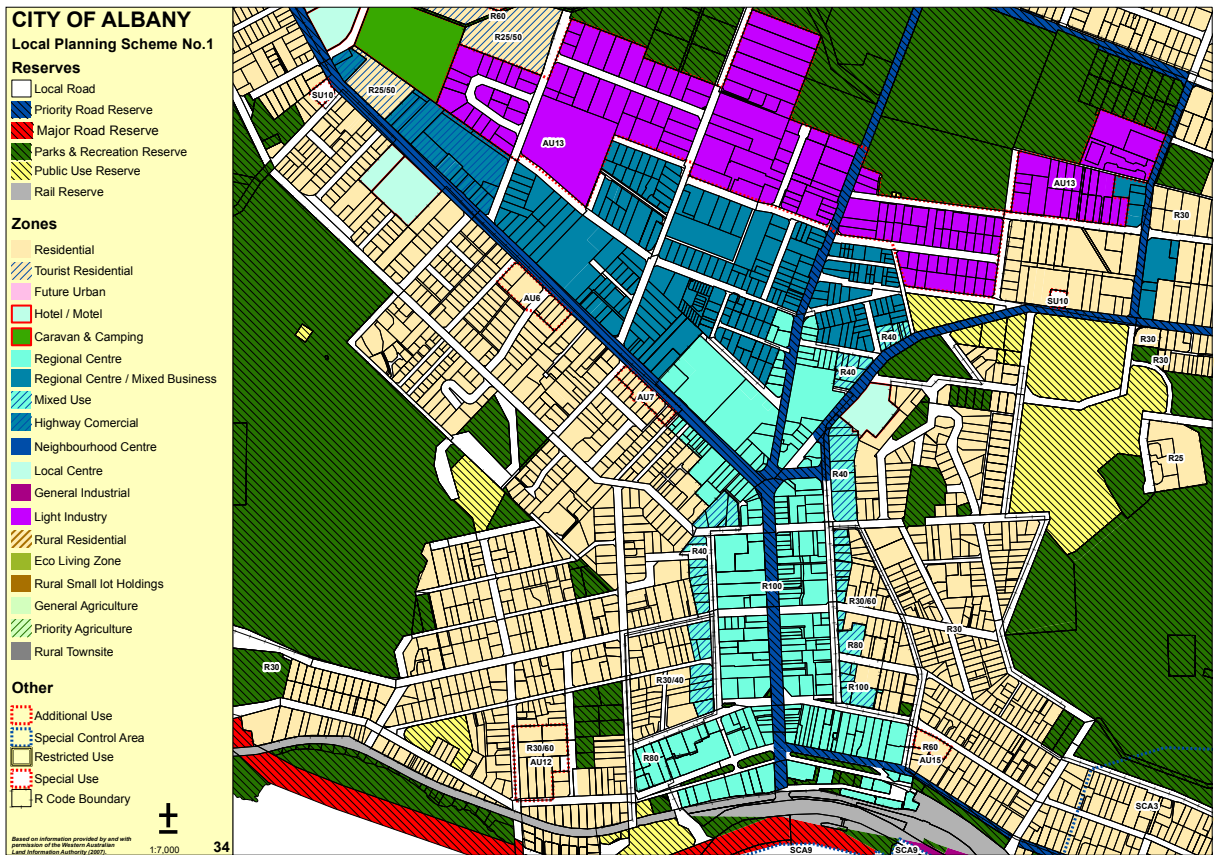


FIGURE 21 – Proposed City of Albany Local Planning Scheme No. 1 - Zoning Map

TASKS:

The City of Albany to adopt these proposals as part of its new town planning scheme.

INITIATIVE L6 – Adaptive Re-use of Buildings - See Initiative Pa4 & Appendix 1.

| | |
|---------------------------|--|
| INITIATIVE | L7 – New Retail & Commercial Space |
| RELEVANT OBJECTIVE | <ul style="list-style-type: none">• To reinforce the ACA as the commercial & cultural hub of the Great Southern Region |
| ACTION | <ul style="list-style-type: none">• To encourage new retail and commercial development within the ACA to meet the future demand for such activity. |
| PRIORITY | <ul style="list-style-type: none">• 1 - High |

DISCUSSION:

The Steering Committee wants to encourage new commercial and retail development within the Albany Central Area.

This will assist in rejuvenating the town centre, provide opportunities for redeveloping some of the older inappropriate buildings as well as some of the vacant sites scattered around the area, provide additional employment opportunities, provide the Albany community with a greater choice of goods and services, and reinforce Albany as the commercial hub of the Great Southern region.

Many of the Initiatives contained in this Masterplan are aimed at encouraging private investment in new retail and commercial development. These include:

- providing an improved car parking policy and parking regime;
- providing financial and non-financial incentives;
- improving the attractiveness and safety of the Central Area streets;
- embarking upon a major upgrade of the central cultural and civic precinct; and
- introducing a new town planning scheme which reflects the latest analysis and recommendations of a recent “Activity Centres Planning Strategy”.

Prompt implementation and appropriate marketing of the Masterplan, and the improved global financial situation, should result in the development of new retail and commercial developments in the near future.

How much development occurs, and over what time period, will depend upon many factors, not the least of which will be the ability of the local market – which is not large - to absorb additional retail and commercial floor space while simultaneously retaining the viability of existing businesses.

| | |
|----------------------------|---|
| INITIATIVE | L8 – Alfresco Dining |
| RELEVANT OBJECTIVES | <ul style="list-style-type: none"> • To reinforce the ACA as the commercial & cultural hub of the Great Southern Region • To improve the attractiveness of the ACA through streetscape improvements |
| ACTION | <ul style="list-style-type: none"> • To promote alfresco dining to activate the streets of the Albany Central Area. |
| PRIORITY | <ul style="list-style-type: none"> • 1 (high) - Policy/guidelines - ongoing |

DISCUSSION:

The Steering Committee wants to encourage café, restaurant, lunch bar and licensed premises operators to provide alfresco dining facilities on the footpath(s) adjacent to, or near their premises, where this is practicable, feasible and safe.

As well as allowing businesses to expand their available floor space, the addition of alfresco dining facilities (chairs, tables, umbrellas) can add interest, colour and activity to the streetscape, and can potentially enhance the experience of those who visit the town for whatever purpose.

THE PROJECT:

The City wishes to adopt an alfresco dining policy which sets out the parameters within which a business person can establish and operate an alfresco dining area to complement their existing café, restaurant, lunch bar or licensed premises.

TASKS:

- The City of Albany to review the proposed Alfresco Dining Policy set out in **Appendix 3** to this document, with a view to advertising it (or an appropriately amended form of it) for public comment prior to its eventual adoption.

| | |
|----------------------------|---|
| INITIATIVE | L9 – Subdivision & Amalgamation of Land Within the Central Area |
| RELEVANT OBJECTIVES | <ul style="list-style-type: none"> • To improve the attractiveness of the ACA through streetscape improvements • To retain & enhance the heritage character found within the ACA |
| ACTIONS | <ul style="list-style-type: none"> • To examine the impacts of further subdivision within the Central Area on delivering the objectives of the Masterplan (fine grain versus larger-scale developments that can accommodate parking etc.) • Consideration of amalgamation impacts also to be looked at, such as sense of place and keeping scale. |
| PRIORITY | <ul style="list-style-type: none"> • 1 - Policy |

DISCUSSION:

There is concern within the Steering Committee that ongoing amalgamation of the existing narrow lots that characterise the Central Area will result in new development forms of an inappropriate horizontal emphasis, rather than a continuation of the historic narrow, “fine grained” building forms that are a result of the original subdivision pattern of the town.

At the same time it is also recognised that comprehensive redevelopment – i.e., when several narrow lots are amalgamated and a new single development is constructed across the original lot boundaries – provides opportunities for the provision of many more on-site car parking spaces than would normally be the case when individual lots are developed separately.

The solution to these apparently conflicting objectives is contained within the recently-adopted Council Policy “Albany Historic Town Design Policy”. The Policy quite rightly recognises that amalgamation of lots can take place to facilitate new, comprehensive redevelopments, however, the design of the new building fronts must reflect the character of the streetscape – i.e., the original subdivision pattern - within which the new building will sit.

Clause 7.3.4 of the Policy states:

“Where existing streetscapes have strong patterns of either vertical or horizontal emphasis new buildings should respond to this character.”

Clause 7.4.1 of the Policy states:

“Developments should establish sets of design elements and materials which break down the bulk of developments, and provide visual interest through the articulation of their built form.”

Clause 8.3.1 of the Policy states:

“In areas where the traditional subdivision pattern contributes to the character of the streetscape new development should respond to this pattern.”

TASKS:

- The City of Albany to ensure that the intent of the relevant clauses contained within the adopted Council Policy “Albany Historic Town Design Policy” is clearly conveyed to prospective developers.
- The City of Albany to ensure that a new development will only be approved if it has been designed in such a way that its built form will be appropriate to the context of the subject site.

(iii) Economics & Development Incentives

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|---------------------------|--|
| INITIATIVE | I1 – Development Incentives |
| RELEVANT OBJECTIVE | <ul style="list-style-type: none">• All objectives of the Masterplan |
| ACTION | <ul style="list-style-type: none">• Establish a set of planning incentives applicable to private landholders to achieve the overall vision & the various relevant actions identified in the ACA Masterplan |
| PRIORITY | <ul style="list-style-type: none">• 1 (high) policy/guidelines |

DISCUSSION:

To a large extent, the success or otherwise of many of the Initiatives contained within the Masterplan will be reliant on the support and co-operation of Albany’s private landholders. To this end, a range of practical planning incentives has been developed and woven into many of the actions described in this document.

These direct incentives have been created within the planning control parameters available. The application of a three storey height limit for new development within the ACA means the most commonly-applied planning incentives – additional height and/or plot ratio – are not available.

The remaining most commonly applied direct planning incentive – relaxation of on-site car parking requirements – is available, but must be used carefully, as there is a perceived shortage of car parking in the ACA, and an over-generous use of this incentive could well exacerbate the situation.

Indirect development incentives are applied throughout this document, in the form of Council-initiated projects such as streetscape and civic space improvements aimed at improving the appearance, function, amenity and cultural experience of the town centre, thereby making the town more attractive to potential investors.

THE PROJECT:

The Masterplan and its component Initiatives contain a number of planning incentives to encourage new private development. These are summarised below, together with a list of additional incentives available for possible application by the City of Albany.

Direct Planning Incentives for Private Landholders Contained Within the Individual Initiatives:

- Car parking concessions to encourage and facilitate both small and large developments, as well as changes of use, adaptive reuse or conversion of buildings, the conservation of heritage buildings and places, improving pedestrian access, and facilitating vehicle connections over private land and the integration of public and private car parks (Pa4, L6, T7);
- Potential for additional building heights for new developments on selected key sites to encourage and facilitate redevelopment and the provision of a public space (L3, L4);
- Potential relaxation of planning provisions to encourage the development of single bedroom units and the conservation of heritage places and buildings (Pa4, L2);

Indirect Incentives:

- Upgrading of streetscapes and other public places by the City to demonstrate commitment to the Masterplan “vision”, and to encourage investment (T2, T3, T4, T5, T8, L4, C1 – C7, S1, S2, S6, S7, S8, S9, S10, S11, S12, S13);
- Clearer direction for proponents on establishing al fresco dining areas.

Additional Incentives which could be available for selective application by the City of Albany:

Heritage Protection & Conservation:

- Granting of bonus dwelling densities if a proposed development conserves or enhances a heritage-listed place;
- Variations to town planning scheme provisions if a proposed development facilitates the conservation of a heritage-listed place;
- Reduction of fees and charges for some development applications, such as changes of use of a heritage-listed place that does not involve any significant physical construction, alterations and additions which have no adverse affect on the heritage significance associated with a heritage-listed place, partial demolition which has no adverse affect on the heritage significance associated with the heritage-listed place;
- Financial assistance relating to initiatives such as:
 - a Heritage Assistance Fund for heritage conservation work;
 - building design and conservation awards;

Building Façade Improvements:

- A programme to provide matching grants in the form of a reimbursement of up to \$XXXX for eligible improvements to identified facades in central Albany.

(iv) Cultural/Civic Precinct

| | |
|-----------------------------------|--|
| <p>INITIATIVES</p> | <p>C1 to C7 – Development of the Cultural/Civic Precinct</p> |
| <p>RELEVANT OBJECTIVES</p> | <ul style="list-style-type: none"> • To reinforce the ACA as the commercial & cultural hub of the Great Southern Region • To identify cultural & civic land use development options within the ACA • To retain & enhance the heritage character found within the ACA • To improve the attractiveness of the ACA through streetscape improvements |
| <p>ACTIONS</p> | <p>Public Open Space:</p> <ul style="list-style-type: none"> • Alison Hartman Gardens to be retained as a park & edged with development. Mokare’s statue to be retained in its current position; • A town square to be established between the Town Hall & the Library. The ground level of the Town Square should be edged with public uses & facilities, and active commercial elements such as cafes & restaurants; <p>Activities:</p> <ul style="list-style-type: none"> • The Albany Public Library to be retained on its site & expanded consistent with the 2000 Library Report. This should take the form of either expansion of the current facility or the development of a new library facing onto the western edge of the new Town Square. Strong consideration should be given to a mixed use development with the library extension/development. • Investigate the feasibility of transferring the Albany Markets to the Town Square in the short- to medium-term. • That the land should be retained in Council’s ownership and overall the Cultural & Civic Precinct to include the following activities: <ul style="list-style-type: none"> - “A” Class exhibition space, - Community Centre with seniors, youth & community activities, - performance & small concert space, - library services, - passive recreation, - town square, incorporating markets, - mixed use development, - residential components (this component to only be considered once all cultural/civic building footprints have been established on a plan), |

ACTIONS

- minor elements of boutique retail.
- Consider developing the land on the corner of Collie Street & Grey Street West for housing. Council to investigate economic feasibility of the project, including future land ownership options.
- In accordance with the ethnographic report, retain Mokare's grave within a small park.

Built Form:

- The height & built form of new buildings on the site shall comply with the provisions of the "Albany Historic Town Policy".
- Conserve & adapt heritage buildings for appropriate uses. Town Hall to be used as a multi-function space catering for a range of events & performances.
- Respect the fabric of historic buildings, while clearly differentiating any additions. The height of the proposed buildings in the vicinity of the two Albany District Education Office buildings to be restricted to two storeys.
- Buildings forming an edge to the public domain to have activated ground floors.
- Consider reviewing the MHI in respect to streetscapes & the definition of character precincts.

Access & Parking:

- Consider the creation of important pedestrian & vehicular links between the various uses & activities within the Precinct.
- Provide short to medium-term car parking within the York Street central island between Serpentine Road & Grey Street (Refer Actions T3 & S11).

PRIORITIES

- Adoption of overall Masterplan for the site - 1
- Town square & York Street parking – 1
- MHI review - 1
- Transfer of markets – 2
- Land on corner of Collie & Grey – 3 (feasibility study)
- Alison Hartman Gardens – 2/3/4
- "A" class exhibition space – ongoing
- Library – Retain. Extend library (2). New library (5)
- Mixed use development – (ongoing)
- Event planning – (ongoing)
- Mokare's grave – ongoing
- Built form & heritage issues – ongoing
- Education Department land – ongoing

DISCUSSION:

The draft “*Albany Local Planning Strategy*” (February 2009) seeks to ensure the Albany town centre remains the primary multi-purpose centre for administration, social, cultural, retail, office, community and entertainment facilities within the City of Albany. In this context it is important to ensure that the economy of York Street is strengthened, and the development of the old Council building site could provide an opportunity to make an important contribution to the revitalisation of both York Street and more generally, the town centre.

The draft “*York Street Masterplan*” (2008) sets out the development framework which establishes the “core” parameters to guide development of the street block bounded by York Street, Serpentine Road, Collie Street and Grey Street West, which includes the old Council building site. Some small changes to the Masterplan recommendations were made by the ACA Masterplan Steering Committee, and after consideration of a number of development options, a “hybrid Option 3” was adopted for implementation (see **Figure 22** below).



FIGURE 22

INITIATIVES C1 TO C7 – Conceptual Plan for the Development of the Cultural/Civic Precinct (Source: Draft York Street Masterplan 2008)

THE PROJECT:

This key project will see the implementation of the adopted “vision” for the Cultural/Civic Precinct. It will involve the development of the Precinct for a range of public, civic and commercial uses which will interact with each other and enliven this currently underutilised land.

The main uses and activities proposed include:

- retention of Alison Hartman Gardens, and edging it with development;
- creation of a town square between the Town Hall and the Library;
- retention and expansion of the Library;
- the possible transference of the Albany Markets to the Town Square;
- establishment of a Class “A” Exhibition Space;
- retention of the Town Hall to be used as a multi-function space for events and performances;
- retention of the Seniors Centre; and
- possible development of some housing.

Council shall continue to negotiate with the Education Department/State Government to secure their land, and/or ensure an appropriate vision is adopted for its development.

NOTIONAL FLOOR SPACE ALLOCATIONS

The following floor space estimates have been drafted by the Steering Committee:

| Proposed Use | Floor Space Allocated (Sq.m GFA) |
|--|--|
| “A” Class exhibition space (advised by WA Art Gallery exhibition designer that largest gallery 760 sq.m also allows for storage space) | 1,700 (includes space for two exhibition areas, touring exhibitions, education & administration areas, storage & maintenance areas.) |
| Combined community centre | 400 |
| Performance & small concert space (equal to Town Hall upper floor + stage + upper seating) | 400 |
| Library services (current library 1,292 sq.m. Current manager estimates growth to 1,500 sq.m max.) | 1,500 |
| Passive recreation/Town Square/markets | 1,452 |
| Mixed use development (cafes, boutique retail, etc.) | (384) |
| Total floor space required | 5,452 sq.m or 5,836 sq.m including mixed use |

STAGING:

Due to the scale and complexity of the proposed development of the Cultural/Civic Precinct, it is highly likely that it will occur over an extended period of time. The “York Street Masterplan” (2008) states that development of the public areas will be central to the way in which surrounding development occurs.

At the same time the Masterplan needs to “deliver” early outcomes if it is to achieve credibility and long-term support. With this in mind, it has been decided that the initial stages of the development shall include the following elements:

- Development of the town square;
- Investigation into transferring the Albany Markets to the town square;
- Establishment of an “A” Class exhibition space;
- Development of an improvement plan for Alison Hartman Gardens;
- Co-ordination of public & private events planning, with the aim of bringing the broadest range of events to the town square & Alison Hartman Gardens.



FIGURE 23

INITIATIVE C5 – Staging. First Stage – conceptual development of the Town Square

(Source: Draft York Street Masterplan 2008)

Following completion of the initial stage of development, further investigations to be made into:

- Assessment of the feasibility of options for the expansion of the Albany Public Library;
- Assessment of housing on the land on the corner of Collie & Grey Street West.

INITIAL TASKS:

The next steps in the ongoing design & development process will require the City of Albany to:

- (i) Commission the development of an Indicative Development Plan (IDP) for the whole Precinct clearly identifying:
 - development sites and mandatory and possible uses/activities;
 - all mandatory movement and access links;
 - relative levels (ground and roof) of all finished development;
 - a colour, materials, paving, lighting & street furniture palette;
 - a landscape plan;
 - a plan for the staged development of individual sites; and
 - indicative development costs.
- (ii) Formally adopt the plan;
- (iii) Investigate the transference of the Albany Markets to the town square, and if it is decided to establish the markets there, identify if there are any special operational requirements of the Markets administrators and users, and incorporate these needs into Task (iv) below;
- (iv) Draft a brief for the design and construction of the Town Square, drawing on the general principles contained in Appendix 4 of the "York Street Masterplan" (2008), the IDP commissioned in Task (i) and any needs identified in Task (iii);
- (v) Commission construction of the Town Square;
- (vi) Pursue the establishment of an "A" Class exhibition space;
- (vii) Develop an improvement plan for Alison Hartman Gardens; and
- (viii) Co-ordinate public & private events planning, with the aim of bringing the broadest range of events to the town square & Alison Hartman Gardens.

(v) STREETScape IMPROVEMENTS

INITIATIVE S1 – see Initiative T5 & others

INITIATIVE S2 – see Initiative T5 & others

| | |
|--------------------|--|
| INITIATIVE | S3 – Underground Power |
| RELEVANT OBJECTIVE | <ul style="list-style-type: none">To improve the attractiveness of the ACA through streetscape improvements |
| ACTION | <ul style="list-style-type: none">Work with Western Power to have powerlines placed underground within the study area, with the main priority being Albany Highway between Sanford Road and York Street. |
| PRIORITY | <ul style="list-style-type: none">3 – (medium-term) |

DISCUSSION:

Western Power states that:

“Underground reticulation provides significant benefits to both Western Power and the community. These benefits include improved aesthetics and a safer and more reliable power supply. Also, the State Government has a declared long-term objective to underground the distribution network in all urban and urban fringe areas of the Western Power network. Therefore, underground constructions should be promoted whenever it is practical.”

The Steering Committee would eventually like to see all powerlines within the Albany Central Area placed underground. However, as the cost of achieving this goal would be very significant, it is logical that undergrounding be carried out opportunistically and in stages, associated with major events such as road reconstructions, and/or major public and private developments.

THE PROJECT:

To work with Western Power in adopting a programme for the staged undergrounding of powerlines within the Albany Central Area.

TASKS:

The City of Albany to:

- draft an “aspirational” programme for the staged undergrounding of powerlines within the ACA;
- nominate Albany Highway between Sanford Road and York Street as the priority section of road (an estimated sum of \$2.2M has been allocated to this work as part of the overall cost estimates for reconstructing Albany Highway).
- establish further priority streets, and a timetable for achieving the works. It is recommended that York Street should be the No.2 priority street.
- enter into discussions with Western Power regarding a cost-sharing arrangement to achieve the works programme.

| | |
|----------------------------|---|
| INITIATIVE | S4 – Middleton Loop |
| RELEVANT OBJECTIVES | <ul style="list-style-type: none"> • To improve the attractiveness of the ACA through streetscape improvements • To create a pedestrian & bicycle-friendly environment throughout the ACA • To provide for safe & effective traffic flows in and around the ACA • To ensure there is sufficient & well-located parking facilities located within or on the periphery of the ACA into the future to cater for residents' & visitors' demands |
| ACTION | <ul style="list-style-type: none"> • To review the concept plan for Middleton Loop (inclusive of that portion of St Emilie Way to be closed), which recommends below-ground public car parking, improvements to the visual appearance of the street through hard and soft landscaping elements, and creates a link through to Lockyer Avenue. |
| PRIORITY | <ul style="list-style-type: none"> • 1 – Design, Policy, Guidelines • 3 – Implementation |

DISCUSSION:

The Steering Committee has asked for a review of the concept plan contained in the *“Defining Central Albany”* document illustrating the proposed redevelopment of the Middleton Loop and associated land.

The concept plan is shown over the page at **Figure 24**.

Nearly all of the matters included in the concept plan have been addressed elsewhere in this Masterplan document. For example (refer to the code numbers used in the plan over the page):

1. addressed at Initiative T2
2. addressed at Initiative T2
3. addressed at Initiative T4
4. addressed at Initiative Pa1
5. supported
6. addressed at Initiatives T4 & S6
7. addressed at Initiative L4 – site 5
8. supported – also see Initiative L4 – site 4



FIGURE 24 – Concept Plan for the Redevelopment of Middleton Loop. (As shown at Figure No. 21 – “Defining Central Albany”)

TASKS:

- City of Albany to undertake the identified tasks associated with each individual Initiative.

| | |
|----------------------------|--|
| INITIATIVE | S5 – Reduction of Speed Limits on Certain Roads |
| RELEVANT OBJECTIVES | <ul style="list-style-type: none"> • To create a pedestrian & bicycle-friendly environment throughout the ACA • To provide for safe & effective traffic flows in and around the ACA |
| ACTION | <ul style="list-style-type: none"> • To design Albany Highway/York Street on approach into the central area as a low speed environment (40km/hr). [Outside of consultant's brief, however ultimate detailed design of road improvements should achieve this aim.] |
| PRIORITY | <ul style="list-style-type: none"> • 4 – (medium to long-term) |

DISCUSSION:

This Initiative is incorporated into the redesign of Albany Highway (Initiative T5) and York Street north end (Initiative T3).

| | |
|----------------------------|--|
| INITIATIVE | S6 – Streetscape Improvements & On-street Parking, Middleton Road S7 – Dog Rock (Initiatives S6 & S7 are closely linked) |
| RELEVANT OBJECTIVES | <ul style="list-style-type: none"> • To improve the attractiveness of the ACA through streetscape improvements • To create a pedestrian & bicycle-friendly environment throughout the ACA • To provide for safe & effective traffic flows in and around the ACA • To ensure there is sufficient & well-located parking facilities located within or on the periphery of the ACA into the future to cater for residents' & visitors' demands • To retain and enhance the heritage character found within the ACA |
| ACTIONS | <ul style="list-style-type: none"> • To improve the streetscape and amenity of Middleton Road through increased street tree planting. • To provide for increased kerbside parking in any reconstruction of the road. • To improve the setting of Dog Rock, befitting its status as an Albany icon. |
| PRIORITY | <ul style="list-style-type: none"> • 3 – (medium-term) |

DISCUSSION:

The amenity and appearance of the section of Middleton Road between St Emillie Way and Young Street could be greatly improved by the introduction of street trees.

Planting street trees (of an appropriate species and scale) is one of the quickest and cheapest ways to improve streetscapes, to provide weather protection, to add colour to the streets, and to reduce direct and radiant summer heat. The street trees, together with the provision of embayed kerbside parking, will also assist in modifying driver behaviour (excessive vehicle speeds is a feature of this section of roadway).

The addition of kerbside parking in close proximity to Dog Rock will also be useful for tourists who arrive at the site to take photos of this unique rock formation. (See Initiative S7 for more details on the proposed enhancement of the rock's setting.)

THE PROJECT (S6):

The project involves the reconstruction of the Middleton Road reserve to accommodate embayed kerbside parking and additional street trees. (See **Figure 25** over the page.)



FIGURE 25
INITIATIVE S6 – Proposed Conceptual Streetscape Improvements & Provision of Embayed Kerbside Parking, Middleton Road

Initiative S7 - Enhancement of the Setting of Dog Rock

Dog Rock, an Albany Icon, is located on the corner verge of a busy road. Its setting is very poor and unedifying. The dog's "chin" juts out over the public footpath (see images below).



The vacant, privately-owned site immediately adjacent to the rock (see photo on right) is currently the subject of a development application. A two storey commercial building is proposed to be constructed, and Council staff are currently negotiating with the proponent regarding the form and siting of the proposed development. It is the strongly-held view of the Council that the proposed building must be set back sufficiently from the property boundary to allow the rock's profile to be clearly seen.

Both parties are aware of the importance of the rock, and Council staff want to ensure that the proposed building is respectful of the rock's importance as a widely recognised symbol of Albany.

It is also understood that Council staff are looking at ways to increase the width of the paving around the base of the rock.

The rock has the appearance of a dog's head only when seen from one direction – that is, looking up Middleton Road from the south. From other directions it just looks like a large granite outcrop.

It is therefore recommended that, in addition to whatever physical improvements are made immediately around the base of the rock to improve its setting, an interpretation structure should be constructed at the premium viewing location. This site is shown below at **Figure 26**.



FIGURE 26

INITIATIVE S7 – Proposed Location of Dog Rock Information/Interpretation/ Viewing Point

The proposed structure should take the form of a flat-paved area, with a small shelter structure (backing onto the prevailing southerly winds), a seat, and interpretive material explaining the rock’s history and its importance to Albany.

The paving, structure, seating and interpretive material should be of a high quality, using local materials and incorporating elements of public art.

TASKS (Initiatives S6 & S7):

- Draft a detailed concept plan for the reconfiguration of Middleton Road based on Figure 25. Ensure this plan meshes in with Initiative S7.
- Select appropriate tree species.
- Consult with affected landowners, & further refine concepts if necessary.
- Commission public artist/interpretation professional.
- Commission detailed design and construction drawings.
- Commission construction and street tree planting. Use advanced tree species to reduce the chances of tree damage by vandals.
- Regularly monitor vehicle and pedestrian movements, and the health of the street trees after construction.

| | |
|----------------------------|---|
| INITIATIVE | S8 – Collie Street, Aberdeen Street & Albany Highway |
| RELEVANT OBJECTIVES | <ul style="list-style-type: none"> • To improve the attractiveness of the ACA through streetscape improvements • To create a pedestrian & bicycle-friendly environment throughout the ACA • To provide for safe & effective traffic flows in and around the ACA • To ensure there is sufficient & well-located parking facilities located within or on the periphery of the ACA into the future to cater for residents' & visitors' demands |
| ACTIONS | <ul style="list-style-type: none"> • To improve the streetscapes within each of these streets. • To adopt schematic cross-sections for the future development of each of these streets. |
| PRIORITY | <ul style="list-style-type: none"> • 3 – (medium-term) |

DISCUSSION:

The amenity and appearance of each of these three streets could be greatly improved by the introduction of street trees and the widening of footpaths.

Planting street trees (of an appropriate species and scale) is one of the quickest and cheapest ways to improve streetscapes, to provide weather protection, to add colour to the streets, and to reduce direct and radiant summer heat.

The street trees should be provided either in pavement “nibs”, or on the verge within the footpath. For each of the three streets in question, the placement of the trees has been determined after consideration of the following factors: (i) the presence or otherwise of over-footpath awnings attached to adjacent buildings, (ii) the need to provide vertical elements on the road margins (i.e., trees) to influence driver behaviour and slow traffic speeds, (iii) the presence of overhead powerlines, (iv) and whether the need to retain as much kerbside parking spaces as possible overrides (ii) above.

THE PROJECT:

The project involves the reconstruction of these three road reserves to accommodate wider footpaths, embayed kerbside parking and street trees.

A plan and indicative cross-section for the reconstruction of Albany Highway between York Street and Sanford Road has been provided previously, associated with Initiative T5 (See Figures 7,8 & 9).

Indicative cross-sections to guide the reconstruction of both Collie Street and Aberdeen Street are shown below at **Figure 27**.

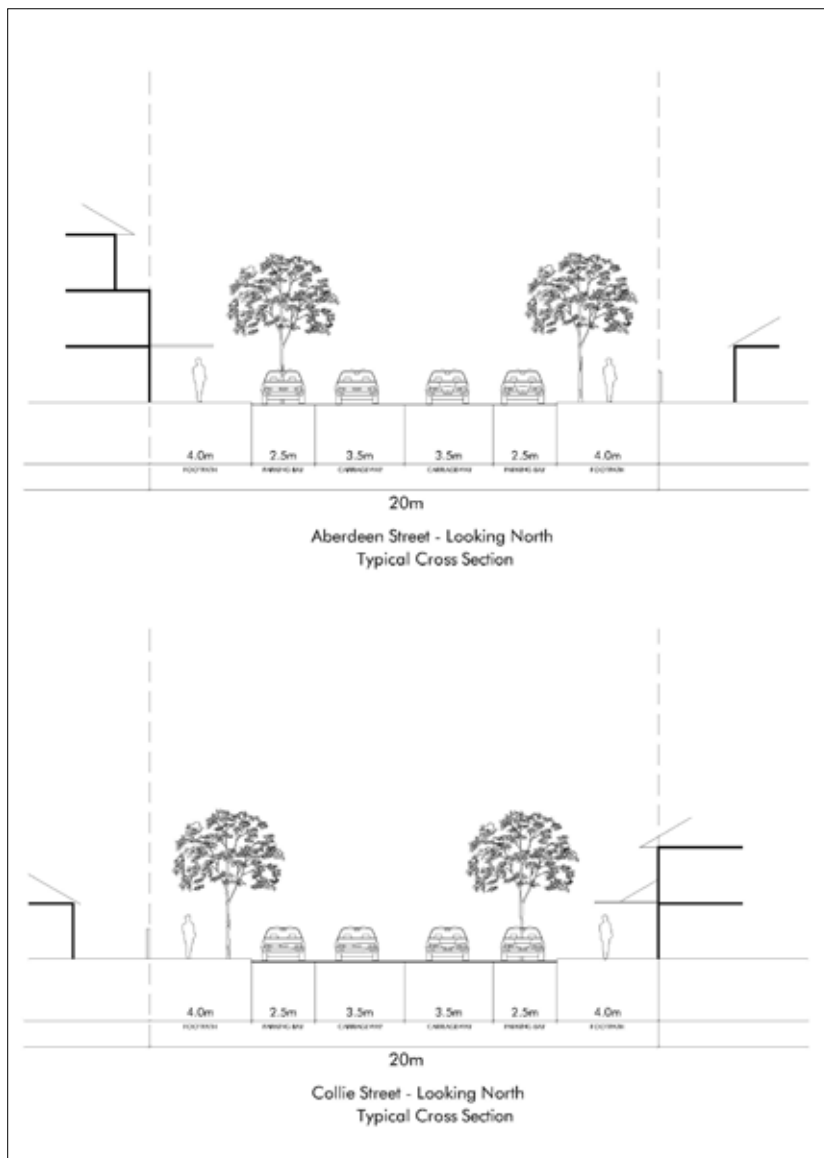


FIGURE 27

INITIATIVE S8 – Indicative Cross-sections for the Future Redevelopment of Aberdeen Street & Collie Street Road Reserves

Note: that these are indicative cross-sections only. Some variations to accommodate site-specific issues may be required in some places. For example, Collie Street north of Grey Street West has some large granite formations on the west side of the street which encroach to the road edge and prevent kerbside parking and tree planting in this locality.

TASKS:

- Draft concept plans for the reconfiguration of Collie & Aberdeen Streets based on the indicative cross-sections shown at Figure 27.
- Select appropriate tree species.
- Consult with affected landowners, & further refine concepts if necessary.
- Commission detailed design and construction drawings.
- Commission construction and street tree planting. Use advanced tree species to reduce the chances of tree damage by vandals.
- Regularly monitor vehicle and pedestrian movements, and the health of the street trees after construction.
- Review street function periodically.

| | |
|----------------------------|---|
| INITIATIVE | S9 – (i) Stirling Terrace (opposite the Court House), and (ii) site on the eastern corner of Residency Road & Princess Royal Drive |
| RELEVANT OBJECTIVES | <ul style="list-style-type: none"> • To improve the attractiveness of the ACA through streetscape improvements • To ensure there is sufficient and well-located parking facilities located within or on the periphery of the ACA into the future to cater for residents’ and visitors’ demands |
| ACTIONS | <ul style="list-style-type: none"> • Consider angled parking area opposite the court house to formalise existing parking arrangements on verge • Potential for underutilised land on corner of Princess Royal Drive and Residency Road to be used for parking and a range of non-residential uses |
| PRIORITY | <p>(i) 1 – (high)</p> <p>(ii) 3 – (medium-term)</p> |

DISCUSSION:

(i) Stirling Terrace

Part of the road verge opposite the court house is currently used for informal parking purposes. As a consequence the verge surface has been denuded of grass, and is unsightly. In addition, motorists backing out onto Stirling Terrace from the informal parking area represent a potential traffic hazard. Kerbside parallel parking is prohibited.



(ii) Land on the corner of Princess Royal Drive and Residency Road

Part of this site is used on occasions for informal car parking. The land is roughly grassed, apart from an area off Residency Road which is compacted dirt.



This land was included within the study area for the “Amity Precinct Masterplan” (2007). The replica of the Brig Amity, the Residency Museum, old gaol, old police building and Eclipse Building, which together make up the Amity Heritage Precinct, are all located to the west of Residency Road. The subject land was included within the study area due to its proximity to the Heritage Precinct, and its strategic location on the foreshore.

THE PROJECTS:

(i) Stirling Terrace

This project involves the formalisation of parking on the road verge opposite the court house, and generally upgrading the landscape of the remaining verge area.

A conceptual plan of the area is shown over the page at **Figure 28**.

(ii) Land on the eastern corner of Princess Royal Drive and Residency Road

By adopting the Amity Precinct Masterplan, Council also adopted by implication the development of the subject land which lies adjacent to the Precinct. A conceptual plan for the development of the subject land is shown at **Figure 29**.

The plan shows the land developed with a landscaped car park, with a network of footpaths linking the carpark to the Amity Precinct across Residency Road, as well as across Princess Royal Drive to the ANZAC Peace Park and new waterfront developments.

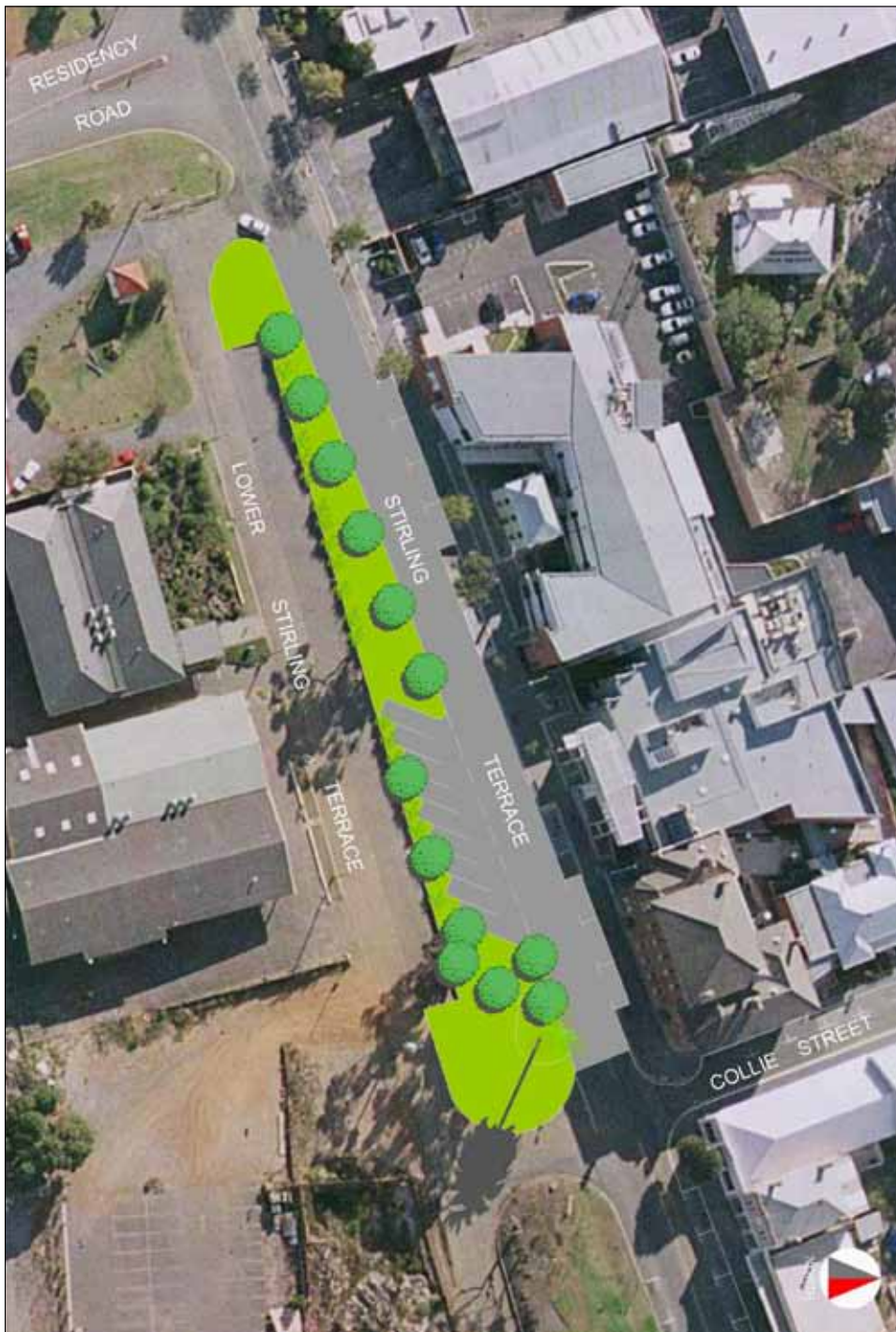


FIGURE 28

INITIATIVE S9 (i) – Provision of Angled Parking on Stirling Terrace Verge Opposite the Court House – Conceptual Layout



FIGURE 29
INITIATIVE S9 (ii) – Development of Land on the Corner of Princess
Royal Drive & Residency Road – Concept Plan

[Source: Amity Precinct Masterplan (2007)]

TASKS:

- Refine concept drawings shown at **Figures 28 & 29**.
- As an integral part of the development of plans for the site on the corner of Princess Royal Drive and Residency Road (Figure 29), the option of providing a café on the site should also be investigated.
- Commission site/feature surveys, detailed layout and landscape designs, and construction drawings.
- Commission construction.

NOTE: The Stirling Terrace project has a higher priority for implementation.

| | |
|----------------------------|---|
| INITIATIVE | S10 – Completion of Footpath Network |
| RELEVANT OBJECTIVES | <ul style="list-style-type: none"> • To create a pedestrian and bicycle-friendly environment throughout the ACA • To improve the attractiveness of the ACA through streetscape improvements |
| ACTION | <ul style="list-style-type: none"> • Include additional and/or improved footpaths to increase connectivity within the ACA as identified in the “Defining Central Albany Strategy” document |
| PRIORITY | 3 – (medium-term) |

DISCUSSION:

The “Defining Central Albany Strategy” document identified some areas where the verge footpaths were missing or discontinuous.

THE PROJECT:

To complete the public footpath network within the Albany Central Area. (See Figure 30 over the page.)

TASKS:

- Confirm the extent of missing footpaths
- Draft a construction brief
- Call tenders for constructing the missing sections



FIGURE 30

INITIATIVE S10 – Missing or Discontinuous Footpaths in the ACA

(Source: DCA Strategy)

INITIATIVE S11 – Additional On-street parking - See Initiative Pa1

| | |
|----------------------------|---|
| INITIATIVE | S12 – Amity Precinct Masterplan |
| RELEVANT OBJECTIVES | <ul style="list-style-type: none"> • To reinforce the ACA as the commercial & cultural hub of the Great Southern Region • To retain & enhance the heritage character found within the ACA • To identify cultural & civic land use development options within the ACA • To ensure there is sufficient and well-located parking facilities located within or on the periphery of the ACA into the future to cater for residents' & visitors' demands • To improve the attractiveness of the ACA through streetscape improvements |
| ACTIONS | <ul style="list-style-type: none"> • Incorporate the “Amity Precinct Masterplan” into the ACA Masterplan • A Precinct staging plan to be incorporated into the ACA priority tasks |
| PRIORITY | <ul style="list-style-type: none"> • As per the “<i>Amity Precinct Masterplan</i>” Priority Staging Plans |

DISCUSSION:

The “*Amity Precinct Masterplan*” was completed and adopted in 2007.

The Amity Masterplan has been included within the Albany Central Area Masterplan as a priority project, and consistent with its stated objectives.

THE PROJECT:

The Amity Precinct Masterplan makes recommendations on a wide range of measures, including:

- Identifying the Precinct as a special Heritage Precinct in the Town Planning Scheme, with appropriate development guidelines attached.
- Establishing a “Precinct Committee” made up of key stakeholders to manage change and guide priorities, and to ensure communication channels remain open. This ongoing co-operation between the parties could be reinforced with a “Memorandum of Understanding” or similar.
- Undertaking a Conservation Plan for the whole Precinct to provide advice regarding changes to historic buildings and to guide the future developments proposed in this report.

- Adopting a primary theme of interpretation for the Precinct of “Arrival”, which would connect indigenous, European and contemporary perspectives. Interpretation aims would include:
 - telling the story of the impact of Lockyer’s arrival;
 - revealing traditional and contemporary Aboriginal culture as it relates to the site;
 - making a visit to the Brig more engaging;
 - encouraging visitors to re-visit the Precinct and Brig; and
 - increasing community awareness of the State significance of the site.
- The majority (but not all) of the interpretive effort would be focused on the ten years that straddled Lockyer’s arrival – five years before (traditional Aboriginal life and culture), and five years after (the first settlement).

Other key recommendations made in this report include:

- Enhancing the setting within the Precinct to improve access and pedestrian safety, landscape elements, furniture and signage, visitor amenity, storm water treatment, and recognition of significant buildings and features in the Precinct. These improvements would be carried out through an agreed, staged process over a number of years.
- Adding to or improving facilities within the Precinct including public toilets, a café/ refreshment shop and improved parking.
- Enhancing tourism attractions, commercial opportunities and visitor education.
- Establishing a “Lockyer Gallery” as a major interpretation piece.
- Restoring and maintaining the replica Brig Amity and introducing improved signage, interpretation, displays and themes. Re-orientating and encapsulating the replica Brig Amity could be a longer-term goal.
- Constructing a new museum building as a long-term goal for the Precinct. This would be designed to accommodate the Museum’s changing needs, providing a venue for programmes and “climate” controlled exhibition and archive facilities for fragile documents and objects.
- Relocating the Visitors Centre to the Precinct if possible.

The report identifies recommendations as “priority”, “medium-term” and “longer-term”, and provides cost estimates for each project in a detailed schedule. Opportunities for public grants specific to individual projects are also identified.

TASKS:

- The City of Albany to address the outstanding projects of Stage One (“Priority Stage of Development – 1 to 3 years”) as described in Figure 31 over the page.

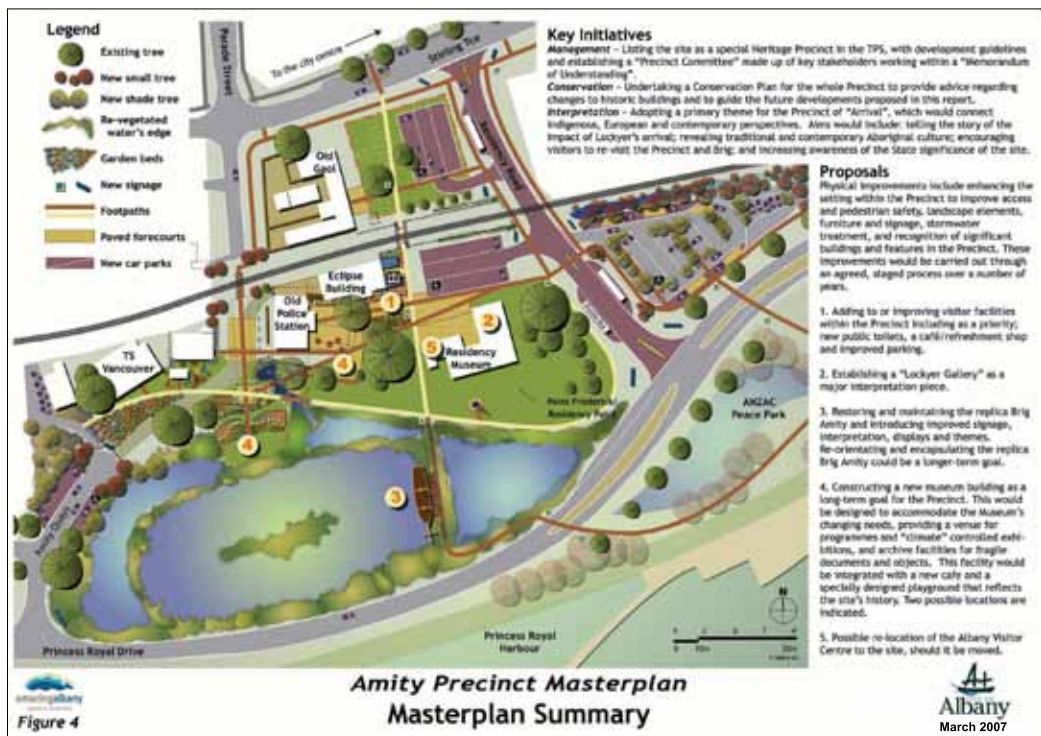


FIGURE 30



FIGURE 31



FIGURE 32

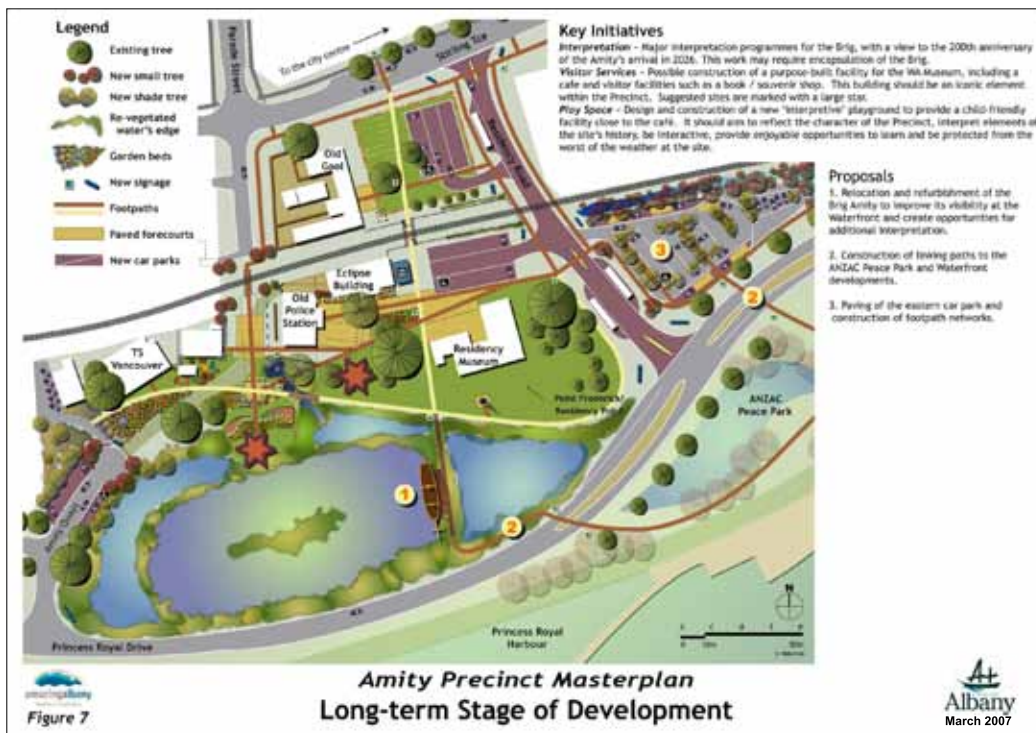


FIGURE 33

| | |
|----------------------------|---|
| INITIATIVE | S13 – Opportunities for Streetscape Enhancement Nodes |
| RELEVANT OBJECTIVES | <ul style="list-style-type: none"> • To improve the attractiveness of the ACA through streetscape improvements |
| ACTIONS | <ul style="list-style-type: none"> • Explore opportunities to create nibs or nodes for streetscape improvements (incorporating public art) at the following locations: <ul style="list-style-type: none"> - within the closed portion of St Emilie Way, - within Middleton Loop, - at the top of York Street around the Hordern Monument, - along Peels Place north of Lot 1, - south-east corner of York Street & Peel Place, & - near the intersection of Peel Place & Collie Street. |
| PRIORITY | 2 – (short-term) |

THE PROJECTS:

The first two of these streetscape enhancement Initiatives have been dealt with elsewhere within the Masterplan document.

- (i) **Over the closed portion of St Emilie Way** – see Initiative T4.
- (ii) **Within Middleton Loop** – see Initiative L4
- (iii) **At the top of York Street around the Hordern Monument.**

This project is closely associated with Initiative T2, the reconstruction of the York Street/ Albany Highway roundabout, and the associated closure of the slip-lane on the south-west corner of the intersection.

A concept plan for the upgrading of the site is shown over the page at **Figure 34**.

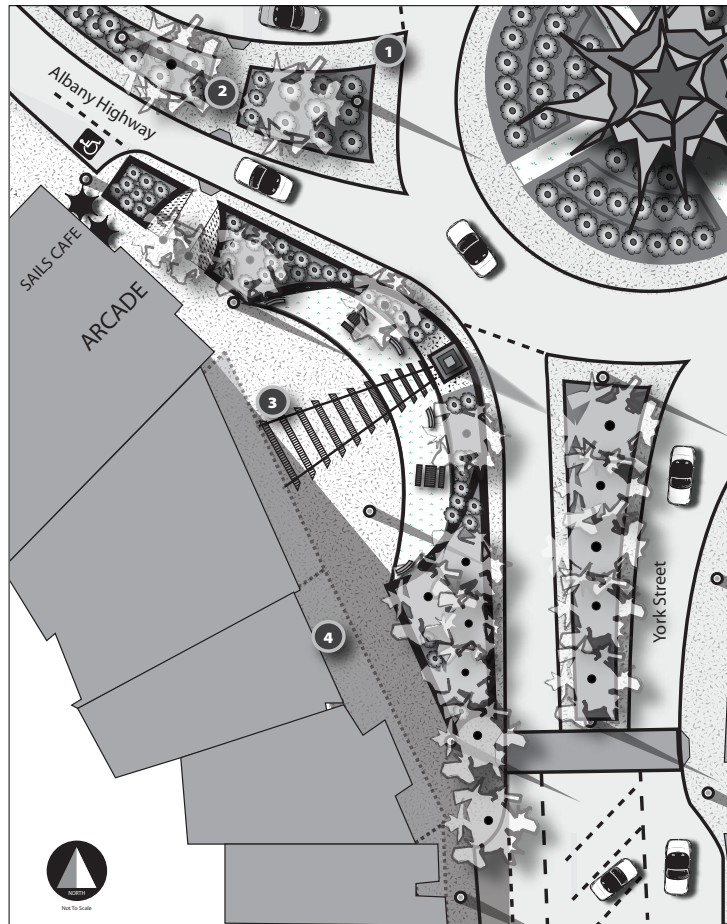


FIGURE 34

INITIATIVE S13 (iii) – Concept Plan for the Development of a Small Pocket Park at the Hordern Monument Site.

KEY:

1. Paved apron for safety of maintenance workers & to retain motorists' view lines
2. Formalised pedestrian crossing point. This point aligns with the arcade & is a minimum of 50m from the existing Zebra crossing.
3. Public artwork to complement Hordern Monument. Could be an artwork set in the pavement that highlights Hordern's railway achievements & focuses on the Memorial.
4. Encourage building owners to provide continuous awnings over the footpath.

Two garden beds contained within 450mm high granite walls have been located on the two flanks of the Memorial. These could be planted with similar species as have been recommended for the Sanford Road/Albany Highway roundabout (see Initiative S1) which would visually "tie" the two ends of the Highway together. A small area of grass is contained within the crescent shape directly in front of the Memorial.

(iii) Along Peel Place north of Lot 1.



Lot 1, on the corner of Aberdeen Street and Peel Place, is a landscaped “island” surrounded by road space. It consists of an elongated grassed area, with a tall palm tree, a seat wrapping around the base of the tree, and some planted beds (“Nesbitt Gardens”). The whole “island” is very well maintained and attractive.

The narrow road or slip-lane along the northern side of Lot 1 (see photo above on left) has parallel kerbside parking on one side. The parking bays are located out the front of a little row of shops, which would rely on the convenience of those parking bays for their customers.

The whole space – the landscaped island, the slip-lane on its northern side and the associated parking bays – is attractive, functional and should be retained in its present format.

However, the adjacent roundabout, located at the T-junction of Aberdeen Street with Peel Place/Frederick Street, is quite poor by comparison (see photo below). It is a basic, utilitarian roundabout, with some token plants in the middle.



It is recommended that the roundabout be substantially upgraded, in a similar manner to the proposed upgrading of the Sanford Road/Albany Highway roundabout (Initiative S1).



FIGURE 35 – Proposed Conceptual Treatment of Upgraded Peel Place/Aberdeen Street Roundabout

The inclusion of an art piece in the centre of the roundabout would be consistent with the recommendation for Initiative S1, as well as with Albany’s established approach to providing quality plantings and artworks in several roundabouts elsewhere in the town centre – most prominently Lockyer Avenue.

NOTE: The City of Albany should adopt a strategy for upgrading all of the town centre roundabouts, providing quality plantings and themed artworks which would visually and culturally “tie” the various and disparate parts of the town together. At present the standard of the roundabouts varies considerably.



(v) South-east corner of York Street & Peel Place

This corner is a little unsightly and awkward, with its concrete paving, an abrupt change of levels marked by bollards and chains, a public bench seat, and two empty planter boxes. A short distance east along Peel Place there is an alfresco eating area which sits in a cramped manner along one edge of the narrow upper footpath.



This space could be made to look more attractive and to function better by introducing the following simple measures:

- reclaim the end (western-most) car parking bay for additional footpath space, and to allow the alfresco dining space to expand;
- re-pave all the area with the standard York Street pavers;
- add one of the standard York Street seats (pictured top right on next page) and a small deciduous tree.

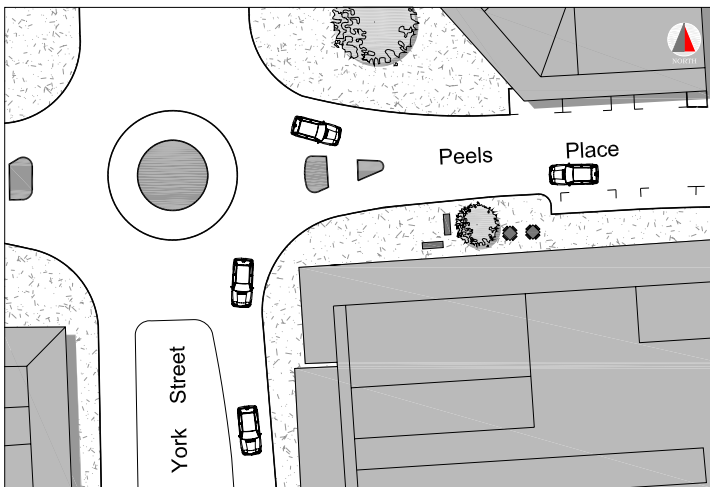


FIGURE 36 – Proposed widening of footpath on south-east corner of York Street and Peels Place

(vi) Near the intersection of Peels Place & Collie Street.

This site contains about 8 angled car parking bays, with a linear-shaped rose bed (“Wiley Gardens”) separating the bays from the traffic on Peels Place.



The garden bed and associated grass edging is in very good condition and well maintained. The parking bays are a valuable asset to the town and should be retained.

It is not recommended that any aspect of this street corner be changed.

However, nearby to the east of this location is a utilitarian and very unsightly bus stop shelter (see photo below left). The associated brick wall also prevents views into the attractive gardens and heritage buildings behind it. The whole structure should be removed and replaced by the standard bus shelter shown below at right.



The roundabout located at the corner of Peel Place and Collie Street (see photo below on left) is a fairly understated affair, and adds little to the visual appeal of the intersection. It is recommended that the roundabout be upgraded (in a similar manner to the Sanford Road/Albany Highway and Peel Place/Aberdeen Street roundabouts previously discussed), and a public artwork of an appropriate theme installed in the middle. (See Figure 37)



FIGURE 37 – Proposed Conceptual Treatment of Upgraded Peel Place/Collie Street Roundabout

Section Three – Mechanisms To Drive The Vision

It is intended that the City of Albany will support the Masterplan in a number of ways:

- directly through its policy and planning powers;
- directly as a service provider;
- collaboratively through community partnerships;
- as an advocate for the municipality as a whole, and specifically for the Albany Central Area community; and
- through co-operation with the State and Commonwealth Governments, and the private sector.

(M1) IMPLEMENTATION SCHEDULE

Following over the page is a Masterplan Implementation Schedule identifying the individual Initiatives, responsibilities, priorities (as set by the Steering Committee) and indicative costs where relevant.

It is expected that the Executive Directors/Executive Managers of the City of Albany will have the overall responsibility for implementation, with achievement of the recommendations linked to budgets and key performance indicators.

Priority - Ongoing

Note: This is an operational matter that does not bind the Council, and is suggested as a possible delivery mechanism.

IMPLEMENTATION SCHEDULE

| INITIATIVE | RELATED INITIATIVE(S) | PRINCIPAL RESPONSIBILITY | PARTNERS | PRIORITY | INDICATIVE COST # |
|---|------------------------------------|--------------------------|---|---|------------------------------------|
| T1 – Road Hierarchy Central Area | T2, T3, T4, T5 | City of Albany | MRWA | 2-5 | Staff |
| T2 – Albany Highway/York Street Roundabout | T3, T4, T5, S13 | City of Albany | Affected land owners & traders | 2-3 | Addressed elsewhere |
| T3 – On-street parking central sections of York St | T1, T2, Pa1, C1-C7 | City of Albany | Affected land owners & traders | 1 | \$900,000 (i) |
| T4 – Part closure of St Emille Way | T2, Pa1, S11 | City of Albany | Affected land owners & traders | 2 | \$320,000 (ii) |
| T5 – Albany Highway btw. Sanford Rd & York St | T2, T9, S1, S2, S3, S5, S8 | City of Albany | MRWA, Affected land owners & traders | 4 | \$3,984,000 (iii) |
| T6 – Public transport | Pa4 | Chamber of Commerce | City of Albany, Visitors Centre, Tourism WA | 1 | TBA |
| T7 – Vehicle connections over private land rear of shops in York Street | Pa4, Pe1 | Affected landowners | City of Albany | 1 - Policy/guidelines | Pvt investment |
| T8 – Review of road carriageway & footpath widths | T1 | City of Albany | Affected land owners | As per T1 | Grey St West \$170K Peel PI \$340K |
| T9 – Bicycle routes & infrastructure | T5 | City of Albany | | As per T1 | Bike racks \$850 each installed. |
| Pa1 – Interim & long-term parking solutions | T3, T4, T5, T6, Pa2, Pa3, Pa4, S11 | City of Albany | Chamber of Commerce, affected land owners | 2 – interim 5 – multi-storey car parks | |
| Pa2 – Funding mechanism to secure future parking | Pa4 | City of Albany | Chamber of Commerce & ratepayers | Rating | |
| Pa3 – Long-term parking for employees | Pa1, Pa4 | City of Albany | Affected land owners, employers | 1 | |
| Pa4 – Review of parking policy | M3, M5 | City of Albany | Chamber of Commerce, ACA land owners | 1 (Policy) | Staff |

Timing/priority definitions:

- 1 - High Highest priority – immediate action required
- 2 - Short-term Within next 2 years
- 3 - Medium-term Within 3 - 4 years
- 4 - Medium-long-term Within 5 years
- 5 - Long-term 5 years +
- 6 - Ongoing Actions to be implemented on an ongoing or continuous basis

NOTES # : The “indicative cost” estimates are based on preliminary concept drawings using area rates & item rates, and are not based on detailed construction drawings. They should only be quoted with this qualification attached.

Indicative cost estimates (i), (ii) and (iii) have most accuracy, as they have been compiled by consulting engineers commissioned by the City of Albany.

“Staff” means work to be undertaken by Council staff as part of normal duties.

| INITIATIVE | RELATED INITIATIVE(S) | PRINCIPAL RESPONSIBILITY | PARTNERS | PRIORITY | INDICATIVE COST # |
|---|-----------------------|--------------------------|----------------------------------|--|----------------------------------|
| Pe1 – Pedestrian access routes from car parks | T7, Pa4 | City of Albany | Affected land owners | 1 & 4 | Part of new pvt devel't |
| L1 – Residential uses (mixed uses) | | City of Albany | Affected land owners | Policy | N/A |
| L2 – Multiple dwellings (single bedroom units) | | City of Albany | Affected land owners | Policy | N/A |
| L3 – Building heights | M3, M5, L4 | City of Albany | Affected land owners | LP Scheme | N/A |
| L4 – Provision of public & private open spaces & civic spaces in northern ACA | T2, T4, L3, S4 | City of Albany | Affected land owners | 2, 5 | Middleton Loop pocket park \$53K |
| L5 – Retaining the boundaries of the Central Area Zone | | City of Albany | Affected land owners | LP Scheme | Staff |
| L6 – Adaptive re-use of buildings | Pa4, M3, M5 | City of Albany | Affected land owners | 1 | N/A |
| L7 – New retail & commercial space | | City of Albany | | 1 | N/A |
| L8 – Alfresco dining | | City of Albany | Affected land owners | 1 (policy/guidelines) | N/A |
| L9 – Subdivision & amalgamation of land | | City of Albany | | 1 (policy) | N/A |
| I1 – Development Incentives | Pa4, M3, M5 | City of Albany | Prospective developers | 1 (policy/guidelines) | N/A |
| C1 – C7 – Cultural & Civic Precinct | T3 | City of Albany | Albany Market operators & others | 1 - Adoption of Masterplan & Dvpt of Town square | \$150K |
| S1 – Albany Highway (specific) | T5, etc. | City of Albany | Affected landowners | 4 | See T5 |
| S2 – Albany Highway (parking) | T5, Pa1, S11 | City of Albany | | 4 | See T5 |
| S3 – Underground power | T5 | Western Power | City of Albany | 3 | Albany H'way \$2.2M |
| S4 – Middleton Loop | L4 | City of Albany | Affected landowner | 1,3 | See L4 |
| S5 – 40km/hr speed limit Albany Highway & York St | T3, T5 | MRWA | City of Albany | 4 | See T3 & T5 |
| S6 – On-street parking & streetscape improvements Middleton Road | S7 | City of Albany | Affected landowners | 3 | \$425K |
| S7 – Improvements to setting of Dog Rock | S6 | City of Albany | Affected adjacent landowner | 3 | \$12K |
| S8 – Collie Street & Aberdeen Street streetscapes | Pa1 | City of Albany | | 3 | Collie \$570K Aberdeen \$560K |

Timing/priority definitions:

- 1 - High Highest priority – immediate action required
- 2 - Short-term Within next 2 years
- 3 - Medium-term Within 3 - 4 years
- 4 - Medium-long-term Within 5 years
- 5 - Long-term 5 years +
- 6 - Ongoing Actions to be implemented on an ongoing or continuous basis

| INITIATIVE | RELATED INITIATIVE(S) | PRINCIPAL RESPONSIBILITY | PARTNERS | PRIORITY | INDICATIVE COST # |
|---|---|---|---------------------------------------|--------------|---|
| S9 – (i) Stirling Tce opp. Court House & (ii) vacant land on Residency Road | (i) T8, S11, Pa1 (ii) S9 | (i) City of Albany (ii) landowner(?) | | 1 3 | (i) \$53K (ii) pvt invest-ment |
| S10 – Completion of footpath network | | City of Albany | | 3 | \$20K |
| S11 – On-street parking (general) | Pa1 | City of Albany | | Ongoing | Addressed elsewhere |
| S12 – Amity Precinct Masterplan | S9 | City of Albany | Leaseholders | 1 – 5 | 1-5 yrs \$560,000 (\$162,000 spent to date) 5-10 yrs \$1.2M |
| S13 – Opportunities for streetscape enhancement nodes | T2, L4 | City of Albany | Affected landowners | 2 | Hordern Monument \$205K Peels Place roundabout \$40K Corner York & Peel \$30K Collie St roundabout \$40K |
| M1 – Implementation Schedule | All Initiatives | City of Albany | Partners | Ongoing | N/A |
| M2 – Marketing/Buy-in | | City of Albany | Albany Chamber of Commerce & Industry | 1 | Yet to be determined |
| M3 – Financial incentives | Pa1, Pa4 | City of Albany | | 1 | N/A |
| M4 – Funding mechanisms/delivering actions | | City of Albany | | 1 – 6 | N/A |
| M5 – Development mechanisms | | City of Albany | | 1 + policies | Staff |
| M6 – Implementation tracking/delivery | | City of Albany | | 1 + ongoing | Meeting fees, support staff |
| M7 – Streetscape enhancement – staff resources | T2, T3, T4, T5, T8, Pa1, Pe1, L4, C1-C7, S1, S2, S4, S6, S7, S8, S9, S10, S11, S12, S13 | City of Albany | | 1 | Annual salary |
| M8 – Living document | All Initiatives | City of Albany | | Ongoing | Staff |

Timing/priority definitions:

- 1 - High Highest priority – immediate action required
- 2 - Short-term Within next 2 years
- 3 - Medium-term Within 3 - 4 years
- 4 - Medium-long-term Within 5 years
- 5 - Long-term 5 years +
- 6 - Ongoing Actions to be implemented on an ongoing or continuous basis

(M2) MARKETING/BUY-IN

[a] Upon completion the ACA Masterplan shall undergo a “branding” process. The staging, completion of actions and incentives for redevelopment shall be marketed to the wider community and ACA landowners.

Note: This is an operational matter that does not bind the Council, and is suggested as a possible delivery mechanism.

Priority – 1 (high)

[b] The Council shall work with the Albany Chamber of Commerce and Industry in finalising details for the proposed Specified Area Rate, and seek assistance in distributing information about new improved regulatory responses to redevelopment within the Central Area.

Priority – 1 (high)

(M3) FINANCIAL INCENTIVES

The Council shall investigate options for a matching funds programme where certain objectives are achieved within the Albany Central Area that may attract funding up to a maximum amount.

(A possible model may be the City of Perth “Matched Funding Business Grants” programme.)

Note: This is an operational matter that does not bind the Council, and is suggested as a possible delivery mechanism.

Priority – 1 (high)

(M4) FUNDING MECHANISMS/DELIVERING ACTIONS

Funding for works within the Central Area will be obtained from a range of sources:

- state/commonwealth funding through economic development lobbying
- annual contributions through City of Albany budget
- cash-in-lieu of on-site car parking and Specified Area Rate contributions

Opportunities for joint venture partnerships for developments on Council-owned land which produce assets for the community should also be considered as an additional funding mechanism.

Priorities –

- sourcing & applying for grant funding - 1 (high)
- JV partnership opportunities - ongoing

(M5) DEVELOPMENT MECHANISMS

Various development incentives are addressed at Initiative I1.

Where applicable these should be given statutory backing by inclusion into the town planning scheme, or through policies adopted under the scheme.

Priority – 1 (high)

(M6) IMPLEMENTATION TRACKING/DELIVERY

[a] Establish a technical working group - meeting bimonthly – which includes Council representatives and external technical experts, which would have responsibility for:

- tracking the implementation progress of Masterplan Initiatives,
- providing technical advice regarding detailed design for works programmes and development control issues;
- sourcing opportunities for grant funding.

The meetings would be chaired by an Executive Director of the City of Albany.

Note: This is an operational matter that does not bind the Council, and is suggested as a possible delivery mechanism.

Priority – 1 (high)

[b] One or two high priority Initiatives should be undertaken as soon as possible as “demonstration projects” to provide a catalyst for new developments within the central area, and to clearly show that the Masterplan will be implemented.

The City is currently making grant applications for Commonwealth funding to undertake several Initiatives outlined in this Masterplan. These include the reconstruction of York Street north, Albany Highway between Sanford Road and the York Street roundabout, St Emillie Way, and the proposed town square associated with the Cultural/Civic Precinct. All these projects are suitable demonstration projects.

If the application for grant funding is unsuccessful, the City should instead address a more modest target of (i) the reconstruction of York Street between Grey Street and the Albany Highway roundabout, and (ii) the proposed town square.

Priority – 1 (high & ongoing)

[c] Council staff and Councilors should receive on-going training in the interpretation and use of the Masterplan.

Priority – ongoing

(M7) STREETSCAPE IMPROVEMENTS

Council needs to allocate sufficient and appropriate resources to implement the Masterplan, including consideration of a landscape designer or architect to oversee design and implementation of streetscape improvements contained within the Masterplan.

Note: This is an operational matter that does not bind the Council, and is suggested as a possible delivery mechanism.

Priority – 1 (high)

(M8) A “LIVING DOCUMENT”

The Albany Central Area Masterplan needs to be regarded as a “living document”, which is reviewed regularly, and in the light of changing circumstances.

Priority – ongoing

Section Four - Appendices

Appendix 1:

Parking Policy for Application Within the Albany Central Area (ACA)

OBJECTIVES

1. To facilitate the development of adequate parking facilities within the Albany Central Area;
2. To facilitate appropriate new private development within the Albany Central Area through the implementation of a contemporary, flexible and multi-faceted car parking strategy;
3. To ensure the adequate provision of parking for new non-residential and residential developments, and to efficiently manage parking supply and demand;
4. To permit small redevelopments and the adaptive reuse of buildings to occur without the requirement for proponents to necessarily provide additional car parking facilities on-site;
5. To assist in facilitating the establishment of alfresco dining areas on public streets;
6. To ensure that the conservation of heritage buildings and places and compatible development is not prejudiced by onerous or undesirable on-site car parking requirements.

BACKGROUND

The City has come to the view that the provisions of its previously applied parking policies, especially in regard to cash-in-lieu of on-site car parking, have not encouraged or facilitated new development within the Albany Central Area, particularly in regard to smaller sites where the provision of on-site parking can be problematic.

At the same time, however, the City acknowledges the demand for car parking that presently exists within the ACA is high, and that new initiatives are required to (i) better manage existing parking spaces, and (ii) provide more car parking spaces in appropriate areas.

An oversupply of parking within the Central Area will not, however, be supported, as this encourages excessive motor vehicle use which in turn increases traffic congestion, and discourages the use of other modes of transport, which is contrary to the objective of efficiency in managing parking facilities. Creating large car parking areas which are empty after hours or for long periods is also undesirable for reasons of aesthetics, economics and amenity, and detrimental to the fine-grained, urban character associated with central Albany.

The City has therefore adopted the following policy as part of an integrated parking strategy involving several new initiatives, and in an endeavour to find a more flexible and balanced approach to the provision of car parking in the future.

Within the Albany Central Area, the City will initiate the following measures:

- The introduction of a Specified Area Rate to generate regular and ongoing funds to be used for an increase in publicly-available on-street and off-street car parking bays and improved traffic management;
- The expansion and rationalisation of time limits on kerbside parking bays within and surrounding the Albany Central Area;
- The employment of a parking inspector to monitor and police the efficient use of those on-street bays; and
- The adoption of this parking policy which relates to the provision of car parking for new private developments.

POLICY STATEMENT

To be developed concurrently with the finalisation of the Masterplan.

Appendix 2:

Residential Development Policy – Single Bedroom Dwellings Within the Albany Central Area (ACA)

OBJECTIVES

1. To explain to landowners and potential developers the incentives available for developing single bedroom dwellings within the Albany ACA;
2. to provide clear policy direction on the requirements for single bedroom dwellings within the ACA;
3. to ensure a high level of appearance and amenity of single bedroom dwellings;
4. to provide appropriate forms of housing for one and two person households, while still encouraging the conservation and enhancement of those places which contribute to the heritage value of the Albany ACA; and
5. to ensure that the development of a single bedroom dwelling complements the existing scale and character of the locality.

POLICY STATEMENT

To be developed concurrently with the finalisation of the Masterplan.

Appendix 3:

Alfresco Dining Within the Albany Central Area (ACA)

OBJECTIVES

1. To encourage, where appropriate, the establishment of outdoor eating areas (“alfresco dining areas”) within the Albany Central Area;
2. To provide guidance for the provision and ongoing operation of those outdoor eating areas.

BACKGROUND

Alfresco dining in appropriate locations within the town centre can contribute to its ambience by adding colour, vibrancy and interest to the streetscapes. Alfresco dining is encouraged throughout the town centre, and especially in locations closely associated with retailing, entertainment and tourism.

POLICY STATEMENT

To be developed concurrently with the finalisation of the Masterplan.

Appendix 4:

Refer to (IV) Cultural/Civic Precinct.

The following images further illustrate the concepts proposed for the Cultural/Civic Precinct.

A new multi-use cultural facility is shown fronting a levelled town square and situated between, yet still connected to the existing Town Hall and Library. The new building is to house an Art Gallery, offices and retail outlets/café. The Library is shown with additions to the front of the building.





