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# AGENDA

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## **WORKS AND SERVICES COMMITTEE**

**15 October 2014**

5.30pm

City of Albany Council Chambers

**CITY OF ALBANY  
COMMUNITY STRATEGIC PLAN (ALBANY 2023)**

**VISION**

Western Australia's most sought after and unique regional city to live, work and visit.

**VALUES**

All Councillors, Staff and Volunteers at the City of Albany will be...

**Focused: on community outcomes**

This means we will listen and pay attention to our community. We will consult widely and set clear direction for action. We will do what we say we will do to ensure that if it's good for Albany, we get it done.

**United: by working and learning together**

This means we will work as a team, sharing knowledge and skills. We will build strong relationships internally and externally through effective communication. We will support people to help them reach their full potential by encouraging loyalty, trust, innovation and high performance.

**Accountable: for our actions**

This means we will act professionally using resources responsibly; (people, skills and physical assets as well as money). We will be fair and consistent when allocating these resources and look for opportunities to work jointly with other directorates and with our partners. We will commit to a culture of continuous improvement.

**Proud: of our people and our community**

This means we will earn respect and build trust between ourselves, and the residents of Albany through the honesty of what we say and do and in what we achieve together. We will be transparent in our decision making and committed to serving the diverse needs of the community while recognising we can't be all things to all people.

## TERMS OF REFERENCE

**(1) Function:**

The Works & Services Committee will be responsible for the delivery of the following Clean and Green Objectives contained in the City of Albany Strategic Plan:

- (a) To protect and enhance our pristine natural environment;
- (b) To promote environmental sustainability;
- (c) To promote our region as clean and green.

**(2) It will achieve this by:**

- (a) Developing policies and strategies;
- (b) Establishing ways to measure progress;
- (c) Receiving progress reports;
- (d) Considering officer advice;
- (e) Debating topical issues;
- (f) Providing advice on effective ways to engage and report progress to the Community ; and
- (g) Making recommendations to Council.

**(3) Chairperson:** Cr Alan Hortin JP

**(4) Membership:** Minimum of 4 and a maximum of 7 elected members.

*Current Membership: Mayor Wellington, Councillor Hortin JP, Councillor Gregson, Councillor Dowling, Councillor Bowles, Councillor Hollingworth*

**(5) Meeting Schedule:** Monthly

**(6) Meeting Location:** City of Albany Council Chambers

**(7) Executive Officer:** CEO or Executive Director Works and Services

**(8) Delegated Authority:** None

WORKS AND SERVICES COMMITTEE  
 AGENDA –15/10/2014  
 \*\* REFER DISCLAIMER \*\*

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**1. DECLARATION OF OPENING**

**2. PRAYER AND ACKNOWLEDGEMENT OF TRADITIONAL LAND OWNERS**

*“Heavenly Father, we thank you for the peace and beauty of this area. Direct and prosper the deliberations of this Council for the advancement of the City and the welfare of its people. Amen.”*

*“We would like to acknowledge the Noongar people who are the Traditional Custodians of the Land.*

*We would also like to pay respect to Elders both past and present”.*

**3. RECORD OF APOLOGIES AND LEAVE OF ABSENCE**

**Mayor**

Mayor D Wellington (Member)

**Councillors:**

Member

A Hortin JP (Chair)

Member

S Bowles (Deputy Chair)

Member

C Dowling

Member

G Gregson

Member

B Hollingworth

**Staff:**

Executive Director Works and Service

M Thomson

Minutes

B Ohle

**Apologies:**

**4. DISCLOSURES OF INTEREST**

<b>Name</b>	<b>Committee/Report Item Number</b>	<b>Nature of Interest</b>

**5. REPORTS OF MEMBERS**

**6. RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE**

**7. PUBLIC QUESTION TIME**

**8. APPLICATIONS FOR LEAVE OF ABSENCE**

**9. PETITIONS AND DEPUTATIONS**

**10. CONFIRMATION OF MINUTES**

**DRAFT MOTION**

**VOTING REQUIREMENT: SIMPLE MAJORITY**

**THAT the minutes of the Works and Services Committee Meeting held on 10 September 2014, as previously distributed, be CONFIRMED as a true and accurate record of proceedings.**

**11. PRESENTATIONS**

**12. UNRESOLVED BUSINESS FROM PREVIOUS MEETINGS**

**WS055: LAKE SEPPINGS DRIVE – PROVISION OF SEALED ROAD**

**Land Description** : Road/Foreshore Reserve – Lake Seppings Drive  
**Proponent** : City of Albany  
**Owner** : City of Albany  
**Report Prepared by** : Manager City Engineering Services (Etienne Vorster)  
**Responsible Officer** : Executive Director Works and Services (M Thomson)

**Responsible Officer’s Signature:**



**STRATEGIC IMPLICATIONS**

1. This item relates to the following elements of the City of Albany Strategic Community Plan 2023 and Corporate Business Plan 2014-2018:
  - a. **Key Theme:** 3. A Connected Built Environment.
  - b. **Strategic Objective:** 3.1 To advocate, plan and build friendly and connected communities
  - c. **Strategic Initiative:** 3.1.1 Improve connectedness and traffic flows

**Maps and Diagrams:**



### In Brief:

- Council considered this matter at its Ordinary Council Meeting in May 2014.
- To overcome dust, noise and issues around costs constraints, Council endorsed the construction of a single lane access-way closed to through traffic.
- Feedback from affected residents has indicated opposition to this approach.
- This report presents a number of alternative options.
- Options 2 and 3 can be delivered within budget. Option 3 has been recommended in this report.

### RECOMMENDATION

#### **WS055: RESPONSIBLE OFFICER RECOMMENDATION**

**THAT Council APPROVE sealing of the existing unsealed road alignment (Option 3) as detailed in this report.**

### BACKGROUND

2. Issues regarding this section of unsealed road are well documented and have been addressed in detail in previous reports to Council over the years and recently. In particular OCM reports for February 2014 (Item WS028) and May 2014 (Item WS040) refer.
3. Residents of Wakefield Crescent have expressed concern over dust, noise and hooning on the existing unsealed road link and have advocated strongly for a constructed and sealed road between Anzac Road and Drew Street.
4. During the consultation, issues have evolved to include property access. There are two lots which do not have any constructed road frontage.
5. Due to the road alignment being over an old tip site, construction costs are prohibitive and hence the option to provide a single lane closed access which was considered and endorsed by Council in May 2014. This option (Option 2), could be delivered within the project budget; however, it would alter the traffic movements in the precinct and inconvenience some particularly those on the northern end of the proposed road construction who would no longer have a direct route toward the Albany City Centre.
6. From a traffic perspective, the endorsed option (Option 2) is achievable.
7. As per the resolution of Council (WS040) in May 2014, residents were advised of Council's decision.
8. Many residents were strongly opposed and those who weren't opposed, had concerns.
9. Further community consultation by way of a public meeting on site followed on 11 September 2014 informing affected residents and giving opportunity to discuss alternatives.
10. The recommendation (Option 3) to simply seal the existing unsealed road link and to provide kerbs and signage at bends was raised and discussed.

### DISCUSSION

11. Despite best efforts, City officers have not been able to clearly define a way forward in achieving community expectations within the budget allocation.

12. City staff have given considerable thought to a range of options, a summary of which is provided below presenting advantages and disadvantages of each:

<b>Option</b>	<b>Indicative Costs</b>	<b>Advantage</b>	<b>Disadvantage</b>
1. Full construction – construct Lake Seppings Drive for the full length to a minimum 2 lane sealed standard.	\$320k	<ul style="list-style-type: none"> <li>- Community satisfaction will be achieved;</li> <li>- Dust problem solved;</li> <li>- Connected road network;</li> <li>- Existing foreshore reserve can be protected and further utilised;</li> <li>- Affected properties get direct rear access onto new road, two lots do not have road frontage and will now have frontage.</li> </ul>	<ul style="list-style-type: none"> <li>- Cost prohibitive;</li> <li>- Project would need to be deferred to next financial year and additional funds allocated;</li> <li>- No guarantee hooning issues will be entirely alleviated;</li> </ul>
2. Single lane no through road	\$150k	<ul style="list-style-type: none"> <li>- Cost effective; within budget</li> <li>- Hooning problem solved;</li> <li>- Dust problem solved;</li> <li>- Existing reserve can be protected and further utilised;</li> <li>- Affected properties get direct rear access onto new road.</li> </ul>	<ul style="list-style-type: none"> <li>- Some community dissatisfaction;</li> <li>- Road network not connected;</li> <li>- May require review of Drew Lane (based on feedback from residents) to make 2 way. Would get strong objection from certain residents.</li> </ul>
3. Seal existing unsealed road	\$150k	<ul style="list-style-type: none"> <li>- Some community satisfaction;</li> <li>- Cost effective; within budget</li> <li>- Dust problem solved;</li> <li>- Connected road network.</li> <li>- Can be executed in a timely manner.</li> </ul>	<ul style="list-style-type: none"> <li>- Affected properties get rear access onto new road via long driveways (not ideal);</li> <li>- Property access to long driveways can still allow hooning to continue;</li> <li>- Existing reserve cannot be fully protected and utilised.</li> <li>- potentially precludes a more suitable long term solution (ie. is a quick fix).</li> </ul>
4. Full construction – construct Lake Seppings Drive in stages as additional funding are allocated in future years	\$320k In Stages	<ul style="list-style-type: none"> <li>- Some community satisfaction;</li> <li>- Cost can be scheduled over future financial year(s).</li> </ul>	<ul style="list-style-type: none"> <li>- Initially, only few affected property owners will benefit, leaving remaining owners dissatisfied until completion;</li> <li>- Road network will not be connected for some time;</li> <li>- Once through road is constructed, no guarantee hooning will cease.</li> </ul>
5. Do nothing	\$0	<ul style="list-style-type: none"> <li>- Funds can be allocated to other priority works.</li> </ul>	<ul style="list-style-type: none"> <li>- Dissatisfied affected residents;</li> <li>- Hooning continues;</li> <li>- Dust problems continue;</li> <li>- Ongoing maintenance of an unsealed road in an urban environment.</li> </ul>

13. City staff officers have investigated Option 3 in more detail and are of the view that this is a viable option, although not ideal from a road geometry perspective, it can be achieved within an acceptable limit of the project budget (cost estimate is \$150,000 without contingency).
14. The road geometry issues can be addressed through the installation of kerbing through curves as well as provision of advisory signage.
15. No consensus among affected residents at the public meeting held 11 September 2014 could be reached although a slight majority indicated their support of the option to simply seal the existing unsealed road link (Option 3). This is on the basis that residents just want to have something done.
16. Those opposed, prefer to have a partially constructed two way road on the gazetted road alignment to standards similar to the existing Lake Seppings Drive and to request from Council, to allocate further funding, to complete the partial construction, in future years (Option 4).
17. If this option (Option 4) was to be adopted, approximately 50% of the road length can be constructed within the current budget allocation.
18. The residents were very strongly supportive, as one would expect, to have the road constructed to a two lane standard with full connectivity (Option 1).

#### GOVERNMENT & PUBLIC CONSULTATION

19. Following the Council meeting in May 2014, the City wrote to affected residents.
20. 17 letters were sent advising of Councils resolution and 10 responses were received.
21. Some of the responses were opposed to the single lane access option (approximately 50%). Those not opposed expressed concerns and asked that the one way section of Drew Lane (current one way access road above affected properties) be opened to two way traffic.
22. A further public meeting was held on 11 September 2014.

#### STATUTORY IMPLICATIONS

23. Nil.

#### POLICY IMPLICATIONS

24. Nil.

#### RISK IDENTIFICATION & MITIGATION

25. The risk identification and categorisation relies on the City's Enterprise Risk Management Framework.

Risk	Likelihood	Consequence	Risk Analysis	Mitigation
<i>Community, People Health and Safety: Dust and noise/hooning issues continue.</i>	<i>Likely</i>	<i>Minor</i>	<i>Medium</i>	<i>City continues to maintain the existing unsealed road. Dust mitigation is dependent on sealing the road and is dependent on Council's resolution.</i>

### FINANCIAL IMPLICATIONS

26. An allocation of \$150,000 in the 2014/15 budget is available for this project. If the option (Option 4) to partially constructed a two way road on the gazetted road alignment to standards similar to the existing Lake Seppings Drive is preferred, further funding will have to be allocated to complete a through road construction at an estimated cost of \$ 320,000.

### LEGAL IMPLICATIONS

27. Not applicable.

### ENVIRONMENTAL CONSIDERATIONS

28. No clearing of native vegetation is required and there are no other environmental issues.

### ALTERNATE OPTIONS

29. Council may elect to choose one of the five options presented in the discussion of this report.
30. Council may defer a decision on the project.

### SUMMARY CONCLUSION

31. This project has a protracted history and it has been difficult to reach a consensus of approach in order to satisfy all stakeholders concerned.
32. The ideal solution is cost prohibitive however the option (Option 3) to seal the existing road is viable and is the most supported means of resolving the fundamental issues around dust and noise in a timely manner.
33. This report recommends sealing the existing road on its existing alignment.

<b>Consulted References</b>	:	Nil
<b>File Number (Name of Ward)</b>	:	RD.PLA.1 (Breaksea Ward)
<b>Previous Reference</b>	:	OCM 25/02/14 – Report Item WS028 OCM 27/05/14 – Report Item WS040

14. **NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY DECISION OF COUNCIL :**
15. **MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN**
16. **REPORTS OF CITY OFFICERS**
17. **MEETING CLOSED TO PUBLIC**
18. **CLOSURE:**

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Councillor Alan Hortin JP  
**CHAIR**

## AMENDED OFFICER RECOMMENDATION

**ITEM NUMBER: WS055**  
**ITEM TITLE: LAKE SEPPINGS DRIVE-PROVISION OF SEALED ROAD**

**WS055: AMENDED RESPONSIBLE OFFICER RECOMMENDATION**

**THAT Council APPROVE the construction of a sealed single lane No Through Road (Option 2) – Lake Seppings Drive, as detailed in this report.**

**Officer's Reason (Executive Director Works and Services):**

A site inspection was held on the 13<sup>th</sup> October 2014 with the Works and Services Committee members where the various options proposed in the body of this report were discussed.

It was noted that the current recommendation (Option 3) does not provide for a long term solution for the area, and that the benefits of consolidating the foreshore reserve for future enhancement are understated. This recommendation was made on the basis that it was the most palatable option to affected residents under the circumstances. The option was put to the residents and was accepted by majority, albeit marginally at a meeting held with residents on the 11<sup>th</sup> September 2014.

The option which was endorsed by Council in May 2014 (Option 2) is still considered valid and provides the most appropriate long term solution within cost constraints. It is therefore recommended to proceed with this option as planned. There will be no further consultation undertaken with residents. Further, there are no immediate plans to alter the adjacent road network (i.e. make Drew Lane 2 lane) to accommodate the altered traffic flows however this may be looked at in future.