



**ELECTED MEMBER'S
REPORT/INFORMATION
BULLETIN**

**ORDINARY
COUNCIL MEETING**

Tuesday 21st October 2003

ELECTED MEMBER'S REPORT/INFORMATION BULLETIN

21st October 2003

1.0 AGENDA ITEM ATTACHMENTS

1.1 Development Services

- 1.1.1 Scheme Amendment Request – Lot 7250 Gwydd Close, Elleker
[Agenda Item 11.3.3 refers] [Pages 5-10]
- 1.1.2 Scheme Amendment Request – Special Rural Area No. 10
[Agenda Item 11.3.4] [Pages 11-24]
- 1.1.3 Proposed Interim City of Albany Transport Strategy
[Agenda Item 11.3.8 refers] [Pages 25-33]

1.2 Corporate & Community Services

- 1.2.1 List of Accounts for Payment
[Agenda Item 12.1.1 refers] [Pages 35-51]
- 1.2.2 Disability Services & Community Access Advisory Committee meeting minutes – 10th September 2003
[Agenda Item 12.8.1 refers] [Pages 52-54]
- 1.2.3 Albany Arts Advisory Committee meeting minutes – 19th August 2003
[Agenda Item 12.8.3 refers] [Pages 55-60]
- 1.2.4 Albany Arts Advisory Committee meeting minutes – 9th September 2003
[Agenda Item 12.8.4 refers] [Pages **61-64]
- 1.2.5 Seniors Advisory Committee meeting minutes – 18th September 2003
[Agenda Item 12.8.4 refers] [Pages 54-88]
- 1.2.6 Albany Town Hall Theatre Advisory Committee meeting minutes – 1st October 2003
[Agenda 12.8.5 refers] [Pages 69-73]

1.3 Works and Services

- 1.3.1 Financial Strategy Albany Airport
[Agenda Item 13.4.1 refers] [Pages 75-103]
- 1.3.2 Great Southern Regional Co-ordination Project
[Agenda Item 13.3.1 refers] [Pages 104-131]
- 1.3.3 Airport Advisory Committee meeting minutes – 15th September 2003
[Agenda Item 13.6.1 refers] [Pages 132-136]

1.4 General Management Services

- 1.4.1 Administration Building Design, Financial Implications & Direction for Architects to proceed with the Final Design & Contract Documentation
[Agenda Item 14.1.2 refers] [Pages 138-139]

- 1.4.2 Albany Convention and Entertainment Centre Steering Committee meeting minutes – 11th September 2003
[Agenda Item 14.4.1 refers] [Pages 140-142]
- 1.4.3 Mayoral Regalia and City Crest Committee meeting minutes – 9th September 2003.
[Agenda Item 14.4.2 refers] [Pages 143-145]

2.0 MINUTES OF OTHER COMMITTEES

That the above mentioned minutes as previously distributed be confirmed as a true and accurate record of proceedings.

Nil.

3.0 GENERAL REPORTS ITEMS

3.1 Development Services

- 3.1.1 Planning Scheme Consents - October 2003
[Pages 147-150]
- 3.1.2 Building Activities – October 2003
[Pages 151-160]

3.2 Corporate & Community Services

3.2.1 Common Seals

- 3.2.1.1 New Lease – Railways Football & Tigers Sporting Club
City of Albany & Railways Football & Tigers Sporting Club.
OCM 15/07/03 – Item 12.2.6
- 3.2.1.2 Legal Agreement
City of Albany and Nildara Pty Ltd and WAPC
OCM 20/08/02 – Item 12.2.7
- 3.2.1.3 Planning Amendments
City of Albany & WAPC
OCM 20/06/01 – Item 11.1.2
- 3.2.1.4 Refinances Saleyards Vehicle Lease
City of Albany and CBA
OCM 18/06/02 – Item 12.2.1
- 3.2.1.5 Lease – Wolfe
City of Albany and Mr D Wolfe
OCM 15/07/03 – Item 12.2.2

3.2.2 Other

Nil

3.3 Works & Services

- 3.3.1 Incoming Correspondence
[Pages 162-163]

3.4 General Management Services

3.4.1 Incoming correspondence to City of Albany

- Hon Colin Barnett MLA;
- Lotteries WA Certificate; and
- Kevin Jones.

[Pages 165 onwards]

4.0 STAFF MEMBERS

4.1 Disclosure To Engage In Private Works

Nil.

4.2 New Appointments

Nil.

General Report Items

DEVELOPMENT SERVICES SECTION

CITY OF ALBANY

REPORT

To : Her Worship the Mayor and Councillors
From : Administration Officer - Development
Subject : Planning Scheme Consents – September 2003
Date : 6 October 2003

1. The attached report shows what Planning Scheme Consents that have been issued **under** delegation by a planning officer for the month of September 2003.
2. Within the period there was a total of Forty One (41) decisions made on active Planning Scheme Consents these being:
 - Thirty Eight (38) Planning Scheme Consents were approved under delegated authority;
 - One (1) Planning Scheme Consents were refused under delegated authority;
 - Two (2) Planning Scheme Consent were approved by Council.

Olla Héwer
Administration Officer – Development

PLANNING SCHEME CONSENTS ISSUED UNDER DELEGATED AUTHORITY

Applications determined for September 2003

Application Number	Application Date	Applicant	Street Address	Locality	Description of Application	Decision	Decision Date	Assessing Officer
35276	14/08/2003	T J Castlehow	Festing Street	Albany	Single House - design codes - relaxation in relation to privacy and side setback	Delegate Approved	12/09/2003	John Devereux
35274	12/08/2003	J L Porter	Spencer Street	Albany	Single House - Design Codes - Relaxation in relation to front setback.	Refused	25/09/2003	John Devereux
35190	11/06/2003	Howard & Assoc Architects	Cliff Street	Albany	Single House - Design Codes - relaxation in relation to overlooking front setback and side boundary setback	Delegate Approved	3/09/2003	John Devereux
35318	8/09/2003	C M & R W Snell	Brunswick Road	Albany	Single Dwelling - design codes - relaxation in relation to side setback	Delegate Approved	12/09/2003	Graeme Bride
35317	8/09/2003	Giosca & Co Homes	Aberdeen Street	Albany	Extension of non-conforming use - House of Worship	Delegate Approved	19/09/2003	Warwick Carter
35289	25/08/2003	V & M J Wilson	Earl Street	Albany	Single House - design codes - relaxation in relation to front setback/privacy/sign setback	Delegate Approved	22/09/2003	John Devereux
35281	19/08/2003	Chesters Constructions	Allwood Parade	Bayonet Head	Outbuilding - Oversize	Delegate Approved	1/09/2003	Warwick Carter
35237	15/07/2003	Wa Country Builders	Allwood Parade	Bayonet Head	Single House - Design codes - relaxation in relation to side boundary setback	Delegate Approved	18/09/2003	Adrian Nicoll
35279	13/08/2003	Hobbs Smith & Holmes Architects	Lockyer Avenue	Centennial Park	Change of Use - Shop	Delegate Approved	9/09/2003	John Devereux
35264	5/08/2003	Powermark Architectural Drafting	Sanford Road	CENTENNIAL PARK	Light Industry - Addition	Delegate Approved	4/09/2003	John Devereux
35315	5/09/2003	J M & M L Henderson	Prior Street	CENTENNIAL PARK	Warehouse - Storage Units	Delegate Approved	12/09/2003	Graeme Bride
35301	1/09/2003	L M Davey	Norwood Road	King River	Group Dwelling	Delegate Approved	23/09/2003	Warwick Carter
35286	25/08/2003	Farm Fresh Food Market	Chester Pass Road	Lange	Warehouse and shop	Delegate Approved	9/09/2003	Graeme Bride
35282	21/08/2003	Chesters Constructions	Prideaux Road	Lower King	Outbuilding - oversize	Delegate Approved	12/09/2003	John Devereux

Application Number	Application Date	Applicant	Street Address	Locality	Description of Application	Decision	Decision Date	Assessing Officer
35290	25/08/2003	Scott Park Homes	Nambucca Rise	Lower King	Single Dwelling - Special Residential Area 8	Delegate Approved	12/09/2003	John Devereux
35309	25/08/2003	Kosters Steel Construction Pty Ltd	Mckenzie Drive	Lower King	Single House - Design Codes Relaxation in relation to side setback	Delegate Approved	12/09/2003	Graeme Bride
35333	22/08/2003	Outdoor World	Tand Road	Mickail	Single Dwelling - Design Codes Relaxation in relation to side setback	Delegate Approved	23/09/2003	Warwick Carter
35267	5/08/2003	Wa Country Builders	Marine Terrace	MIDDLETON BEACH	Single House - Design Codes Relaxation	Delegate Approved	23/08/2003	John Devereux
35325	18/08/2003	NIPLY Ltd	Mckenzie Street	MIDDLETON BEACH	Single Dwelling - Design Codes Relaxation in relation to retaining wall and overlooking	Delegate Approved	26/09/2003	John Devereux
35297	25/08/2003	C. C & C G Watts	John Street	Milpanga	Outbuilding - Oversize	Delegate Approved	10/09/2003	Warwick Carter
35265	5/08/2003	D R & S Welshman	Hanson Street	Mira Mar	Single House - Design Codes Relaxation	Delegate Approved	12/09/2003	Warwick Carter
35332	18/09/2003	Wa Country Builders	Mcleod Street	Mira Mar	Grouped Dwelling (x2)	Delegate Approved	25/09/2003	Adrian Nicoll
35308	1/09/2003	Chesters Constructions	Ranford Street	Mt Melville	Single House - Design Codes Relaxation in relation to overlooking	Delegate Approved	17/09/2003	Graeme Bride
35251	25/07/2003	Albany Industrial Services Pty Ltd	Chester Pass Road	Napier	Industry - Extractive	Delegate Approved	19/09/2003	John Devereux
35278	15/08/2003	D G Aitwood	Chester Pass Road	Orana	Transport Depot	Delegate Approved	11/09/2003	Graeme Bride
35335	22/09/2003	Outdoor World	Katoomba Street	Orana	Outbuilding - Overheight	Delegate Approved	26/09/2003	John Devereux
35295	26/08/2003	Ranbuild Great Southern	Norman Place	Spencer Park	Outbuilding - front boundary and side boundary setback relaxation	Delegate Approved	22/09/2003	John Devereux
35271	11/08/2003	Scott Park Homes	Chauncy Way	Spencer Park	Single House - Design Codes Relaxation in relation to side setback	Delegate Approved	4/09/2003	Warwick Carter
35311	3/09/2003	Outdoor World	Chauncy Way	Spencer Park	Outbuilding - Oversize	Delegate Approved	5/09/2003	Warwick Carter
35319	11/09/2003	G L Hanwood	Campbell Road	Spencer Park	Single House - Design Codes Relaxation in relation to secondary street setback	Delegate Approved	19/09/2003	Graeme Bride

Application Number	Application Date	Applicant	Street Address	Locality	Description of Application	Decision	Decision Date	Assessing Officer
35285	21/08/2003	D.K & T.J. Dalwood	Mcwhae Drive	Spencer Park	Single House - Design Codes Relaxation in relation to boundary setbacks retaining walls	Delegate Approved	24/09/2003	Graeme Bride
35292	25/08/2003	Scott Park Homes	Mcwhae Drive	Spencer Park	Single House - design codes relaxation in relation to retaining walls	Delegate Approved	24/09/2003	Graeme Bride
35334	19/09/2003	Kosters Steel Construction	Camlin Crescent	Spencer Park	Outbuilding - Side Setback Re-axation	Delegate Approved	26/09/2003	John Devereux
35312	4/09/2003	G Robinson	Chauncy Way	Spencer Park	Single House - design codes relaxation in relation to retaining walls	Delegate Approved	30/09/2003	Graeme Bride
35293	26/08/2003	Gibson Towns	Greenwood Drive	Wilyung	Outbuilding - oversized	Delegate Approved	12/09/2003	John Devereux
35174	3/06/2003	Ashdale Holdings Pty Ltd	Barnasby Drive	Yakamia	Aged Persons Village	Approved	4/09/2003	John Devereux
35307	1/09/2003	Australian Red Cross	Chester Pass Road	Yakamia	Signs (x4)	Delegate Approved	10/09/2003	Graeme Bride
35228	7/07/2003	Jaxon Construction Pty Ltd	Butts Road	Yakamia	Grouped Dwelling (x4)	Delegate Approved	17/09/2003	Graeme Bride
35303	27/08/2003	Kosters Steel Construction Pty Ltd	Susan Court	Yakamia	Single Dwelling - design codes relaxation in relation to side setback	Delegate Approved	17/09/2003	Warwick Carter
35302	1/09/2003	L. Wright	North Road	Yakamia	Demolition	Delegate Approved	18/09/2003	Warwick Carter
35150	19/05/2003	C V Tristram	Gilge Road	Youngs	Fish Processing/Curing Poultry Processing or Rabbit Processing	Delegate Approved	8/09/2003	Warwick Carter

CITY OF ALBANY

REPORT

To : Her Worship the Mayor and Councillors
From : Administration Officer - Development
Subject : Building Activity – September 2003
Date : 6 October 2003

1. In September 2003, eighty four (84) building licences were issued for building activity worth \$4,307,862, two (2) demolition licences and three (3) sign licences.
2. The two (2) attached graphs compare the current City activity with the past three (3) fiscal years. One compares the value of activity, while the other compares the number of dwelling units.
3. A breakdown of building activity into various categories is provided in the Building Construction Statistics form.
4. Attached are the details of the licences issued for September 2003, the 3rd month of activity in the City of Albany for the financial year 2003/2004.



Olia Hewer
Administration Officer – Development

BUILDING, SIGN & DEMOLITION LICENCES ISSUED UNDER DELEGATED AUTHORITY

Applications determined for September 2003

Application Number	Builder	Owner	Description of Application	Street #	Property Description	Street Address	Suburb
230691	EYERITE SIGNS	BILATE PTY LTD & H A CAPARARO	HORIZONTAL & UNDER VERANDAH SIGN	220	Location 0 Lot 31	YORK STREET	ALBANY
230714	DAVIS P & D	Owners Name & Address not shown at their request	GARAGE	5	Location SL122 Lot 46	MASKILL PLACE	ALBANY
230766		S M HOLMES	GARAGE	13	Location ASL 122 Lot 42	MASKILL PLACE	ALBANY WA
230771		J MCGUIRE	RETAINING WALL	2	Location ATL 340 Lot 7	FREDERICK STREET	ALBANY WA
230876	CHESTERS CONSTRUCTIONS	D F DRAGE	GARAGE	83	Local 07 283 Lot 615	ALLWOOD PARADE	BAYONET HEAD WA
230708	SCOTT PARK HOMES PTY LTD	J P & K J GLADISH	DWELLING	73	Location 280 Lot 5	OYSTER HEIGHTS	BAYONET HEAD WA
230743	MIL TURNER & SON PTY LTD (ATF Michael Turner F/Tst)	Owners Name & Address not shown at their request	DWELLING ADDITIONS - COMPLETING TO LOCK UP ONLY	180	Location 371 Lot 11	LOWER KING ROAD	BAYONET HEAD WA
230756	SCOTT PARK HOMES PTY LTD	Owners Name & Address not shown at their request	DWELLING	49	Location 3470 Lot 341	YATANA ROAD	BAYONET HEAD WA
230720		V & B G CALLEJA	DEMOLITION - WHOLE OF DWELLING	24	Location SL129 Lot 11	VINE STREET	CENTENNIAL PARK
230719	TECTONICS CONSTRUCTIONS GROUP PTY LTD	Owners Name & Address not shown at their request	ALTERATIONS AND ADDITIONS TO SHOP	78-82	Location SL67 Lot 94	LOCKYER AVENUE	CENTENNIAL PARK
230740	FLEETWOOD CORPORATION LTD	Owners Name & Address not shown at their request	CARPORT	84	Location SL18 Lot 0	WELLINGTON STREET	CENTENNIAL PARK WA
230742	FLEETWOOD CORPORATION LTD	ANNETAH PTY LTD	PARKHOME	34	Location SL 8 Lot 0	WELLINGTON STREET	CENTENNIAL PARK WA
230730	R P REID	SIRIUS PTY LTD ATF IFFLA FAMILY TRUST	ANNEXE		Local 07 RES34925 Lot 774	CHEYNE BEACH ROAD	CHEYNE BEACH WA
230714		THE BUNBURY DIOCESAN TRUSTEES	CARPORT		Location 43 Lot 24	LOWER KING ROAD	COLLINGWOOD HEIGHTS WA
230734	OUTDOOR WORLD	Owners Name & Address not shown at their request	CARPORT	347	Location 43 Lot 93	ULSTER ROAD	COLLINGWOOD HEIGHTS WA
230759	CREATIONS HOMES	Owners Name & Address not shown at their request	CHURCH ADDITIONS		Location 43 Lot 24	LOWER KING ROAD	COLLINGWOOD HEIGHTS WA

Application Number	Builder	Owner	Description of Application	Street #	Property Description	Street Address	Suburb
230742	KENT CORPORATION PTY LTD (ATF The Suttie Family Trust)	CITY OF ALBANY	PARKHOME (X3)	21 Mar	Location 0 RES22698 Lot 1151 1177	BURSS STREET	EMU POINT WA
230941		Owners Name & Address not shown at their request	SHED	27	Location ALB TOWN Lot 1092	SWARBRICK STREET	EMU POINT WA
230757	CARAMIA DOMINICH	Owners Name & Address not shown at their request	BEACH BOARD WALK	4A	Location 2104 Lot 401	LA PEROUSE COURT	FRENCHMAN BAY
230693	OUTDOOR WORLD	Owners Name & Address not shown at their request	PATIO	4	Location 366 Lot 26	HELEN STREET	GLEDHOW WA
230728	T DOEPEL	THE TOWNSEND FAMILY TRUST MICHAEL ROSLING AS TRUSTEE FOR	GARAGE		Location 861 Lot 37	MILLBROOK ROAD	GREEN VALLEY WA
230716		S L & P W LIDIARD	SHED - FARM PURPOSE		Location 6266 PT1	HASSELL HIGHWAY	KALGAN
230706	GOMAN JEFFREY ROBERT	P C ASPINALL	DWELLING		Location 1559 Lot 507	OSPREY HEIGHTS	KALGAN WA
230744		P G & J H LAPARD	GARAGE	14	Location 28 Lot 32	BARAMEDA ROAD	KALGAN
230689		Owners Name & Address not shown at their request	DWELLING ADDITIONS		Location 750 Lot 301	DOUGLAS DRIVE	HEIGHTS WA KING RIVER WA
230707		H L TEN HAAF	ANNEXE		Location 245 Lot 4	CHESTER PASS ROAD	KING RIVER WA
230781	FORMATION HOMES P/L (ATF The P & JE Smith F/Tst)	B E & W J NOAKES	DWELLING		Location 1516 Lot 7	HASSELL HIGHWAY	KING RIVER WA
230745	C G DAVEY	C G & L M DAVEY	DWELLING		Location 482 2356 Lot	NORWOOD ROAD	KING RIVER WA
230749	CITY OF ALBANY	CROWN	SHED - FIRE		Location RES 46986 Lot 8185	KOJANEERUP SPRG ROAD	KOJANEERUP WA
230662	MJB SIGN CONSULTANTS PTY LTD	KINGOPEN PTY LTD & POINTIUS NOMINEES PTY	ROOF & PYLON SIGN	160	Location 326 Lot 40	CHESTER PASS ROAD	LANGE WA
230732	OUTDOOR WORLD	Owners Name & Address not shown at their request	GARAGE	609	Location 24 Lot 46	FRENCHMAN BAY ROAD	LITTLE GROVE WA
230760	R STOKES	Owners Name & Address not shown at their request	RETAINING WALL	1	Location 24 Lot 48	WILSON STREET	LITTLE GROVE WA
230777		Owners Name & Address not shown at their request	GARAGE AND CARPORT	61	Location 226 Lot 3	SOUTH COAST HIGHWAY	LOCKYER WA

Application Number	Builder	Owner	Description of Application	Street #	Property Description	Street Address	Suburb
230811	CHESTERS CONSTRUCTIONS	H E PHILLIPS & W DYN MANUEL	GARAGE	2	Location 236 Lot 611	SINCLAIR STREET	LOCKYER WA
230700	KOSTERS STEEL CONSTRUCTIONS PTY LTD	Owners Name & Address not shown at their request	SHED	622	Location 7 Lot 4	LOWER KING ROAD	LOWER KING WA
230701	KOSTERS STEEL CONSTRUCTIONS PTY LTD	HB & S L WILKINSON	PATIO	525A	Location 520 Lot 104	LOWER KING ROAD	LOWER KING WA
230737	CHESTERS CONSTRUCTIONS	F R & E M RUGGERA	GARAGE	69	Location 7 83	LOT ELIZABETH STREET	LOWER KING WA
230836	SCOTT JEREMY CUMPTON	Owners Name & Address not shown at their request	DWELLING	57	Location 1077 Lot 69	VISCOUNT HEIGHTS	LOWER KING WA
230699	SCOTT PARK HOMES PTY LTD	R W ARTHUR	DWELLING		Location 28 Lot 507	NAMBUCCA RISE	LOWER KING WA
230736	CHESTERS CONSTRUCTIONS	M J & C F SRODZINSKI	GARAGE	17	Location 50 Lot 1	PRIDEAUX ROAD	LOWER KING WA
230753	KOSTERS STEEL CONSTRUCTIONS PTY LTD	C N & D W SINCLAIR	CARPORT & PATIO	21	Location 520 Lot 93	MCKENZIE DRIVE	LOWER KING WA
230773	OUTDOOR WORLD	Owners Name & Address not shown at their request	GARAGE	36	Location 520 Lot 226	MCKENZIE DRIVE	LOWER KING WA
230766	CHESTERS CONSTRUCTIONS	R J & G M LINDSEY	SHED	25	Location 50 Lot 21	SHELL BAY ROAD	LOWER KING WA
230849	MILPARA METAL FABRICATION	D J I & G D WALKER	PATIO	22	Location 1077 Lot 92	HYDE COURT	LOWER KING WA
230716	MCKINVEN STEPHEN JOHN	Owners Name & Address not shown at their request	DWELLING AND GARAGE	19	Location 486 Lot 104	ENDEAVOUR WAY	MCKAIL WA
230713	SCOTT PARK HOMES PTY LTD	C R & P C WHYATT	DWELLING	5	Location 80 Lot 651	CRISPE WAY	MCKAIL WA
230784	J E DICKS	Owners Name & Address not shown at their request	DWELLING ADDITIONS	3	Location 386 Lot 27	SALISBURY ROAD	MCKAIL WA
230738	WA COUNTRY BUILDERS PTY LTD	J J & M J SOUTH	DWELLING	7	Location 80 Lot 652	CRISPE WAY	MCKAIL WA
230704	WA COUNTRY BUILDERS PTY LTD	G P & H M MILLAR	DWELLING	8	Location 80 Lot 635	KITCHER PARADE	MCKAIL WA
230821	OUTDOOR WORLD	Owners Name & Address not shown at their request	PATIO	13	Location 80 Lot 615	GERDES WAY	MCKAIL WA
230776	HOSKINS BRIAN GEORGE	Owners Name & Address not shown at their request	PATIO	6	Location 399 Lot 498	VERNON LANE	MCKAIL WA
230755	ALBANY DEMOLITION	NYL PTY LTD	DEMOLITION - WHOLE OF DWELLING	4	Lot 1	MCKENZIE STREET	MIDDLETON BEACH WA

Application Number	Builder	Owner	Description of Application	Street #	Property Description	Street Address	Suburb
230698	TURPS STEEL FABRICATIONS	Owners Name & Address not shown at their request	PATIO	31	Location 42 Lot 521	CHAUNCY WAY	SPENCER PARK WA
230741	METROOF ALBANY	B B QUAYLE	PATIO	90	Location 42 Lot 807	ULSTER ROAD	SPENCER PARK WA
230585	OUTDOOR WORLD	Owners Name & Address not shown at their request	GARAGE	19	Location 42 Lot 515	CHAUNCY WAY	SPENCER PARK WA
230655	SCOTT PARK HOMES PTY LTD	K J DALEY	DWELLING	27	Location 42 Lot 519	CHAUNCY WAY	SPENCER PARK WA
230708	SCOTT PARK HOMES PTY LTD	T J & D K DALWOOD	DWELLING	23	Location 42 Lot 564	MCWHAE DRIVE	SPENCER PARK WA
230750	WA COUNTRY BUILDERS PTY LTD	K BAMFIELD	DWELLING	82	Location 42 Lot 803	ULSTER ROAD	SPENCER PARK WA
230885	SCOTT PARK HOMES PTY LTD	H & M L NICHOL	DWELLING	38	Location 42 Lot 564	MCWHAE DRIVE	SPENCER PARK WA
230739		T J & D K DALWOOD	RETAINING WALL	23	Location 42 Lot 564	MCWHAE DRIVE	SPENCER PARK WA
230505	SCHLAGER HOMES	D J & G CLARKE	DWELLING/CHALET	Location 3730	Location 3730 3730 Lot	TENNESSEE RD SOUTH	TENNESSEE WA
230727		G TOWNS	SHED	Location 618	Location 618 Lot 9001	GREENWOOD DRIVE	WILLYUNG WA
230726	SCOTT PARK HOMES PTY LTD	G TOWNS	DWELLING	Location 618	Location 618 Lot 9001	GREENWOOD DRIVE	WILLYUNG WA
230751	WA COUNTRY BUILDERS PTY LTD	K J S & N G MCLUCKIE	DWELLING	Location 618	Location 618 Lot 403	WILLYUNG ROAD	WILLYUNG WA
230723	WA COUNTRY BUILDERS PTY LTD	GABCO INVESTMENTS PTY LTD & BORO VAC PTY LTD	DWELLING (X2)	25-Jan	Location 42 42 42 Lot 800 70 9	ULSTER ROAD	YAKAMIA WA
230763	KOSTERS STEEL CONSTRUCTIONS PTY LTD	Owners Name & Address not shown at their request	PATIO	63	Location 474 Lot 408	SUSAN COURT	YAKAMIA WA
230559	SCOTT PARK HOMES PTY LTD	B J & M R DITCHBURN	DWELLING	56	Location 356 Lot 556	BARNESBY DRIVE	YAKAMIA WA
230724	WA COUNTRY BUILDERS PTY LTD	GABCO INVESTMENTS PTY LTD & BORO VAC PTY LTD	DWELLING (X2)	25-Jan	Location 42 42 42 Lot 800 70 9	ULSTER ROAD	YAKAMIA WA
230752	KOSTERS STEEL CONSTRUCTIONS PTY LTD	Owners Name & Address not shown at their request	GARAGE	34	Location 474 Lot 422	TARGET ROAD	YAKAMIA WA
230774	DYNAMIC SIGNS	H A & D M HOUSE	SIGNS (X4)	68	Location 356 Lot 6	CHESTER PASS ROAD	YAKAMIA WA

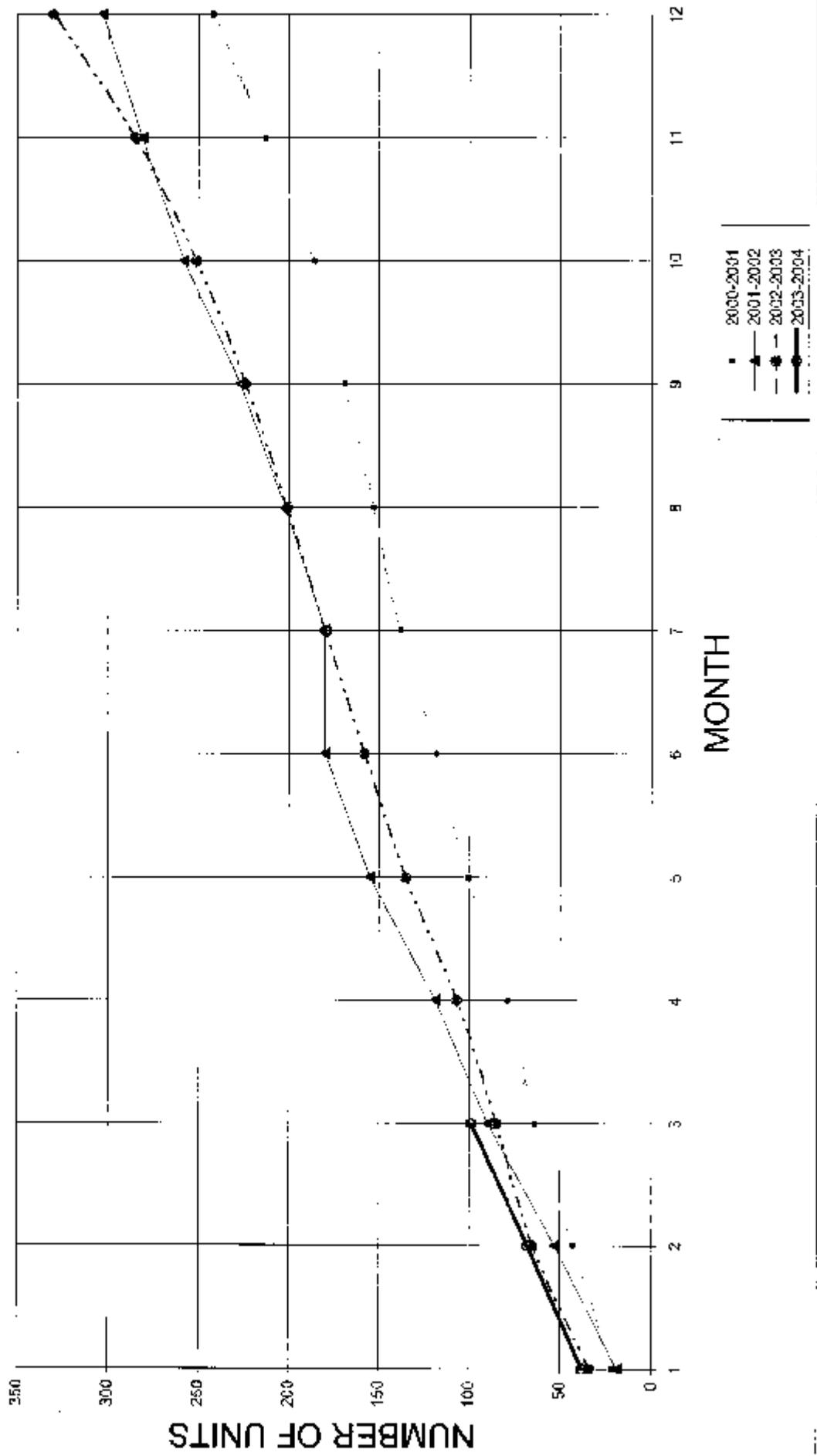
Application Number	Builder	Owner	Description of Application	Street #	Property Description	Street Address	Suburb
230762	KOSTERS STEEL CONSTRUCTIONS PTY LTD	Owner's Name & Address not shown at this request	PATIO & CARPORT	321	Location 474 Lot 342	SUSAN COURT	YAKAMIA WA
230769	WA COUNTRY BUILDERS PTY LTD	GABCO INVESTMENTS PTY LTD & HASLER COMMUNITY DEVELOPMENTS PTY LTD	MULTI UNIT RESIDENTIAL (X2)	17 & 18	Location 42 Lot 800 70 9	ULSTER ROAD	YAKAMIA WA

CITY OF ALBANY

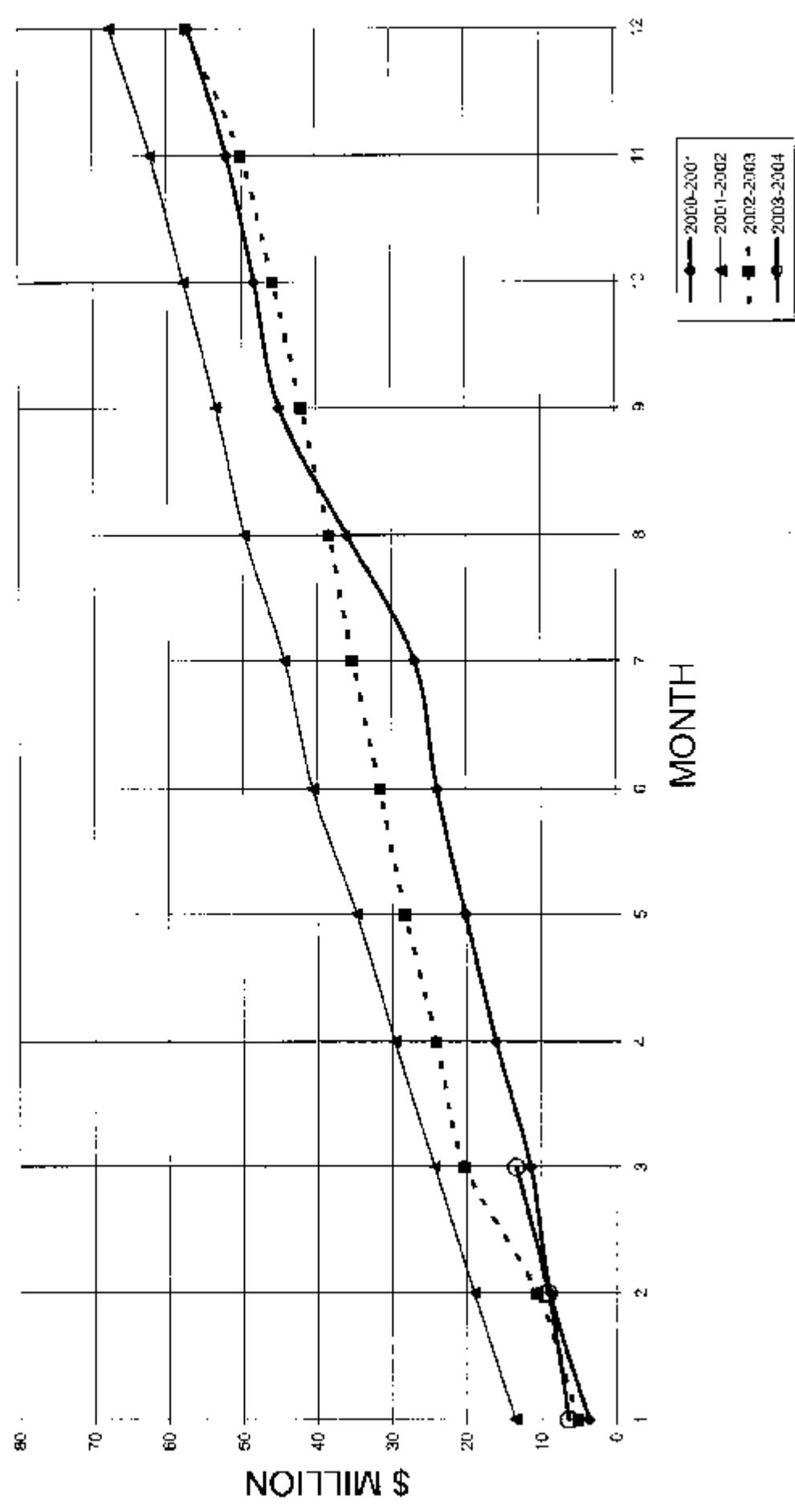
BUILDING CONSTRUCTION STATISTICS FOR 2003-2004

MONTH	SINGLE DWELLING		GROUP DWELLING		DOMESTIC OUTBUILDINGS		ADDITIONS TO BUILDINGS		HOTEL/MOTEL		NEW COMMERCIAL		ADDITIONS/COMMERCIAL		OTHER		TOTAL \$ VALUE
	No.	\$ Value	No.	\$ Value	No.	\$ Value	No.	\$ Value	No.	\$ Value	No.	\$ Value	No.	\$ Value	No.	\$ Value	
JULY	32	\$ 4,755,913.00	6	\$ 407,922.00	35	\$ 195,663.00	35	\$ 470,172.00	0	\$ -	1	\$ 535,644.00	0	\$ -	3	\$ 8,700.00	\$ 6,375,019.00
AUGUST	24	\$ 3,380,453.00	3	\$ 482,541.00	30	\$ 37,600.00	33	\$ 325,750.00	0	\$ -	0	\$ -	0	\$ -	1	\$ 95,500.00	\$ 3,877,974.00
SEPTEMBER	21	\$ 2,990,468.00	4	\$ 457,031.00	27	\$ 189,574.00	24	\$ 215,818.00	0	\$ -	1	\$ 51,150.00	2	\$ 79,735.00	5	\$ 294,286.00	\$ 3,307,667.00
OCTOBER																	
NOVEMBER																	
DECEMBER																	
JANUARY																	
FEBRUARY																	
MARCH																	
APRIL																	
MAY																	
JUNE																	
TOTALS TO DATE	18	\$ 9,202,662.00	18	\$ 1,393,607.00	95	\$ 425,237.00	77	\$ 968,151.00			2	\$ 557,794.00	5	\$ 393,971.00	19	\$ 389,486.00	\$ 13,353,657.00

DWELLING UNITS



BUILDING ACTIVITY \$M Value



General Report Items

**WORKS & SERVICES
SECTION**

FRIENDS OF EMU POINT

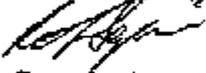
Mr. Brett Joynes
Executive Director Works and Services
Albany City Council
Box 484
ALBANY 6330

Dear Brett,

At the last meeting of the Friends of Emu Point it was requested that a letter of thanks be forwarded to you for your time and effort in relation to the LATM for our area. The meeting and the general population of Emu Point were happy with the final outcome and we all appreciated the guidance you offered and the interest you took in our thoughts on the matter.

Our sincere thanks.

Yours faithfully



Peter Squire Vice Pres

2.9.03

CITY OF ALBANY RECORDS	
FILE:	REL 122
DOC:	1308526
03 SEP 2003	
OFFICER:	EDWJS1
Attache:	

11 Warthwyke Crt
Bayonet Head
Albany W.A.
6330

CITY OF ALBANY - RECORDS	
FILE:	Sr2081
DOC:	1308641
05 SEP 2003	
OFFICER:	ESDWS1
Attach:	

Mr Brett Joynes
Manager Works and Services
City of Albany
York St
Albany 6330

To Mr Joynes, I am very happy that there is an extended Oyster Harbour to the beach bike track so people can get out and exercise. I also think that it's a great experience for people who love the bush and it's great for them to enjoy the bushlands while it lasts. We have seen a great effort in the bridge, it's very strong and it also does people a favour when they walk along the way. I also like it when you joined it to the path that goes to Emu Point Beach. It's great for people who like to walk just for fun and also to lose weight while enjoying the bushlands at the same time. I think that it's a great pleasure to have this bike track. Thankyou very much Mr Joynes.

Yours Faithfully

Kelly Wray

Year: 5 Age: 10

School: Flinders Park Primary School

General Report Items

**GENERAL MANAGEMENT
SERVICES SECTION**



LEADER OF THE OPPOSITION
Western Australia

Hon Colin Barnett MLA

Mayor Alison Goode JP
City of Albany
PO Box 484
ALBANY WA 6331

CITY OF ALBANY - RECORDS	
FILE:	MA4103
DOC:	I309001
18 SEP 2003	
OFFICER:	MAYOR
Attach:	

Dear Alison

With many thanks to the City of Albany for your hospitality during the recent visit of the Parliamentary Liberal Party.

The briefing by your CEO, Andrew Hammond, provided an excellent overview of the issues of importance to the City.

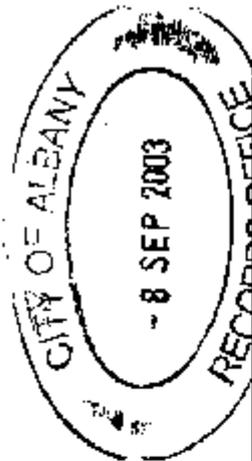
It was also very pleasant to be able to chat informally to councillors and staff in such a delightful setting as the Dunes.

Again, with thanks and with best wishes to all at the City of Albany.

Yours sincerely

COLIN J BARNETT MLA
LEADER OF THE OPPOSITION

10 September 2003



CERTIFICATE OF APPRECIATION

**WE WOULD LIKE TO SAY THANK YOU
TO**

CITY OF ALBANY

RAPID

Recreation Access For People With Disabilities.

Funded by Lotteries Western Australia



Western Australia

Millions Won. Thousands Helped.

In Recognition Of The Valuable Contribution Your Organisation Has Made.

**By Being A Community Sponsor of
The Leeuwin Sailing Day For People With A
Disability.**

Joey Forrest _____ Date 18/03/03
Signature Date

Joey Forrest _____ Date 18/03/03
Signature Date

City of Albany
221 York Street
Albany WA 6330

CITY OF ALBANY - RECORDS	
FILE:	PC 038
DOC:	12309340
30 SEP 2013	
OFFICER:	MAYOR
Attach:	

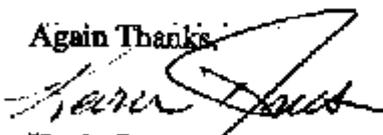
Honourable Mayor

This letter is long past due and though there are reasons I could give, there is no excuse. I wanted to thank you for the speech at the US Submarines' Memorial Service. I am sure the surviving members of WWII also appreciated your speech. I know that as the living members of that era pass on it stands to reason there may be a tendency to let the memorial service pass with them. I hope that doesn't come to pass but many may see the reasoning. Speaking for myself I enjoyed the service very much.

The memorial parks that have been created throughout Australia are top notch. The effort that has gone into remembering the service men and women here in Australia has certainly won my admiration. During my research of the military activities surrounding Albany I gained an appreciation for the sacrifice that young women gave in the nurse's corp. Now that a nurse's memorial has been erected in the USA to commemorate American nurse's sacrifice I was surprised not to find one among your collection of so many. I may have missed it, but if it exists I will certainly make it a point to visit my next time in Albany.

Again thank you for your sacrifice, and finally, I would like to finish by saying what a lovely time my wife and I had in your wonderful city.

Again Thanks,


Kevin Jones
CDR USN

Agenda Item Attachments

DEVELOPMENT SERVICES SECTION

[Agenda Item 11.3.3 refers]
[Bulletin Item 1.1.1 refers]

CITY OF ALBANY

REZONING REQUEST REPORT

EXTENSION OF EXISTING HEALTH RETREAT, LOCATION 7250 OLD SCHOOL ROAD, ELLEKER

Prepared for Tony Taylor
by



AYTON TAYLOR BURRELL

Consultants in Urban & Regional Planning
11 DUKE STREET, ALBANY WA 6330 Ph: 9842 2304

AUGUST 2003

1.0 INTRODUCTION

The owner of Location 7250 Old School Road, Elleker proposes to extend the existing health retreat which has previously been granted planning approval and has been developed with two residential buildings and a community/conference centre.

As it is proposed to provide for strata titling of the development in order to help finance the project, preliminary discussion with Council's planning department indicated that the establishment of a Special Use Zone would be required.

In accordance with Council policy, this submission seeks Council approval in principle for the proposal so that detailed zoning documentation can then proceed.

2.0 LOCATION, AREA & ZONING

Location 7250 is located approximately 14 kilometres due west of the Albany City Centre. The site is located on elevated land overlooking Lake Powell and the Elleker Townsite is located 500 metres to the west on the opposite side of the Albany-Perth railway line. Figure 1 refers.

The property is 4.7429 ha in area and is currently zoned "Rural" under the City of Albany's Town Planning Scheme No. 3.

3.0 PLANNING CONTEXT

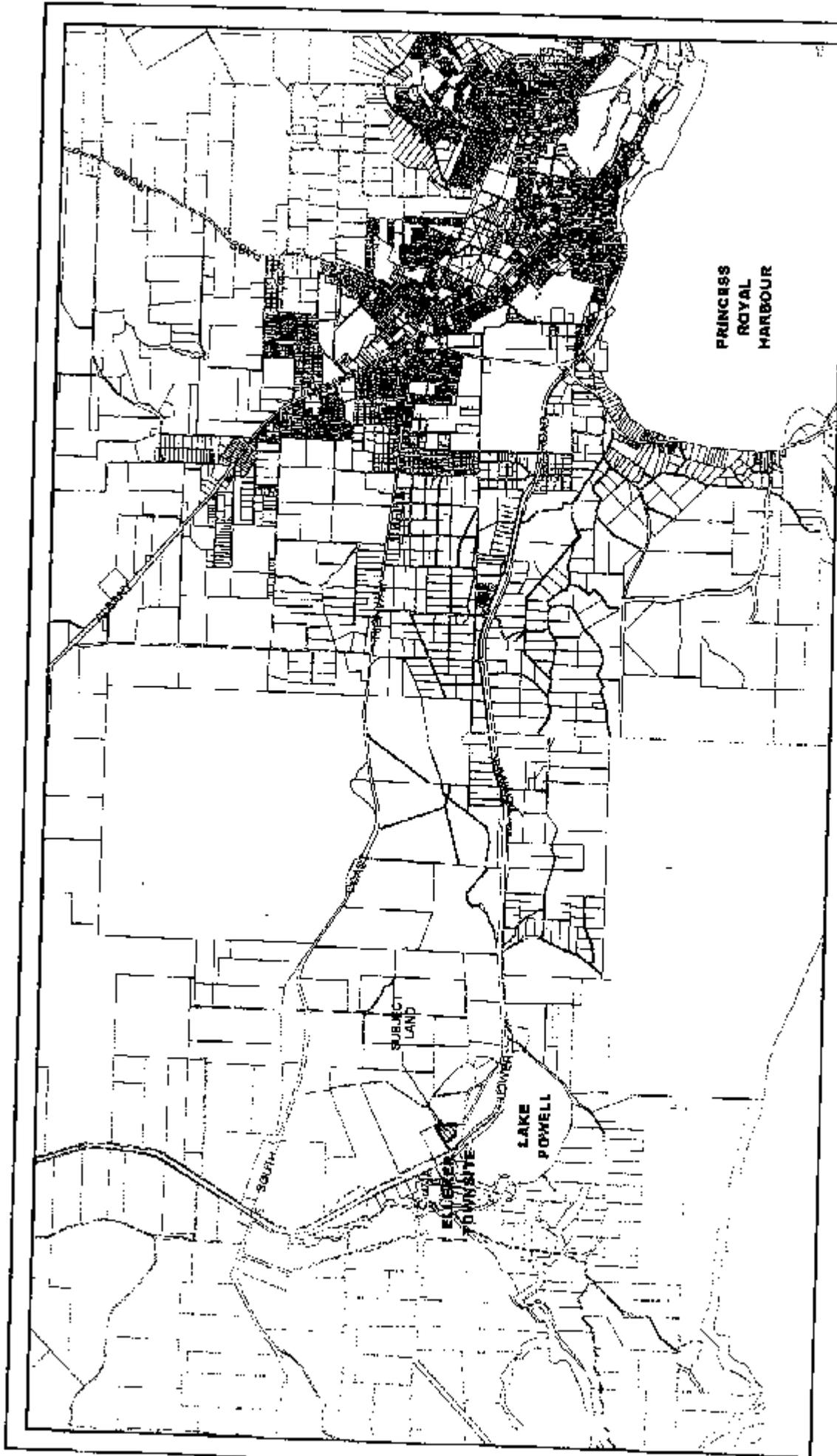
The key planning document within the rural areas of the City of Albany is the Local Rural Strategy (1996). As this document does not provide specific guidance in relation to health retreats, each proposal will need to be considered on its individual merits. The proposal is not dissimilar to tourist development and the procedures for processing such development could be used as a guide.

It is noted that both the Regional Rural Strategy and the draft Albany Local Planning Strategy generally support development in close proximity to existing townsites such as Elleker.

4.0 SITE DESCRIPTION

The site consists of a relatively flat elevated ridge along the southern and south eastern portion of the property with the balance of the property sloping gently away to the north east. The average slope of the land is approximately 1:10.

The ridge top has been partially cleared and developed with a community/workshop centre, a permanent residence and a chalet for short stay accommodation. A domestic orchard has been developed along the south western boundary and a strip of land along the northern boundary has historically been cleared as a result of gravel extraction. The balance of the property consists of remnant vegetation which has been parkland cleared for bush fire management purposes around the buildings. A number of laneways and footpaths have been developed throughout the property. Figure 2 refers.



SCALE
1:75000
Orig A4

Figure 1

Location
Loc 7250 Lower Denmark Road
Elleker, City of Albany

In terms of surrounding landuse, a well vegetated recreation reserve is located along the south and south western boundary, and rural small holdings of 11.6120 ha and 19.1770 ha are located to the north west and east respectively. A heavily vegetated road reserve abuts the north western boundary and currently provides access to the property.

5.0 PROPOSED DEVELOPMENT

The current development is not capable of running as an economic enterprise and does not provide accommodation to meet the original approval for up to fifteen people. It is proposed to develop an additional four chalets, one on cleared land in the south east corner and three on the cleared land along the north western boundary. A caretakers residence is proposed adjacent to the orchard and the existing residence will be used by the manager.

In order to facilitate the expansion of the project it is necessary to strata title the proposal so that finance can be obtained by the participating partners. The establishment of the corporate body will provide an appropriate mechanism for the property to be managed and maintained.

Figure 3 outlines an indicative concept plan for the proposal.

Subject to Council approval in principle, detailed rezoning documents can be prepared which address the following issues:

- land capability assessment, particularly in relation to onsite effluent disposal;
- provision of a potable water supply;
- preparation of a bushfire management plan;
- protection of remnant vegetation;
- preparation of management provisions for incorporation into the Scheme;
- provision of an overall development guide plan.

6.0 CONCLUSION

This rezoning request proposes to build on the existing planning approval which provided for the accommodation of up to fifteen people attending the health retreat. The existing managers accommodation, community/workshop centre and chalet are proposed to be extended to provide for a full time caretaker's house and four short stay chalets. These additions will be sensitively integrated with the existing development and utilise cleared land where impact on remnant vegetation will be minimal. Strata titling will enable the partners in the venture to obtain finance for the project and facilitate the establishment of an overall management plan.

Indicative Concept Plan

Loc 7250
Lower Denmark Road
Elleker, City of Albany

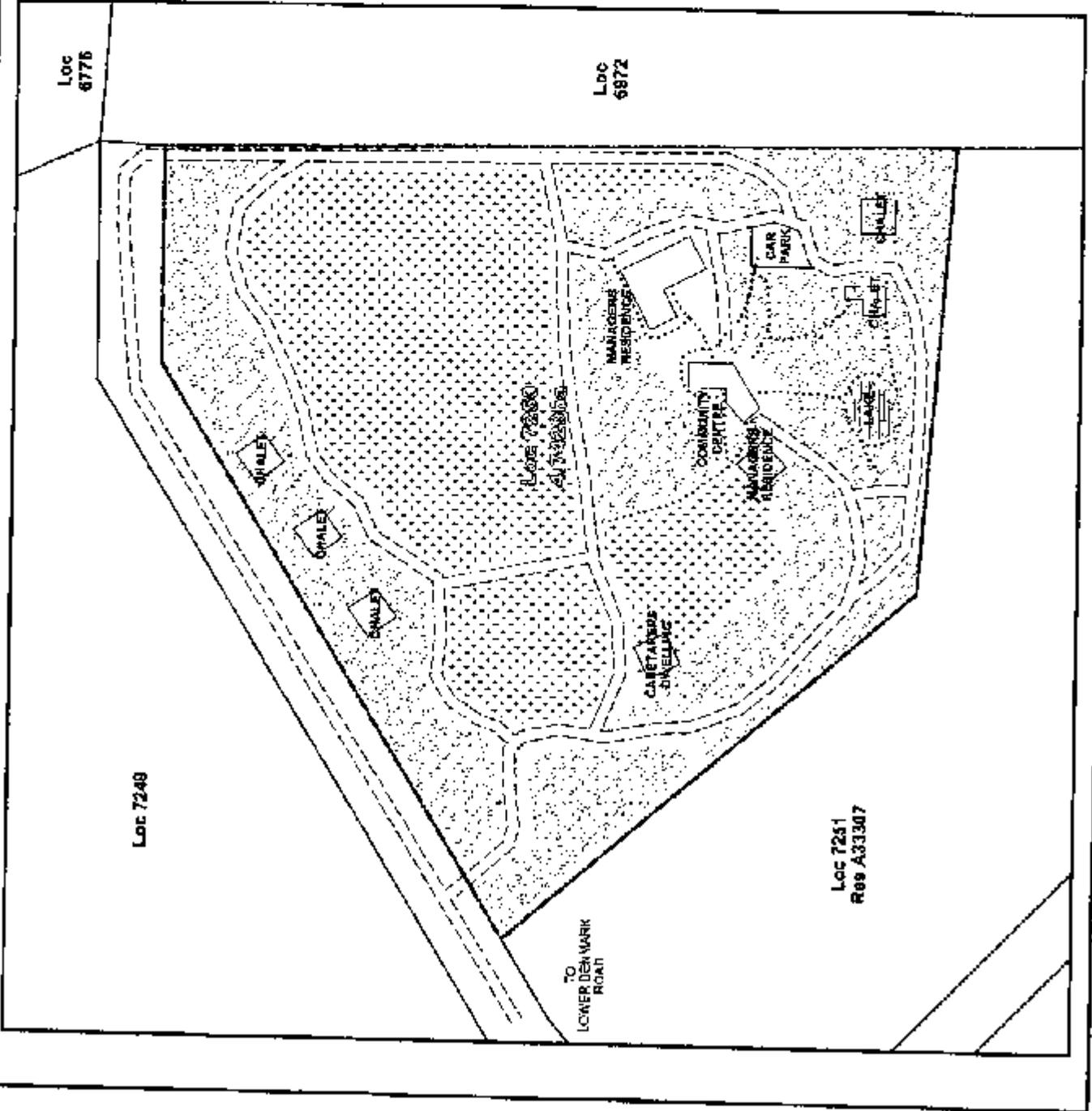
	SUBJECT LAND
	BUILDINGS
	TRACK/ROAD
	TRAIL
	LOW FUEL/CLEARED AREA
	REMANANT VEGETATION



SCALE
 1:2000

02-26-03 ATW

FIGURE 3.



CITY OF ALBANY

TOWN PLANNING SCHEME NO. 3

SCHEME AMENDMENT REQUEST REPORT

**SPECIAL RURAL ZONE NO. 10 - ALLMORE PARK
HOME & ROWNEY ROADS & PRINCESS AVENUE, ROBINSON**



AYTON TAYLOR BURRELL

Consultants in Urban & Regional Planning
11 DUKE STREET, ALBANY WA 5330 Ph: 9842 2304

SEPTEMBER 2003

1.0 INTRODUCTION

This Scheme Amendment Request relates to Lots Pt 70, 106 & 108 Home Road, Lots Pt 2480, 124, 122, 150 & 121 Princess Avenue and Lots 110, 113, 114 & 123 Rowney Road, Robinson as identified on the following plan.

The proposal is to modify the Subdivision Guide Plan to conform with the overlay plan adopted by Council for Special Rural Zone No. 10. The overlay plan demonstrates the manner in which the zone can be converted to lots of 2ha in size and also outlines the requirements for such a conversion.

The subject lots are currently under the Special Rural Zone where the relevant Subdivision Guide Plan shows lots to approximately 4ha in area.

2.0 BACKGROUND

The Local Rural Strategy, as updated in March 2002 outlines the suitability of the area for accommodating Special Rural development on a 2ha lot size basis.

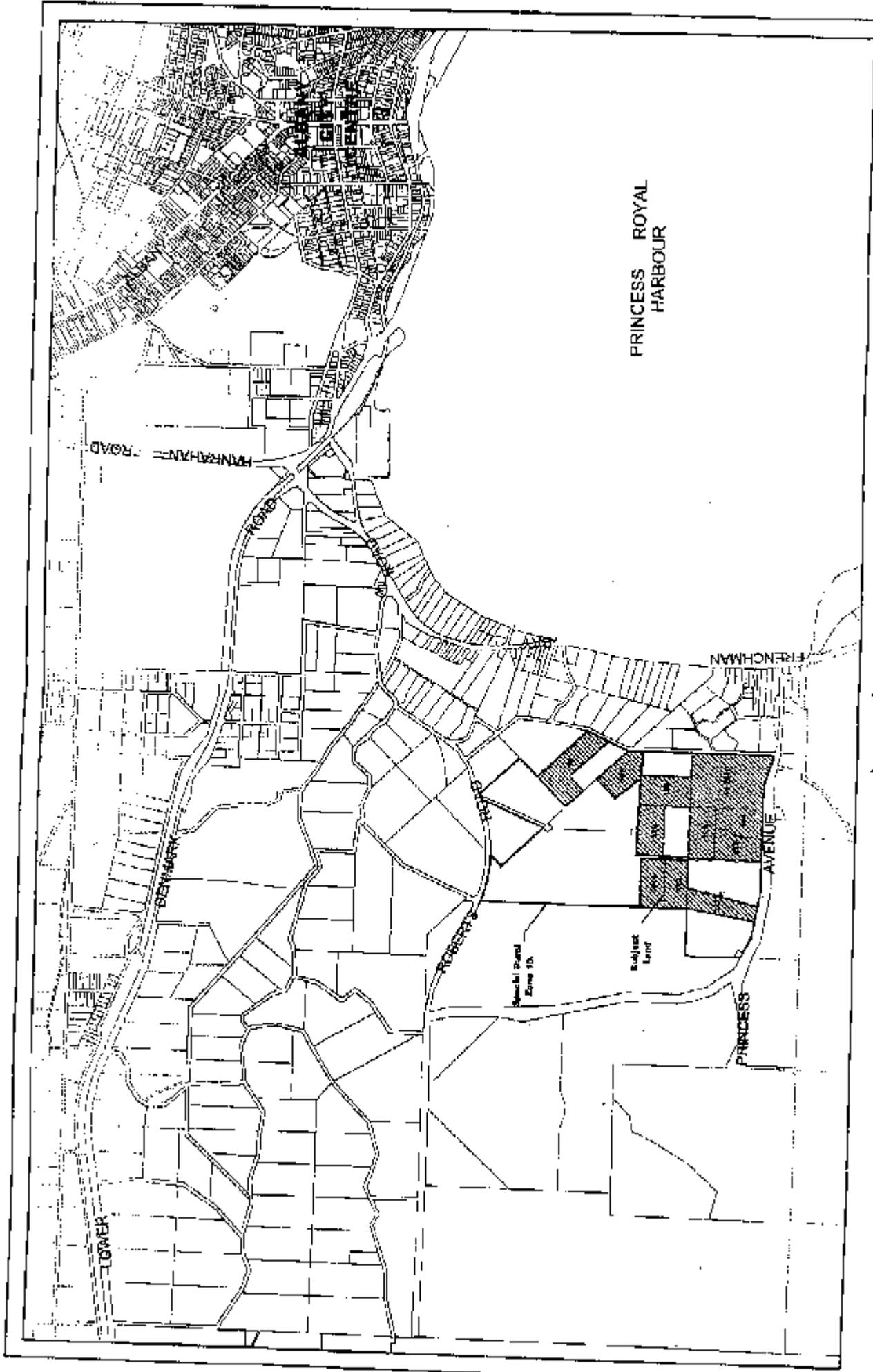
The updated provisions of the South Coast Water Reserve also allow for appropriately controlled special rural subdivision and development to a 2ha lot size.

As a part of setting up Lots 117, 118 & 100 for this form of subdivision, Council adopted an overlay plan as a guide to for the conversion of the subject land (Amendment 224).

A copy of the current provisions and Subdivision Guide Plan for Special Rural Zone No. 10 follows as does a copy of the adopted overlay plan.

As a part of the startup of this proposal, zone landowners canvassed as a part of Amendment 224 were once again contacted as to any objection and/or willingness to be involved.

No contacted landowner had any objections. 10 of the remaining landowners wished to be involved. It was taken as granted that the previous objecting landowner had remained. A table follows noting objection, no objection and involved status.




 SCALE
 (approx)

Figure 1

Location
 Special Rural Zone No. 10 & Subject Land
 Roberts Road & Princess Ave
 Robinson, B.C.


 Alyon Taylor Burrell
 Chartered Surveyors & Real Estate Agents
 1000 West Broadway, Suite 1000
 Vancouver, B.C. V6H 4G5

Lot	Objects to SGP Mod	Involved with this SGP Mod	Comments
67	No	No	-
Pt 70	No	Yes	-
100	No	No	SGP already modified
106	No	Yes	-
107	No	No	-
108	No	Yes	-
109	Yes	No	-
110	No	Yes	-
113	No	Yes	-
114	No	Yes	-
115	No	No	-
116	No	No	-
117	No	No	SGP already modified
118	No	No	SGP already modified
119	No	No	-
120	No	No	-
121	No	Yes	-
122	No	Yes	-
123	No	Yes	-
124	No	Yes	-
150	No	Yes	-
Pt 2480	No	Yes	-
	1 objection	12 Involved	
	21 No objections	10 Not involved	

3.0 PROPOSAL

The adopted overlay plan was prepared on as a guide the following basis:

Lot Size

- Generally a minimum lot size of 2ha was adopted noting that some sizes may fall marginally above or below depending on land lost to public accessways (bridleways) or other common facilities.

Development Exclusion Areas

- Bore buffers maintained and ridge/line protection areas retained and augmented by replanting.

Small Scale Sand Extraction

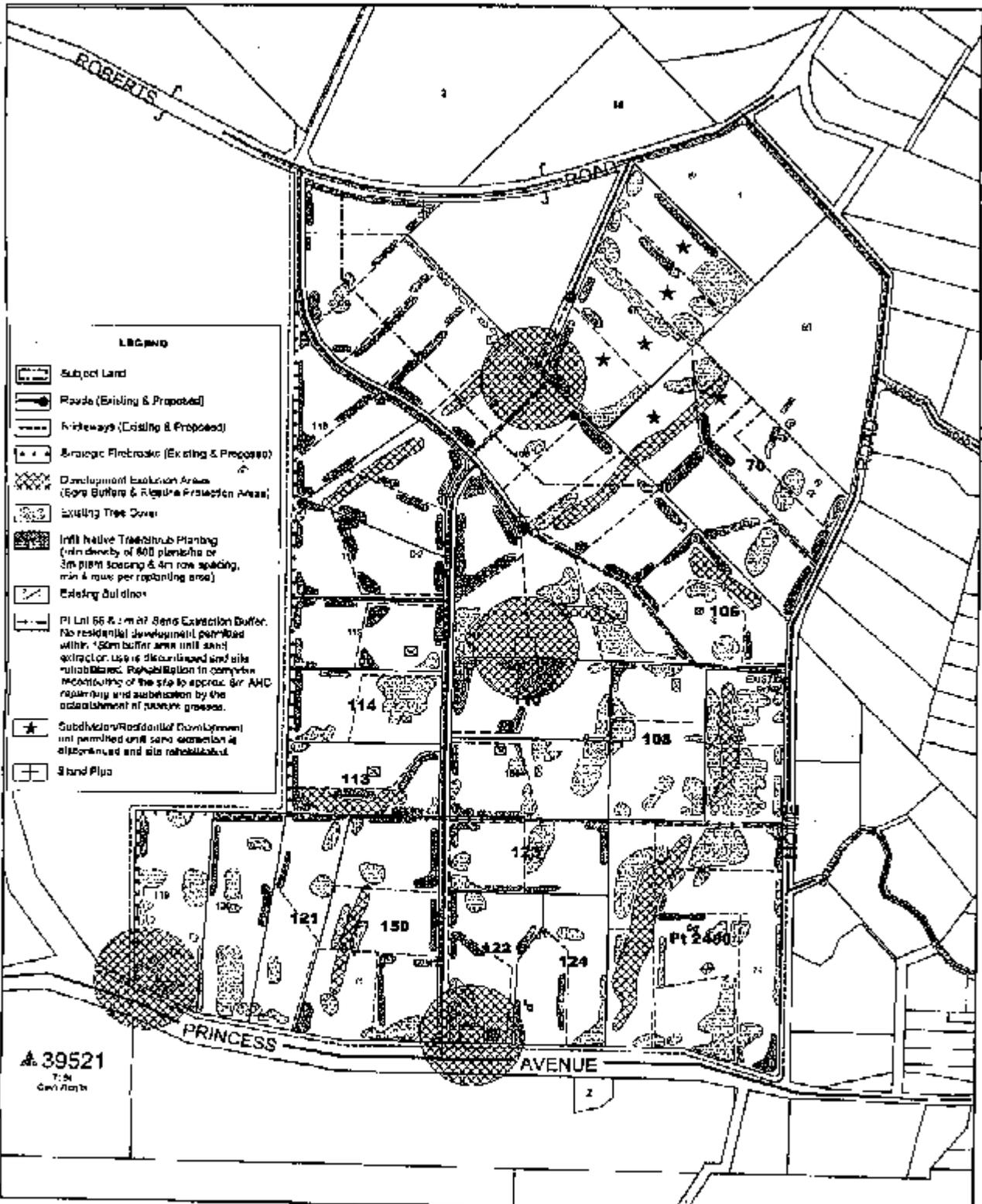
- Buffers maintained and rehabilitation requirements nominated. Residential development precluded within buffers until use discontinued

Replanting

- Original requirements maintained and augmented by additional areas. Replanting density and species nominated.

Landuse

- Maintain rural retreat and equestrian based nature of the development.
- Maintain landuse, stocking, building location and design, fencing and effluent disposal and design controls.



A. 39521
T. 24
C. 10/10/10

Ayler Taylor Burrell
Landscape Architects & Planners
11/11/11, 11/11/11, 11/11/11
11/11/11, 11/11/11, 11/11/11

Concept Plan

Special Rural Zone No. 10
Subdivision Guide Plan Update
Lots Pt 70, 106, 108, 110, 113, 114,
121, 122, 123, 124, 150 & Pt 2480

↑
SCALE
1:7500
Grid A3
03-07-07/178

Hand in hand with involved landowners, the overlay plan has been reviewed to account for recent lot creation, surveyed boundaries, ridgelines & development exclusion areas, the location of dwellings, good quality vegetation for amenity and screening as well as other improvements such as driveways, sheds and the like.

In Lot Order

Pt 70:

Lot yield of 3 has been retained. To avoid the need for a reciprocal access arrangement and to allow the existing landowner to retain a rear set shed on the house lot the internal layout has been subject to minor revision.

Lot 106:

Lot yield of 2 lots from a 4ha site is retained. Lot shape has been dictated by a vegetated knoll surrounding the existing dwelling. Practical access will remain to the house lot via the existing driveway off the southern ROW. Legal access for the house lot will be via the provision of an unconstructed battleaxe leg to Home Road.

Development Exclusion Area and revegetation located on the vacant lot to protect existing houses on Lot 5 to north, south and northwest. Vacant lot retains two ideal house site options.

Lot 108:

The existing house lot (northern lot) will remain accessed via the ROW and Home Road. The proposed new lot accommodating the southern portion of the lot could possibly be accessed via a battleaxe leg over Lot 107 (with the Lot 107 owners permission) as outlined by the overlay plan. A further option as shown on the concept plan and as being investigated by the owner of Lot 108 with the owner of Pt 2480, is to access the southern lot of Lot 108 via a reciprocal access leg shared with the rear/north west lot from Pt Lot 2480 and thus avoid the need for two battle access legs to be constructed side by side.

Lot 110:

Subdivision proposal for Lot 110 remains as per the adopted overlay plan. As the owner of Lot 109 to the south has no intentions of developing, the option remains for the battleaxe leg to be located on either the northern or southern boundary.

Lot 113:

The landowners have recently defined the location of a specialist designed dwelling to be located on the slight rise toward the mid north of the site. As a result, this lot is defined on a more east west alignment. The house lot is accessed via a battleaxe leg to Rowney Road located over the existing constructed driveway. Location of a future dwelling on the new southern lot is ensured via extension of the DEA over the narrow western portions of the site. Protection of the preferred location is provided via replanting and existing vegetation.

Lot 114:

Lot layout remains as per the adopted overlay plan with the exception that the battleaxe leg is moved to the north so as to avoid conflict with the existing constructed driveway serving the existing house on Lot 114 and that servicing Lot 113.

Lot 121:

The existing layout of Lot 121 has been updated to reflect that on survey diagrams and Certificate of Title. Battleaxe leg has been relocated to the east to avoid conflict with the existing driveway, new dwelling and recent replanting. In addition, a gateway already exists in the revised location.

Lot 122:

Comprises part of previous Pt Lot 4. The lot has been created in a different layout to that shown on the Overlay Plan. The new lot uses a logical driveway location adjacent to the existing access within the heavily vegetated Princess Avenue reserve.

Lot 123:

Although also part of previous Pt Lot 4, lot layout replicates that shown on the adopted Overlay Plan.

Lot 124:

Also part of previous Pt Lot 4. Shape allows for two lots with direct access to Princess Avenue. Existing house lot has protected view corridor whilst new lot has ideal sheltered and private house sites in the north.

Pt 2480:

Divided in a similar manner to as shown on the original Overlay Plan. Lot size allows 7 lots. The rear set northwest lot may be accessed via a joint use battle axe leg with Lot 108 to the north.

Summary:

These proposals accord with the principals behind the Overlay Plan in the following manner:

- The allowance for individual subdivision is maintained as far as practicable.
- Direct lot frontage/access to existing roads is maximised.
- Battleaxe legs are used to provide regularly shaped lots. Where existing dwellings and lot shapes and layouts have necessitated narrower or irregular lots, DEAs and replanting is used to protect adjacent house sites.
- Strategic fire breaks and bridleway alignments are maintained.

Apart from updating the Subdivision Guide Plan to account for the revisions to the nominated lots a review of the provisions identified the following primary modification requirements:

- Zone identification to be updated
- Provision 1.3 to refer to subject lots

In addition, discussions with the Water Corporation have thrown the absolute necessity and desirability for a reticulated water connection for these still large lots into doubt. As a result, following further discussion with both the Water Corporation (responsible for supply in this area) and the Department for Planning & Infrastructure (the source of the reticulated water requirement), rewording of Provision 8 may also be warranted.

4.0 CONCLUSION

The Scheme Amendment Request process is a non statutory step used by Council to gain background prior to initiating an amendment. It is also used by landowners to outline their proposal and seek confirmation that the amendment proposal is consistent with Council's strategic direction.

In this instance the proposal accords with Council's strategic direction as identified by the March 2002 update of the Local Rural Strategy, the August 2002 adoption of the Overlay Plan and the proposals of the preliminary Draft Local Planning Strategy as advertised in 2001.

SPECIAL RURAL ZONE NO. 10

AREA	LOCALITY	LOTS	LOCATION
10	Roberts Road Ackley Road Allmore Road Rowney Road Home Road Princess Avenue ROBINSON	100 67 117 & 118 109, 110, 113, 114, 115 & 116 70, 106, 107 & 108 Pt 4, 119, 120, 121 & 150	Pt 2480

1.0 PLAN OF SUBDIVISION

- 1.1 Subdivision of the subject land shall generally be in accordance with the Subdivision Guide Plan endorsed by the Shire Clerk.
- 1.2 Minor variations to the subdivisional design if approved by the Western Australian Planning Commission may be acceptable.
- 1.3 The minimum lot size shall be 4ha, or in the instance of Lot 100 Roberts Road and Lots 117 & 118, a minimum average of 2ha in accordance with the Subdivision Guide Plan.

2.0 OBJECTIVE OF ZONE

- 2.1 Within the Special Rural Zone Area No. 10 the objective is to provide for low density rural retreats, conserve existing remnant vegetation, protect the underground water resource, contain all nutrients within the site, minimise the visual impact of new development and allow for low intensity rural pursuits.

3.0 LANDUSE

- 3.1 Within Special Rural Zone Area No. 10 the following uses are permitted:
 - Rural Residential Dwelling.
- 3.2 The following uses may be permitted subject to the special approval of Council:
 - Livestock Grazing
 - Home Occupation
 - Stables
 - Public Utility
 - Cottage Industry
 - Other incidental or non defined activities considered appropriate by Council which are consistent with the objective of the zone.
- 3.3 All other uses not mentioned under 3.1 or 3.2 are not permitted and with the intention of preventing and degradation and practices detrimental to the environmental amenity of the zone, this includes the keeping of any animals considered detrimental by Council.

4.0 KEEPING OF LIVESTOCK/ANIMALS

4.1 Intensive agricultural pursuits such as piggeries and horticultural operations are not permitted.

4.2 The keeping of horses, sheep, goats and other grazing animals shall be subject to the prior approval of the Council and these animals shall be restricted to fenced areas of the lot to the satisfaction of Council. The Owner/Tenant shall be responsible for the maintenance of stock proof fencing to protect remnant vegetation and revegetation areas. The keeping of animals shall not result in the removal or damage of significant vegetation and trees or result in soil degradation or dust pollution.

Where, in the opinion of Council, the continued presence of animals on any portion of land is likely to contribute, or is contributing to dust pollution, soil degradation or the removal of significant vegetation, notice may be served on the owner of the said land, requiring immediate removal of those animals specified in the notice.

When notice has been served on a landowner in accordance with this Clause the Council may also require the land to be fully rehabilitated within three (3) months of serving the notice.

In the event that such action is not undertaken, Council may carry out such works as are deemed necessary, with all costs being born by the landowner.

5.0 LOCATION OF BUILDINGS AND STRUCTURES

5.1 Buildings, tanks and structures shall not be constructed within the "Development Exclusion Area" denoted on the Subdivision Guide Plan.

5.2 All buildings and structures shall be setback a minimum of 150 metres from the lot boundary abutting Pt Lot 66 and 15 metres from all other lot boundaries.

5.3 Buildings shall be sited to allow a low fuel area not less than 20 metres wide, which does not encroach any Development Exclusion Area that is located on a ridge line.

5.4 Fences shall not be permitted across strategic fire breaks.

6.0 BUILDING DESIGN MATERIALS AND COLOUR

- 6.1 Dwellings and outbuildings shall be designed and constructed of materials which allow them to blend into the landscape of the site. Council shall refuse to approve walls and roofs constructed of reflective materials such as unpainted 'zincalume' and 'off-white' colours. Council will be supportive of walls and roofs with green, brown or red tonings in keeping with the amenity of the area.
- 6.2 Dwelling houses and all outbuildings shall not exceed 7.5 metres in height which is measured vertically from the natural ground level.
- 6.3 No boundary fencing shall be constructed of fibre cement, metal sheeting or wooden picket. If fencing is utilised, it should be of rural construction such as post and strand (or similar) to the satisfaction of Council.
- 6.4 Water tanks shall be painted or coloured an appropriate shade of brown or green or suitably screened with vegetation to the satisfaction of Council.

7.0 VEGETATION PROTECTION AND REVEGETATION

- 7.1 No clearing of vegetation shall occur except for:
- a) clearing to comply with the requirements of the Bush Fires Act 1954 (as amended).
 - b) clearing as may reasonably be required to construct an approved building and curtilage;
 - c) trees which are dead, diseased or dangerous;
 - d) clearing to gain vehicular access to an approved dwelling or any other clearing which may be approved by Council.
- 7.2 Council may request the Commission impose a condition, at the time of subdivision, requiring the revegetation of Special Rural Zone Area 10, as shown on the Subdivision Guide Plan.
- The subdivider shall maintain such revegetation for a period of at least three years from the release of titles or enter into a bonding guarantee with Council to ensure the maintenance of the revegetation.
- 7.3 Council may request the Commission to impose a condition at the subdivision stage requiring the protection by stock proof fencing of significant remnant vegetation, revegetation areas and ridgelines, as shown on the Subdivision Guide Plan.
- 7.4 Additional tree planting may be required as a condition of development approval.

8.0 WATER SUPPLY

Where lots are not serviced by a reticulated water supply, each dwelling house shall be provided with a water supply with a minimum capacity of 92,000 litres. This may be supplied from the Water Corporation licenced underground water supplies or rainwater storage systems to the satisfaction of Council and the Health Department of Western Australia. Lots less than 4ha shall be connected to a reticulated potable water supply to an appropriate standard as determined by the licence holder.

9.0 EFFLUENT DISPOSAL

9.1 On site effluent disposal shall be the responsibility of the individual landowner.

9.2 The disposal of liquid and/or solid wastes shall be carried out with an effluent disposal system approved by Council, the Health Department of WA and the Water & Rivers Commission. Systems shall be designed and located to minimise nutrient export and/or release into any waterway or groundwater. Conventional effluent disposal areas for new dwellings shall be setback a minimum of 100 metres from any natural permanent watercourse or public water bore and situated 2 metres above the highest groundwater level.

9.3 Council shall require the use of alternative effluent disposal systems, such as amended soil and/or aerobic systems in the following situations:

- where a 100 metre setback from a creekline or water course cannot be achieved;
- where soil conditions are not conducive to the retention of nutrients; and
- in low-lying areas.

Separation from waterways, groundwater and public water bores shall be determined by Council in accordance with the Health Department of WA and Water & Rivers Commission guidelines.

9.4 Variations to the design or location of effluent disposal areas will require a suitably qualified practitioner demonstrating that effluent disposal will not cause environmental or health impacts to the satisfaction of Council and the Health Department of WA.

9.5 No more than one effluent disposal system will be permitted per lot.

10.0 BUSHFIRE MANAGEMENT AND CONTROL

- 10.1 Council may request the Commission to impose a condition at the subdivision stage for the provision and construction of Strategic Fire Breaks to the satisfaction of Council and the Bush Fires Board.
- 10.2 Strategic Fire Breaks shall be designed and constructed so as to avoid erosion impacts.
- 10.3 Where a lot is traversed by a Strategic Firebreak as shown on the Subdivision Guide Plan, the owner of the lot shall maintain such firebreak to the satisfaction of Council. Access along the strategic firebreak shall remain available at all times. Gates across the strategic firebreak shall only be permitted at the discretion of and to the satisfaction of Council and the Bush Fires Board. Such gates shall not be locked.
- 10.4 Low fuel buffers, at least 20 metres wide shall be established and maintained around all buildings.
- 10.5 In cases where only part of the area is developed, Council may request the Commission to impose a condition at the subdivision stage requiring that an alternative fire break system or strategic fire break system be prepared and put in place, to the satisfaction of Council and the Bush Fires Board.
- 10.6 Council may request the Commission to impose a condition at the subdivision stage requiring that water for fire fighting purposes be available. This may take the form of a minimum 25,000 litre storage tank (including a continuous fill mechanism) capable of providing 450 litres per minute at the outlet or standpipe.
- 10.7 The subdivider shall make arrangements to the satisfaction of Council to ensure prospective purchasers, in the transfer of lots, are aware of the fire management guidelines of the Homeowners Bushfire Survival Manual and the Australian Standard 3959-1991 'Construction of Buildings in Bushfire Prone Areas'.

11.0 ACCESS

- 11.1 Council may request the Commission to impose a condition at the subdivision stage requiring that battleaxe legs be constructed to the requirements and specification of Council.

12.0 HIGH VOLTAGE ELECTRICITY LINES

- 12.1 At the time of subdivision the developer may be required to relocate/rationalise the High Voltage Power Lines to the road reserves.

13.0 APPLICATIONS FOR DEVELOPMENT APPROVAL

13.1 Within Special Residential Zone No. 10 the construction of buildings including associated works such as filling, excavation, construction of retaining walls and the removal of vegetation in accordance with Special Provision 7.0 shall require Planning Scheme Consent.

13.2 Application for Planning Scheme Consent shall require the submission of:

- i) a completed "Application for Grant of Planning Scheme Consent" form;
- ii) three copies of a Plan showing the precise location and size of all the buildings proposed and the parkland clearing and fire protection measures to be adopted;
- iii) three scaled elevation plans showing the elevation of the buildings proposed and the materials and colour to be used.

- LEGEND**
-  Special Rural Zone No. 10
 -  Roads (Existing & Proposed)
 -  Endiceways (Existing & Proposed)
 -  Strategic Firebreaks (Existing & Proposed)
 -  Development Exclusion Areas (Bore Buffers & Riparian Protection Areas)
 -  Existing Tree Cover
 -  Anti Native Tree/Brush Planting (min density of 800 plants/ha or 5m plant spacing & 4m row spacing, min 4 rows per retaining area)
 -  Existing Buildings
 -  At Lot 65 & Lot 67 Sand Extraction Buffer. No residential development permitted within 150m buffer area until sand extraction use is discontinued and site rehabilitated.
 -  Sura Piles

A 34370
7354
Recreation

On site Easement for
Water Pipeline, Endiceway
& Strategic Firebreak

Setback on Lots 1 to 8, 13 & 30
to setback from Pt 40 to
and Lot 67 at least 150m until
sand extraction ceases.

On site Endiceway &
Strategic Firebreak

ADOPTED BY RESOLUTION OF THE COUNCIL
OF THE _____ OF _____ AT
THE _____ COUNCIL MEETING HELD
ON THE _____ DAY OF _____ 20____

CHIEF EXECUTIVE OFFICER _____



Ayton Taylor Burnell
Consultants in Urban & Regional Planning
11 Dore St., Albion, Western Australia 6230
Phone: (08) 9422354 Fax: (08) 9421140

Subdivision Guide Plan Special Rural Zone No. 10

↑
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6.5 TRANSPORT

Considerable work has been undertaken by State Government agencies and the City of Albany over the past five years to record the City's transport infrastructure, to examine deficiencies in the existing transport network and to model future transport needs. With the growth of the timber industry expected to result in peak traffic flows on the City's arterial roads by 2006, the conflict between urban developments, tourism traffic, local commuters and road haulage is expected to increase. Economic impact studies on converting freight from road to rail has highlighted substantial cost penalties to the rural sector and a weakening of global competitiveness for regional farm commodities which are extremely price sensitive.

Currently there is 1665 kilometres of roads under the City of Albany's control and it is estimated that \$65 million is required to bring that network up to a condition which the City and the community consider as an acceptable standard for modern transport needs. The City's dispersed urban form has generated high car dependency, with an equivalent number of vehicles registered in the City to the entire population aged 15 years or more (ABS, 2001). Implementing an effective public transport solution is made difficult by low urban densities, the dispersed nature of the urban form and multiple destination requirements. Albany is also renowned as the only regional centre in Western Australia which has no traffic lights controlling intersections in the urban area. This has resulted in a smoother flow of traffic, at the expense of safety for pedestrians at major intersections and across busy roads.

The transport objectives of the Albany Local Planning Strategy are to:

- Redirect non-essential traffic away from neighbourhoods.
- Support unrestricted heavy freight access to the port and industrial areas via the district distributor road network.
- Encourage the development and use of the rail network.
- Provide the opportunity to develop an inland freight terminal based upon the Mirrambecna industrial estate.
- Improve safety for all road users.
- Integrate transport and land use planning.
- Minimise the impact of transportation on areas of environmental significance and residential usage.
- Incorporate appropriate planning controls to buffer sensitive land uses along heavy freight routes.
- Incorporate streetscape and landscaping treatments to enhance the visual amenity of the access roads leading into Albany.
- Integrate cycling and walking paths with the road network.
- Encourage the extension and increased usage of public transport systems.
- Cater for future road needs in planning documents.

6.5.1 ROADS

The legibility of the City's road network is poor, with many parallel roads carrying both local and neighbourhood traffic between suburbs. Current road network planning for east to west connectivity, principally between major highways and urban areas, is also problematic. The lack of suitable plans has allowed urban development to occur in locations where transport solutions may have been provided.

Shown on Map Sheets 1 - 4 is a functional road hierarchy for the City. The plan links suburbs with destination activities and ensures a road network is in place to meet future transport demands, as suburbs expand and traffic volumes increase. A clear sense of arrival at the City's CBD will be

produced by the proposed road network, traffic speeds will be reduced, a more pedestrian friendly environment would be created and the need to install traffic lights delayed.

The funnelling of freight movements into the City via the Albany Highway roundabout has produced amenity and traffic management problems. Planning for an alternate transport route into the Port of Albany, to allow for unrestricted operation of the port, has focussed upon restricting urban development and other land uses adjacent to that transport route, rather than developing an effective express route for truck movements. The Albany Ring Road is an integral part of the City's urban transport plan and if developed with minimal access points and no intersection restrictions it would provide a superior access route to the Albany Port and for general commuter traffic wishing to avoid the Albany Highway roundabout.

In rural, peri-urban, and historic settlements there is a strong demand for existing vacant road reserves and gravel roads to be upgraded as vacant lots adjoining those roads are developed. Developer contributions to those upgrades, fall well short of the actual cost of providing and maintaining the required road standard expected by the individual and the City's capacity to systematically upgrade the road network in response to need and prudent asset management is seriously reduced. Where developments occur and they are isolated from the constructed road network, or the standard of road servicing the land is inappropriate for the intended land use, Council reserves the right to refuse the development or to require the road to be upgraded for its entire length at the developer's cost.

- 6.5.1.1 The road network shown on Plan *** be incorporated into the City's Town Planning Scheme*
- 6.5.1.2. Appropriate actions to taken to identify and secure adequate future road reservations in accordance with the road functions identified.*
- 6.5.1.3 The alignment and construction of the Albany Ring Road be recorded on the Scheme maps and adjacent land use planning acknowledge the need to restrict access onto the route*
- 6.5.1.4 Residential land uses adjacent to Chester Pass Road, Albany Highway, South Coast Highway, the Albany Ring Road alignment and Hanrahan Road be required to set back 100 metres from those roads or appropriate noise attenuation be undertaken on the residences to provide acceptable internal living conditions in accordance with the relevant standards.*
- 6.5.1.5 Where a development site does not front a constructed road, built to the standard needed for the intended development and suitably connected to the local road network, the City's Town Planning Scheme should require the development to meet the cost of providing that road construction and connection.*

6.5.2 RAIL.

Concern has been expressed within the community over the potential for urban encroachment onto the rail corridor, the limiting nature of the rail network and the lack of a passenger rail service between Albany and Perth. The rail service into Albany is centred on a north / south axis and is currently freight dominated. The viability of the rail service is very dependent upon the pricing structure between road and rail and the capacity of Co-Operative Bulk Handling to restrict grain deliveries to strategic receipt points adjacent to the rail network.

There is no planning in place to extend rail branch lines to the west and east of Albany due to the high costs of installing the network and the low volumes of commodities to be transported. A spur line into the Mirrambeena Industrial Estate exists and that spur has can be extended if the demand for rail freight to and from that area increases.

With public transport options to and from Perth limited to coach and air services, the public has called for the introduction of a passenger rail service to bridge the gap between the more expensive air service and the time consuming coach option. If a passenger rail service can be established the

necessary rail spine is in place and the impact upon land use planning would be minimal. There is currently sufficient reserved land in the railway precinct available to install a turntable to make the service operable and the original Albany Railway station remains on the City's Municipal Inventory as a building worthy of on-going preservation.

Substantial increases in rail freight movements into the Albany Port can be achieved either through the scheduling of services or the strategic placement of passing track along the main rail line on the outskirts of Albany.

6.5.2.1 Planning for Albany and its hinterland is to promote the on-going use and upgrading of rail infrastructure and support the development of a passenger rail service to Albany.

6.5.3 CYCLING AND WALKING

To sustain a healthier lifestyle and to improve physical fitness, many Albany residents are using walking and/or cycling as an alternate transport mode and for recreation. The on-going development of the City's dual use path network has further promoted the benefits of these alternate transport modes as leisure and lifestyle pursuits. The development of a continuous dual use path from the Lower King Bridge to Whaleworld, adjacent to the waters of Albany's harbours, is seen as a major objective for recreational cycling.

Dual Use Paths are also an essential transport corridor for students attending schools and for residents moving within their suburb to services such as shops and health services. On Plan** is the primary spines of the City's dual use path network. On the major roads and suburban collectors dual use paths are seen as mandatory requirements and they may be supplemented by a footpath or dual use path on the other side of the road, depending upon the level of urban development along their length.

Within the local road network the need for footpaths to connect pedestrians to the dual use path network will be determine on an as-needs basis taking into consideration likely traffic volumes on local roads and the level of connectivity required. Developers are expected to extend and construct dual use paths and footpaths as part of development proposals.

Upon Council reserves walking trails shall also be developed in a manner which prevents erosion, reduces visual scarring of the reserve, respects the aboriginal heritage of the region, minimises vegetation removal and supports fire management requirements for the reserve. Wherever possible, the reserve trails shall link into formal pathway systems developed upon Council road reserves. The integration of more actively used paths, such as mountain bike trails and hiking trails will be considered wherever general pedestrian safety is not compromised.

6.5.3.1 Appropriate actions be taken to ensure the pedestrian and cycling networks shown on Plan a. Implemented concurrently with subdivision and land development proposals.***

6.5.3.2 Recognise the need to develop active and passive pathways upon reserves and within urban areas when considering development proposals.

6.5.4 PUBLIC TRANSPORT

Regular bus services operate in the City of Albany carrying passengers from urban areas to major service centres. The frequency of the services provided, and the routes travelled, have proved problematic to those who regularly rely upon bus services to commute within the City. A simple visit to the doctor can involve bus transfers and lengthy delays. Public transport services are subsidised by

the State Government and the level of service provided is continually being reviewed by the Department of Planning and Infrastructure to maximise the return on the investment.

Albany has a fleet of taxis, operated by two companies, providing around the clock access to taxis for the public. Taxi services have the potential to be expanded as the demand increases and the allocation of on street parking for taxi ranks and public transport bays is under constant review.

The provision of a light rail transport system has also been promoted within the community as a means of solving future transport conflicts within the City Centre. With the anticipated population growth, the dispersed nature of the urban form and the high costs associated with protecting a rail corridor, planning for this potentiality cannot be justified. The planned road network has the capacity to accommodate substantial growth in bus services and the flexibility provided by buses makes them a more suitable public transport option for the long term.

- 6.5.4.1 Planning for public transport in the Albany will seek to increase the availability and the route options provided to bus services.*
- 6.5.4.2 Parking provision for taxi services should be incorporated into major developments or those projects where high dependency on public transport is anticipated.*
- 6.5.4.3 The land use controls relating to developments which create major public transport destinations generate a public transport need should require the developer to incorporate bus bays and shelters as part of their development proposals.*

6.5.5 AIRPORT

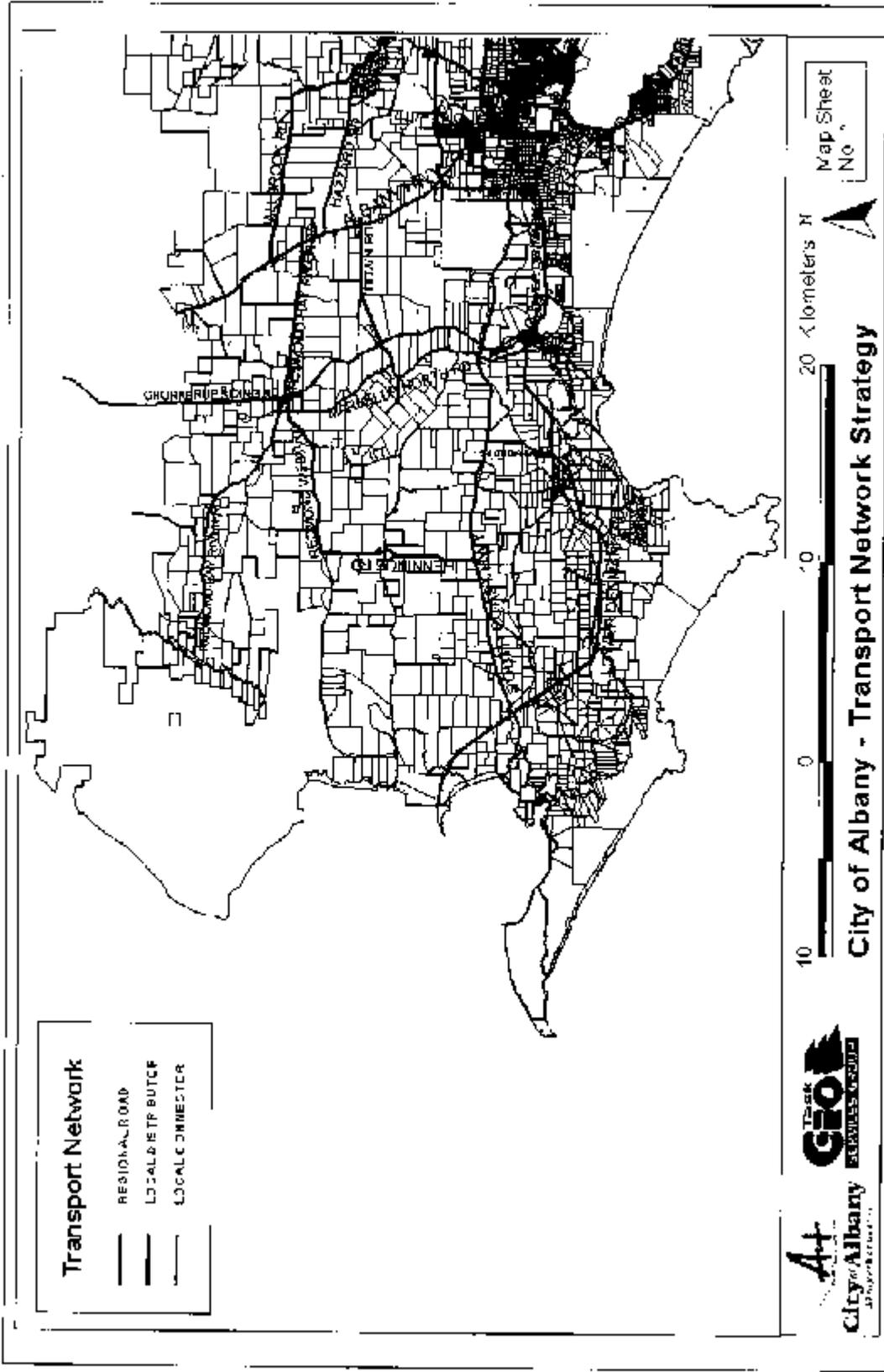
The City of Albany operates the Hany Riggs Albany Regional Airport and a twice-daily passenger service is provided by Skywest from Perth to the airport. The City of Albany has prepared a strategic plan for the development of the airport which could allow the principal runway (1800 metres) to be extended to 2100 metres to accommodate larger jet aircraft and for the cross strip (1096 metres) to support a range of smaller aircraft activities. The vacant airspace around Albany, plus the availability of an instrument landing system at the airport, makes the Albany airport an attractive destination for military exercises and for flight training schools. Increases in aircraft movements and the development of additional infrastructure adjacent to the airport is anticipated over the next decade.

Aircraft movements into and from the airport have the potential to cause nuisance to existing urban areas, resulting in calls for the airport to be shifted. Fortunately, existing urban growth has not occurred near the airport approach paths and detailed modelling has been undertaken by the City to identify appropriate buffer areas for the airport. The 20 ANEF contour (Australian Noise Exposure Forecast) is adopted in Australian Standard AS2021 as the outer boundary where aircraft noise should not have an injurious impact upon residential development. Plan 11 shows the extent of impact of the airport's operations, acknowledging the long term growth potential of the airport, and planning within that contour should acknowledge the need to retain and expand airport operations. Similarly, the Obstacle Limitation Surface (OLS) mapping for the airport has been provided by the Civil Aviation Safety Authority and buildings should not breach airspace requirements for the airport.

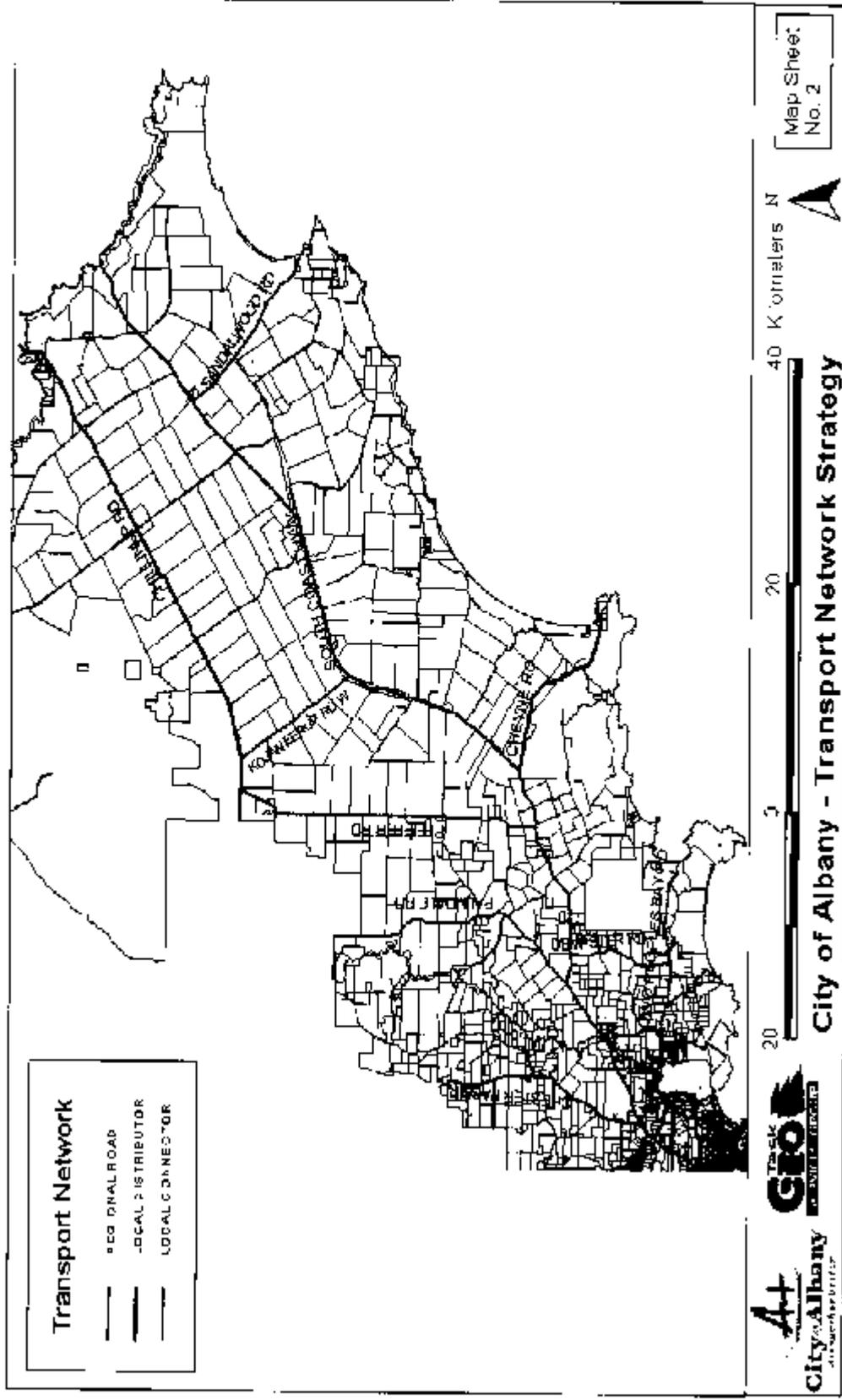
Development of the Mirrambeena Industrial Area needs to also acknowledge that industries which produce heat or require tall structures should not be developed beneath the northern approach to the airport. The relocation of the regional airport would have major economic and social impacts upon the community and that option is not seen as an acceptable planning solution.

Bulletin Item 1.1.3 refers
Agenda Item 11.3.8 Refers

- 6.5.5.1 Planning for the Albany airport and its locality should acknowledge the need for the principal runway be extended from 1800 metres to 2100 metres and for aircraft related commercial and industrial developments be built within the airport curtilage.
- 6.5.5.2 Appropriate planning mechanisms should be put in place to ensure urban development is not allowed encroach within the 20 ANEF contour unless developed in accordance with Australian Standard AS2021.
- 6.5.5.3 Appropriate planning mechanisms should be put in place to ensure urban and industrial developments are not approved where they would compromise the ANEF contours or the OLS restrictions applying the airport.



Bulletin Item 1.1.3 refers
 Agenda Item 11.3.8 Refers



Transport Network

- PRINCIPAL ROAD
- LOCAL DISTRIBUTOR
- LOCAL CONNECTOR

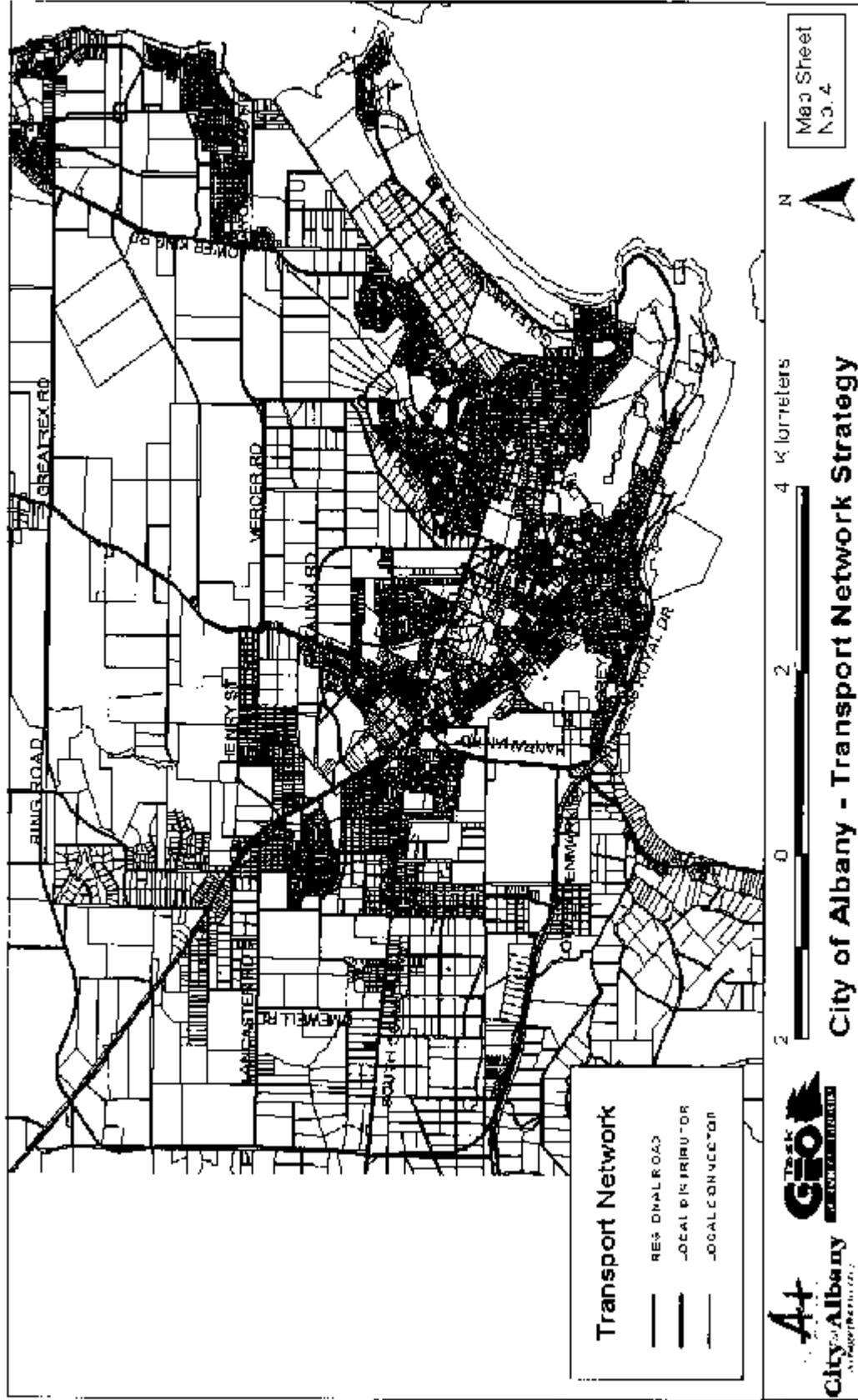
City of Albany
 A+ **GIOR**
 CONSULTING ENGINEERS

40 Kilometers N
 20
 0
 20
 40 Kilometers N

Map Sheet:
 No. 2

City of Albany - Transport Network Strategy

Bulletin Item 1.1.3 refers
 Agenda Item 11.3.8 Refers



Transport Network

- RESIDENTIAL ROADS
- LOCAL PRIMARY ROADS
- LOCAL COLLECTOR ROADS



0 2 4 Kilometers



Map Sheet
No. 4

City of Albany - Transport Network Strategy

Bulletin Item 1.1.3 refers
Agenda Item 11.3.8 Refers

Agenda Item Attachments

CORPORATE & COMMUNITY SERVICES SECTION

Q	DATE	CREDITOR	INVOICE DETAILS	AMOUNT
42	05/09/2003	ALBANY COMMUNITY RADIO INC.	GRANT FRIENDS OF TALKING NEWSPAPERS	3,850.00
43	05/09/2003	ATTWELL, RAY	METERS OF LIMESTONE	660.00
44	05/09/2003	AUST INSTITUTE OF BUILDING SURVEYORS	JOURNAL SUBS - THE BUILDING SURVEYOR 03-04	88.00
45	05/09/2003	AUSTRALIAN PLASTIC CARD CO - RFD E	5,000 Library Cards 500 Micron	2,482.70
46	05/09/2003	BORNHOLM KRONKUP COUNTRY CLUB	GRANT 2002/2003 - HALL REPAIRS	1,000.00
47	05/09/2003	BSC MOTION TECHNOLOGY	MET TPAER ROLLER	154.63
48	05/09/2003	BUCKLAND CROSS PTY LTD	CONSULTANCY BRIEF WASTE COLLECTION SERVICES	5,520.00
49	05/09/2003	CAMERON EM & MB	Rates refund for assessment A42967	483.67
50	05/09/2003	ALBANY CITY BAND	FINANCIAL SUPPORT	1,727.00
51	05/09/2003	COEMAR DE SITI AUSTRALIA PTY LTD	Futurelight SC-780 moving mirror	4,305.60
52	05/09/2003	COMMANDER AUSTRALIA LIMITED	COMMANDER SERVICE ASSURANCE BN824	427.35
53	05/09/2003	P & D DAVIS	REFUND PLANNING CONSENT FOR LOT 571 POUTTS ROAD	60.00
54	05/09/2003	FPC MAGAZINES	Subscription renewal - GARDENING AUSTRALIA August 2003 to July 2004	36.00
55	05/09/2003	FULGHER CONTRACTORS	BOBCAT TYRES	100.00
56	05/09/2003	HEINEMANN MAGAZINES	Subscription renewal - SCIENCEMAX	19.80
57	05/09/2003	HILLARYS HARBOUR RESORT	4 x 3 Bedroom apartments 21th -25th August 2003	1,710.00
58	05/09/2003	MEAT & LIVESTOCK AUSTRALIA LIMITED	SALEYARD FEES	800.00
59	05/09/2003	MENTONE EDUCATION CENTRE	GOODS SUPPLIED - ALAC	237.70
60	05/09/2003	MONTEFIORE, COLIN	ARTWORK FOR MAP IN 2003 PROGRAMME	250.00
61	05/09/2003	KEVIN W ORGAN	REIMBURSE EXPENSES-VOLUNTEERS WIND UP-ALBANY CLASSIC	59.40
62	05/09/2003	PETTY CASH - ADMIN LEASES	PETTY CASH - ADMIN LEASES	9.80
63	05/09/2003	PUMPLINE	PUMP REPAIR KIT, COUPLED HOSE	360.60
64	05/09/2003	RESOURCE UNIT FOR CHILDREN WITH SPECIAL NEEDS	ACCOMMODATION 9TH - 13/7/2003	433.35
65	05/09/2003	D SHAW	Rates refund for assessment A39720	117.83
66	05/09/2003	ST JOSEPH'S COLLEGE - ALBANY	BOX OFFICE - THE WIZ™	4,269.81
67	05/09/2003	TELSTRA CORPORATION LIMITED	TELEPHONE CHARGES	37.90
68	05/09/2003	UDEEZ, CLINT STEPHEN	CROSSOVER SUBSIDY - 87 GREGORY DRIVE	220.39
69	05/09/2003	COLIN OFFORD	FEE FOR CONCERT BY COLIN OFFORD	300.00
70	05/09/2003	WATER CORPORATION	WATER CONSUMPTION	13,465.10
71	05/09/2003	CASH	EXPENSES - REIMBURSEMENT	221.00
72	08/09/2003	DEPT OF WATER & RIVERS COMM.	LICENCE FOR KRONKUP TIP	560.00
73	08/09/2003	SLOBE, RONALD	CROSSOVER SUBSIDY - 80 DROMIF ROAD	211.55
74	08/09/2003	COOPER, JOHN COLQUHOUN	CROSSOVER SUBSIDY - 90 CHIPANA DRIVE	31,623
75	08/09/2003	THORNTON, HAN CHRISTINE	CROSSOVER SUBSIDY - 19 LURLINE STREET	220.39
76	08/09/2003	HEITMAN, MYRON & BERYL MAUREEN	CROSSOVER SUBSIDY - 60 BUTTS ROAD	185.05
77	08/09/2003	WRAY, GREGORY KIM & LEIGH ANN	CROSSOVER SUBSIDY - 2 YOKANUP ROAD	267.51
78	08/09/2003	FELTHAM, J	CROSSOVER SUBSIDY - 1 ELIZABETH STREET	202.72
79	08/09/2003	TOOMEY, JANE	GYMNASIUM INSTRUCTING FOR THE GIRLS' LEADERSHIP	100.00
80	08/09/2003	AUSTRALIAN SPORTS COMMISSION	BALANCE OF GIRLS' LEADERSHIP PROGRAMME GRANT	484.50
			PAYMENT FOR TRANSFER OF LAND FOR ROAD WIDENING (PORTION	7,000.00

			INVOICE DETAILS	AMOUNT
82	06/09/2003	BOCCAMAZZO, MICHELL.	CROSSOVER SUBSIDY - 14 TODD ROAD	176.22
83	08/09/2003	SLOBE, RONALD	CROSSOVER SUBSIDY - 7 ASHKEY BOULEVARD	229.22
84	08/09/2003	FEENAN, CORY	CROSSOVER SUBSIDY - 1 MCKENZIE DRIVE	249.84
85	12/09/2003	ALBANY VINTAGE & CLASSIC MOTORCYCLE CLUB INC.	COMMUNITY EVENT FINANCIAL ASSISTANCE PROGRAM	2,000.00
86	12/09/2003	ALBANY ABORIGINAL CORPORATION	ELDERS TO SPEAK AT THE SPRING FESTIVAL	1,430.00
87	12/09/2003	ALBANY LITTLE ATHLETICS CENTRE	ADVERTISING	50.00
88	12/09/2003	HOMEAWAY (AUST) PTY LTD	Accommodation for Councillor Demanteau	590.00
89	12/09/2003	AL FORNETTO RISTORANTE	Councillor & ED's Dinner after 3D Workshops	1,513.00
90	12/09/2003	DD & NA BEECK	Rates refund for assessment A49123	152.69
91	12/09/2003	BIGLIN DR & CA	Rates refund for assessment A42638	175.54
92	12/09/2003	LAURENCE LEO BURKE	Rates refund for assessment A70081	46.22
93	12/09/2003	DADDOW EM	Rates refund for assessment A127919	9.22
94	12/09/2003	DORALANE PASTRIES	POST COUNCIL-CATERING	27.72
95	12/09/2003	FITNESS WESTERN AUSTRALIA	EXERCISE TAPES	121.00
96	12/09/2003	FPC MAGAZINES	Subscription renewal - OVERLANDER Nov 2003 - Oct 2004	55.00
97	12/09/2003	GIARDINIS DELI	MILK SUPPLIES	73.90
98	12/09/2003	HARBOUR NEWS	NEWSPAPERS	50.40
99	12/09/2003	DAVID HATELIE	TURF WICKET SEMINAR	63.35
100	12/09/2003	HILL M	Rates refund for assessment A79340	378.11
101	12/09/2003	JOLLY JOHNS	TRANSPORT RUBBER MATS & POLES	165.00
102	12/09/2003	MANYPEAKS COMMUNITY & RECREATION ASSOCIATION	GRANT FOR RESURFACING MANYPEAKS COMMUNITY TENNIS COURTS	10,450.00
103	12/09/2003	MANAGEMENT SOLUTIONS (QLD) PTY LTD	ACCOMMODATION - SEGRA 2003 CONFERENCE	790.00
104	12/09/2003	SCOTT SMALLEY PARTNERSHIP PTY LTD	WELLSTEAD RESOURCE CENTRE	1,347.50
105	12/09/2003	SMITH, PY & KW	Rates refund for assessment A71326	107.53
106	12/09/2003	SMILLIE JLP	Rates refund for assessment A43270	286.75
107	12/09/2003	TELSTRA CORPORATION LIMITED	TELEPHONE CHARGES	1,387.85
108	12/09/2003	VAN DER SCHAAF J & J	Rates refund for assessment A171075	1,115.21
109	12/09/2003	WATER CORPORATION	WATER CONSUMPTION	274.80
110	12/09/2003	WHITE NC & EJ	Rates refund for assessment A26713	142.17
111	12/09/2003	WHEN OIL	Purchase of skid mounted waste oil facility including supply of drum derek	12,538.35
112	12/09/2003	YOUTH CARE	GRANT NASHS CHAPLAINCY	5,500.00
113	18/09/2003	DM PEET	Rates refund for assessment A37677	877.69
114	19/09/2003	ALINTA GAS	GAS USAGE CHARGES	4,633.20
115	19/09/2003	ALIA LOCAL STUDIES SECTION	SUBSCRIPTION TO LOCAL-LINK	36.00
116	19/09/2003	ALINTA GAS NETWORKS PTY LTD	DAMAGED MAIN-BURT ST ALBANY	226.93
117	19/09/2003	ATTWELL, RAY	200 mts lime stone for new road way	1,320.00
118	19/09/2003	BLACKLINE GRAPHICS	DESIGN/LAYOUT - SPRUNG BROCHURE AND POSTER	455.00
119	19/09/2003	DAVEY CG	Rates refund for assessment A4800	164.37
120	19/09/2003	DAVY GJG	Rates refund for assessment A311	337.42
121	19/09/2003	DENMARK ENVIRONMENT CENTRE	SUSTAINABLE BUILDING WA CONFERENCE AND EXPO - PETER COOPER'S LEGAL FEES	440.00
				360.00

Q	DATE	CREDITOR	INVOICE DETAILS	AMOUNT
24	19/09/2003	FULLER BL	Rates refund for assessment A55564	141.76
25	19/09/2003	LUSH GARDEN GALLERY	alroc fertilizer 20kg bags	239.40
26	19/09/2003	MOSS W & FE	Rates refund for assessment A65331	692.05
27	19/09/2003	PETTY CASH - ALB PUBLIC LIB	PETTY CASH - LIBRARY	73.40
28	19/09/2003	VANCOUVER ARTS CENTRE - PETTY CASH	NEWSPAPERS, SUNDRIES	92.64
29	19/09/2003	HA RIGGS & SON	Rates refund for assessment A3470	131.76
30	19/09/2003	ALBANY SPORTS CENTRE	UMPIRES/PETTY CASH MONIES	1,674.00
31	19/09/2003	STANNETT CL & D	Rates refund for assessment A122329	166.62
32	19/09/2003	TELSTRA CORPORATION LIMITED	TELEPHONE CHARGES	17,281.83
33	19/09/2003	UNIVERSITY OF WESTERN AUSTRALIA	EMBA - A HAMMOND	2,270.00
34	19/09/2003	ML WALKER	Rates refund for assessment A6448	267.60
35	19/09/2003	WATER CORPORATION	WATER CONSUMPTION	9,188.50
36	19/09/2003	ALBANY BOATING AND OFFSHORE FISHING	FINANCIAL ASSISTANCE PROGRAM	3,000.00
37	22/09/2003	WARREN, KIRSTY	REIMBURSE TRAVEL - INTERVIEW	84.70
38	22/09/2003	SARGEANT, TERENCE EDWARD	CROSSOVER SUBSIDY - 11 SLATER STREET	164.44
39	22/09/2003	HUDSON, NATALIE ANNE	CROSSOVER SUBSIDY - 3 WINDLASS LANE	173.27
40	22/09/2003	CRANE HIRE PTY LTD	REFUND OF LANDING FEES	68.09
41	22/09/2003	O'DONNELL, PAUL	GRANT - TRAVEL COSTS WORLD TITLES	200.00
42	22/09/2003	JAMES, DAVID	CROSSOVER SUBSIDY - 19 ADMIRAL STREET	156.00
43	22/09/2003	BASSETT, SUSAN	CROSSOVER SUBSIDY - 100 ALLWOOD PARADE	220.99
44	25/09/2003	AMITY SETTLEMENTS	Rates refund for assessment A141470	200.07
45	25/09/2003	BRENDA WALKER	BRENDA WALKER-FEE	1,035.00
46	25/09/2003	CM AK GROCOTT	CLEANING	750.00
47	25/09/2003	CONSTRUCTION EQUIPMENT AUSTRALIA	LENS REAR	40.48
48	25/09/2003	CA COWCHER	Rates refund for assessment A89167	653.60
49	25/09/2003	DALE GARVEY PAINTING & WALLPAPER SPECIALIST	PAINTING OLD POST OFFICE	41,905.00
150	25/09/2003	DORALANE PASTRIES	CATERING	48.16
151	25/09/2003	ROBERT DREWE	KEYNOTE SPEECH - SPRUNG WRITERS' FESTIVAL	3,888.50
152	25/09/2003	ISS WASHROOM SERVICES	SANITARY DISPOSAL UNITS - VAC	193.60
153	25/09/2003	HAYMARKET PRINT & INTERNET SERVICES	PRINT 1000 A3 FOLDED TO DL SPRUNG PROGRAMMES	624.80
154	25/09/2003	ML & JL HENDERSON	Rates refund for assessment A86292	4,962.56
155	25/09/2003	BRETT JOYNES	TELEPHONE ALLOWANCE	653.48
156	25/09/2003	KOPEC R & I	Rates refund for assessment A124111	56.11
157	25/09/2003	PAUL LIONETTI	COUNCILLOR ALLOWANCE	1,500.00
158	25/09/2003	PETER MADIGAN	TELEPHONE ALLOWANCE	375.00
159	25/09/2003	SERGIO MASSIMINI	TAXI FARES REIMBURSEMENT	41.00
160	25/09/2003	THE ESPLANADE HOTEL ALBANY	ROOM HIRE & CATERING FOR STAFF TRAINING	1,373.00
161	25/09/2003	MONICA MAIN	SPRUNG WRITERS FESTIVAL	1,712.00
162	25/08/2003	MOON, DUNCAN	CONSTRUCT WALL OF BOOKS FOR SPRUNG FESTIVAL	700.00
163	25/09/2003	SHIRE OF GNOWANGERUP	DAMAGED TAPE-CAN HYPNOSIS HELP YOU STOP SMOKING	19.80
164	25/09/2003	PETTY CASH - DAY CARE CENTRE	PETTY CASH - DAY CARE CENTRE	318.55
			DECEMBER	249.55

Q	DATE	CREDITOR	INVOICE DETAILS	AMOUNT
67	25/09/2003	SOBKAP & A	Rates refund for assessment A28325	119.25
68	25/09/2003	SOUTHDOWN CONSTRUCTION CO PTY LTD	CONTRACT 314 WELLSSTEAD RESOURCE CENTRE	78,999.79
69	25/09/2003	SOUTH COAST COUNTRY MUSIC CLUB	GRANT - TOILET BLOCK	3,000.00
70	25/09/2003	TJ STRONG	Rates refund for assessment A108264	988.45
71	25/09/2003	TELSTRA CORPORATION LIMITED	TELEPHONE CHARGES	347.65
72	25/09/2003	TEMPERTON, BARBARA	WORKSHOP TUTORS FEE	600.00
73	25/09/2003	VALESKA WOOD	DRAWING WORKSHOP	332.50
74	25/09/2003	WATER CORPORATION	WATER CONSUMPTION	245.30
75	25/09/2003	WATER CORPORATION	INSTALL TWO HYDRANTS - KARRAKATA RD, GOODE BEACH	2,526.00
76	25/09/2003	WELLSSTEAD FIRE BRIGADE	ESL JULY PAYMENT	1,032.00
77	25/09/2003	JUDITH WILLIAMS	COUNCILLOR ALLOWANCE	1,500.00
78	25/09/2003	WOLFER, DIANNE	MC & COORDINATOR FOR BLOKES AND BOOKS PANEL AT SPRUNG WRITERS FESTIVAL	400.00
79	25/09/2003	WORNER B	Rates refund for assessment A50483	148.55
80	26/09/2003	VERONICA SAWYER	REFUND SWIMMING LESSONS	14.50
81	26/09/2003	MRS M LUCAS	REFUND SWIMMING LESSONS	13.40
82	26/09/2003	KING OPEN PTY LTD	REIMBURSE APPLICANT 50% OF PLANNING FEES, BROOKS GARDEN VILLAGE MERCER RD	5,400.00
83	26/09/2003	BODYCARE PHYSIOTHERAPY	EXCESS INSURANCE CLAIM-PERSONAL ACCIDENT, MRS CONNIE	25.00

TOTAL

- 297,729.43

T	DATE	CREDITOR	INVOICE DETAILS	AMOUNT
T12115	05/09/2003	DEPARTMENT OF LAND INFORMATION	TITLE SEARCHES	885.50
T12116	05/09/2003	DEPARTMENT OF CALM	PURCHASE ALBANY DISTRICT ATLAS	9,989.00
T12117	05/09/2003	DIESELS PLUS	VEHICLE PARTS/MAINTENANCE	491.43
T12118	05/09/2003	EATCHA HEART OUT CAFE	Catering for 25 - briefing session for major stakeholders - Yakamia Subs A & B - to be delivered at 8.00pm	125.00
T12119	05/09/2003	ALBANY ENGINEERING CO	MAINTENANCE VEHICLES	313.61
T12120	05/09/2003	FARM FRESH FOOD MARKET	CATERING SUPPLIES	351.20
T12121	05/09/2003	FAST PHOTOS	develop film Princess Royal Fortress Website Images	13.95
T12122	05/09/2003	GELDARD CONSULTANCY SERV P/L	FACILITATION OF 2.25HR SWOT WORKSHOP - SALEYARDS	269.50
T12123	05/09/2003	GLASS SUPPLIERS	REGLAZE WINDOWS/DOORS	16.50
T12124	05/09/2003	HAYNES ROBINSON	LEGAL FEES	1,274.00
T12125	05/09/2003	HOWARD & ASSOC. ARCHITECTS	ALAC - FEE PROPOSAL	7,700.00
T12126	05/09/2003	KLB SYSTEMS	2722GDM - IBM R 40 PM Thinkpad	9,658.00
T12127	05/09/2003	WESFARMERS KLEENHEAT GAS PTY LTD	PROPANE BULK LITRES	23.58
T12128	05/09/2003	LORLAINE DISTRIBUTORS PTY LTD	CLEANING GOODS	1,840.70
T12129	05/09/2003	ALBANY CITY HOLDEN	VEHICLE PARTS/MAINTENANCE	108,308.26
T12130	05/09/2003	MARSHALL BATTERIES	BATTERY PURCHASES	307.95
T12131	05/09/2003	MASTER BUILDERS ASSOCIATION	CATERING QUARTERLY MEETING	18.00
T12132	05/09/2003	MEGAN ANDERSON	REPORT ON VAC FOR ALBANY ANNUAL REPORT	240.00
T12133	05/09/2003	N.K.P. CLEANING SERVICES	MONTHLY CLEANING CONTRACT	2,593.73
T12134	05/09/2003	OKEFFE'S PAINTS	PAINT & PAINTING SUPPLIES	138.66
T12135	05/09/2003	PARKS AND LEISURE AUSTRALIA	ANNUAL MEMBERSHIP FEE FOR PARKS & LEISURE AUSTRALIA 2003/2004	262.34
T12136	05/09/2003	PARAMEDICAL SUPPLIES AUSTRALIA	GOODS - ALAC	4,346.50
T12137	05/09/2003	PERTH AMBASSADOR HOTEL	Accommodation and meals for Mat Selby	109.80
T12138	05/09/2003	PRESTIGE PROPERTY SERVICES PTY LTD	CLEANING - VANCOUVER ARTS CNTR	468.15
T12139	05/09/2003	REEVES & CO BUTCHERS PTY LTD	CATERING SUPPLIES	96.00
T12140	05/09/2003	RENTAL MANAGEMENT PTY LTD	CONT. - AFICIO 551 - MERCER RD	475.00
T12141	05/09/2003	RISK MANAGEMENT TECHNOLOGIES	Herbicide Labels for Access Paper 1 abels 20 A4 sheets	33.00
T12142	05/09/2003	ROWE, DOROTHY	LOCAL STOCK COLLECTION - DVD	59.15
T12143	05/09/2003	ALBANY TRAFFIC CONTROL	DAY INSTALLATION OF TRAFFIC SIGNAGE AND MANAGEMENT WITHIN SECTIONS OF MARBELLUP NORTH RD TO BE MULCHED	605.00
T12144	05/09/2003	PREMIER HOTEL	CATERING - ALBANY CLASSIC	433.50
T12145	05/09/2003	SAFETY SIGNS SERVICE	SAFETY CONES	913.00
T12146	05/09/2003	LISA SCANLON	CATERING	320.00
T12147	05/09/2003	THE SINGING TREE ALBANY	GOODS SUPPLIED - LIBRARY	13.46
T12148	05/09/2003	SKYWEST AIRLINES PTY LTD	FLIGHT FOR GARMEL DUNN (BIO DIESEL WORKSHOP)	350.16
T12149	05/09/2003	SLATER-GARTRELL SPORTS	ONE GASKET AND RINGS	404.80
T12150	05/09/2003	SMITHS ALUMINIUM & 4WD CENTRE	REPAIR THE DAMAGED TRADITIONAL STREET LIGHT	50.00
T12151	05/09/2003	SOUTHERN TOOL & FASTENER CO	HARDWARE SUPPLIES	66.21
T12152	05/09/2003	SOUTHWAY DISTRIBUTORS	GOODS DAY CARE CENTRE	153.82

T	DATE	CREDITOR	INVOICE DETAILS	AMOUNT
T12153	05/09/2003	SPEEDO AUSTRALIA PTY LTD	GOODS SUPPLIED - ALAC	211.20
T12154	05/09/2003	STATE LAW PUBLISHER	GOVERNMENT GAZETTE ADVERTISING	178.90
T12155	05/09/2003	BURGESS RAWSON (WA) PTY LTD	LAND RENTAL	205.26
T12156	05/09/2003	SHERYL STEPHENS	REGIONAL ARTS CONFERENCE-KARRATHA	312.70
T12157	05/09/2003	SMORGON STEELMARK METALS ALBANY	RED BAR Y12	93.50
T12158	05/09/2003	STIRLING ELECTRONICS	UNIDEN INCLUDING SPEAKER AND BATTERIES	352.76
T12159	05/09/2003	STIRLING CONFECTIONERY PLUS	CLEANING GOODS - ALAC	88.77
T12160	05/09/2003	STORM OFFICE NATIONAL	STATIONERY SUPPLIES	482.25
T12161	05/09/2003	SUNNY SIGN COMPANY	SIGN PURCHASES	444.00
T12162	05/09/2003	T & C SUPPLIES	HARDWARE/TOOL SUPPLIES	86.40
T12163	05/09/2003	THOMAS, BRUCE	LOCKYER AVENUE STREETSCAPE REDEVELOPMENT STAGE 1/ A BETWEEN YORK STREET ROUNDABOUT AND MOIR STREET - PRODUCTION OF PAVING LAYOUT PLAN	600.00
T12164	05/09/2003	TICKETS.COM	DATABOX SUPPORT	86.93
T12165	05/09/2003	TRUCKLINE	VEHICLE PARTS	193.82
T12166	05/09/2003	ALBANY TYREPOWER	TYRE PURCHASES/MAINTENANCE	1,459.50
T12167	05/09/2003	VISUAL ECHO	WINDFARM PAGE UPDATES ON PUBLIC NOTICE BD	197.50
T12168	05/09/2003	WA LIBRARY SUPPLIES	Key tags	17.24
T12169	05/09/2003	WEST COAST HI-FI	T/D 1766 UNIDEN UH-011 MOBILE UFK TRANSEIVER	900.00
T12170	05/09/2003	WESTERN POWER	ELECTRICITY SUPPLIES	48,686.90
T12171	05/09/2003	WESTRAC EQUIPMENT PTY LTD	VEHICLE PARTS	422.41
T12172	05/09/2003	YOUNGS SIDING GENERAL STORE	FUEL SUPPLIES FIRE BRIGADE	137.89
T12173	05/09/2003	ZENITH LAUNDRY	LAUNDRY SERVICES/HIRE	16.04
T12174	11/09/2003	ROSS MOLLINSONS PRODUCTIONS	BOX OFFICE INCOME PUPPETRY OF THE PENIS	22,770.13
T12175	12/09/2003	AD CONTRACTORS	EARTHMOVING WORKS & EQUIP HIRE	35,967.80
T12176	12/09/2003	AIRSERVICES AUSTRALIA	FACILITY MAINTENANCE	65,035.89
T12177	12/09/2003	ALBANY ADVERTISER	ADVERTISING	456.00
T12178	12/09/2003	ALBANY BRAKE & CLUTCH	VEHICLE MAINTENANCE	118.80
T12179	12/09/2003	ALBANY CITY CABS & TRANSPORT	TAXI FARES	6.40
T12180	12/09/2003	ALBANY HYDRAULICS	VEHICLE REPAIRS/PARTS	107.76
T12181	12/09/2003	ALBANY VALUATION SERVICES	RENTAL VALUATIONS	550.00
T12182	12/09/2003	ALBANY SIGNS	SIGN PURCHASES	200.00
T12183	12/09/2003	ALBANY V BELT & RUBBER	FILTERS/VEHICLE PARTS	442.95
T12184	12/09/2003	ALBANY STATIONERS	STATIONERY SUPPLIES	47.60
T12185	12/09/2003	ALBANY BUS CHARTER	BUS HIRE	1,283.35
T12186	12/09/2003	ALBANY MINI EXCAVATIONS	EXCAVATOR HIRE	1,237.50
T12187	12/09/2003	ALBOX AUSTRALIA PTY LTD	Photo Box & File Tray - Grey	79.40
T12188	12/09/2003	ALBANY PLUMBING AND BATHROOM	PLUMBING SUPPLIES	23.10
T12189	12/09/2003	ALLROAD MOTOR BODY BUILDERS	VEHICLE REPAIRS/PARTS	14,400.00
T12190	12/09/2003	ATC RECRUITING	CASUAL STAFF	9,327.68
T12191	12/09/2003	AUSSIE DRAWCARDS PTY LTD	PREMIER METRO SERVICE SEPT 2003	250.00
T12192	12/09/2003	AUSTRALIA POST	POSTAGE -	3,823.38

T	DATE	CREDITOR	INVOICE DETAILS	AMOUNT
T12193	12/09/2003	BAREFOOT CLOTHING MANUFACTURERS	SHIRT LONG SLEEVE MW01 SIZE M - KEVIN BIRD	994.45
T12194	12/09/2003	BEST OFFICE SYSTEMS	PHOTOCOPIER CHARGES	711.19
T12195	12/09/2003	BEVANS (WA) PTY LTD	ICE	24.00
T12196	12/09/2003	BLACKWOODS ATKINS	GLOVES RIGGER EN420	713.35
T12197	12/09/2003	G & AM BOCCAMAZZO CONTRACTORS	HIRE BULLDOZER	7,012.50
T12198	12/09/2003	BOC GASES AUSTRALIA LIMITED	CONTAINER SERVICE RENTAL	122.61
T12199	12/09/2003	BUNNINGS BUILDING SUPPLIES PTY LTD	HARDWARE/TOOL SUPPLIES	302.31
T12200	12/09/2003	CASTROL AUSTRALIA PTY. LIMITED	OIL SUPPLIES	109.00
T12201	12/09/2003	CHILDREN'S BOOK COUNCIL OF AUSTRALIA	GOODS SUPPLIED - LIBRARY	49.30
T12202	12/09/2003	CIRCUITWEST INC.	CIRCUITWEST CONFERENCE SEPT 2003	320.00
T12203	12/09/2003	COURIER AUSTRALIA	FREIGHT CHARGES	735.94
T12204	12/09/2003	COUNTRY CARRIERS	FREIGHT CHARGES	164.16
T12205	12/09/2003	COVENTRYS	VEHICLE PARTS	721.25
T12206	12/09/2003	CROWNE PLAZA PERTH	ACCOMODATION FOR MR ANDREW HAMMOND	353.50
T12207	12/09/2003	EMOLEUM	SUPPLY COLDMIX	163.94
T12208	12/09/2003	READYMIX HOLDINGS PTY LTD	CONSTRUCTION MATERIALS	4,907.85
T12209	12/09/2003	CUTTING EDGES PTY. LTD.	VEHICLE PARTS	664.45
T12210	12/09/2003	BJ & PF DAWSON	RUBBISH REMOVAL	231.00
T12211	12/09/2003	DELRON CLEANING ALBANY	CLEANING	4,786.08
T12212	12/09/2003	DIESEL MOTORS	VEHICLE PARTS/MAINTENANCE	86.13
T12213	12/09/2003	DIESELS PLUS	VEHICLE PARTS/MAINTENANCE	92.62
T12214	12/09/2003	DOWD CORPORATION PTY LTD	STAFF UNIFORMS	469.00
T12215	12/09/2003	DUN & BRADSTREET (AUSTRALIA) PTY. LTD.	LEGAL FEES - DEBT RECOVERY	51.65
T12216	12/09/2003	ELLEKER GENERAL STORE	FUEL PURCHASES	17.65
T12217	12/09/2003	P & W ELOY ELECTRICAL SERVICES	ELECTRICAL REPAIRS	3,589.79
T12218	12/09/2003	ERM	ANSON RD - COPY OF REPORT	85.25
T12219	12/09/2003	EVANS, MILTON	DEPUTY MAYORAL ALLOWANCE	94.55
T12220	12/09/2003	FARM FRESH FOOD MARKET	CATERING SUPPLIES	458.29
T12221	12/09/2003	ROBERT FENN	MEET CONSULTANTS ON YAKAMIS STRUCTURE PLAN & DEFINING CENTRAL	28.50
T12222	12/09/2003	GNU SOLUTIONS	IT SUPPORT	2,508.00
T12223	12/09/2003	GOODEARTH HOTEL	ACCOMMODATION	180.00
T12224	12/09/2003	GREAT SOUTHERN GROUP TRAINING	APPRENTICES FEES	2,172.43
T12225	12/09/2003	JR & A HERSEY	BAG POLY WITH REFLECTIVE SIDES	305.80
T12226	12/09/2003	HOTKERS BUILDING SUPPLIES	LENGTHS PIPE 300mm [2.44mm x \$24.50 per meter]	2,666.28
T12227	12/09/2003	JAMMA'S CAFE	MILK, COFFEE, SUGAR, TEABAGS	240.50
T12228	12/09/2003	KLB SYSTEMS	DRUM KIT FOR HP4500 COLOUR LASER PRINTER	203.50
T12229	12/09/2003	STATE LIBRARY OF WESTERN AUSTRALIA	LOST/DAMAGED BOOKS	530.20
T12230	12/09/2003	LIVESY, FDWARD	DENMARK RECYCLING TRUCK HIRE	990.00
T12231	12/09/2003	LORLAINE DISTRIBUTORS PTY LTD	CLEANING GOODS	672.00
T12232	12/09/2003	LOVES BUS SERVICE	BUS SPENCER PARK PRIMARY	30.80
T12233	12/09/2003	MACDONALD JOHNSTON	VEHICLE PARTS	68.79

INVOICE NUMBER	DATE	CREDITOR	INVOICE DETAILS	AMOUNT
T12234	12/09/2003	ALBANY CITY HOLDEN	VEHICLE PARTS/MAINTENANCE	206.19
T12235	12/09/2003	MANYPEAKS STORE	MANYPEAKS BUSHFIRE BRIG - FUEL	64.01
T12236	12/09/2003	MARSHALL BATTERIES	BATTERY PURCHASES	168.30
T12237	12/09/2003	MIDALIA STEEL PTY LTD	STEEL SUPPLIES	2,000.55
T12238	12/09/2003	MULTIGROUP COMPUTERS	ON SITE TECHNICAL SUPPORT	33.00
T12239	12/09/2003	MUNICIPAL PROPERTY SCHEME	ENDORSEMENT	57,907.25
T12240	12/09/2003	N.K.P. CLEANING SERVICES	MONTHLY CLEANING CONTRACT	770.00
T12241	12/09/2003	NORTHSIDE CAR CARE	VEHICLE REPAIRS/MAINTENANCE	74.64
T12242	12/09/2003	NORTH ROAD PHARMACY	FIRST AID SUPPLIES	52.48
T12243	12/09/2003	OKEEFE'S PAINTS	PAINT & PAINTING SUPPLIES	404.09
T12244	12/09/2003	OTIS ELEVATOR COMPANY P/L	LIFT MAINTENANCE	3,683.82
T12245	12/09/2003	OUTDOOR WORLD ALBANY	REFUND, DOUBLE PAYMENT OF PLANNING APPL	40.00
T12246	12/09/2003	PAINT N' QUIP	PAINT & SUPPLIES	55.00
T12247	12/09/2003	PALMER & RAYNER EARTHMOVING PTY LTD	PRUNE AND MULCH TREES IN CI AYTON, SYMERS AND SPRING STREETS	13,827.75
T12248	12/09/2003	PITNEY BOWES AUSTRALIA LTD	EACH HEADWALL 375	990.00
T12249	12/09/2003	PLASTICS PLUS	BIN LID PINS	66.00
T12250	12/09/2003	PUMPLINE	TSL ^ QUART BOTTLE	61.60
T12251	12/09/2003	QUALITY PACKAGING	KG OF SUPER ROPE STEEL STRAPPING - SS19048SRP	1,237.01
T12252	12/09/2003	QUICKCOPY AUDIO SERVICES	20 x 60-100 CD storage box	267.74
T12253	12/09/2003	READING TIME	Subscription renewal - READING TIME issues for volume 48	40.00
T12254	12/09/2003	RENTAL MANAGEMENT PTY LTD	CONT. - AFICIO 551 - MERCER RD	475.00
T12255	12/09/2003	RYDGES PERTH	Accommodation	454.00
T12256	12/09/2003	LISA SCANLON	CATERING	415.80
T12257	12/09/2003	SHALE, S & B	TEACHING CLAYWORKS	420.00
T12258	12/09/2003	SKILLHIRE	CASUAL STAFF	1,623.51
T12259	12/09/2003	SKILLED COMMUNICATIONS SERVICES	Relocate Telstra services on Lockyer Avenue	50,081.76
T12260	12/09/2003	SMITHS ALUMINIUM & 4WD CENTRE	JERRY CAN HOLDER	45.00
T12261	12/09/2003	SOUTHERN STATIONERY	STATIONERY SUPPLIES	294.55
T12262	12/09/2003	SOUTHERN TOOL & FASTENER CO	HARDWARE SUPPLIES	225.76
T12263	12/09/2003	SOUTHERN REGIONAL MEDICAL GROUP	REPORT - STAFF MEMBER	381.00
T12264	12/09/2003	SOUTHCOAST FABRICATIONS	please supply 2 / 4mtr. x 16 mm stainless steel rod	140.00
T12255	12/09/2003	SPEEDO AUSTRALIA PTY LTD	GOGGLES, POWERBACK	231.00
T12256	12/09/2003	STIRLING CONFECTIONERY PLUS	CONFECTIONERY FOR RATES PERIOD	147.53
T12267	12/09/2003	ST JOHN AMBULANCE AUSTRALIA	SNR FIRST AID - MAY-JUNE - BKS	1,079.00
T12268	12/09/2003	SUNNY SIGN COMPANY	SIGN PURCHASES	170.28
T12269	12/09/2003	ALBANY LOCK SERVICE	LOCKSMITH SERVICES, REPAIRS ETC	431.80
T12270	12/09/2003	T & C SUPPLIES	HARDWARE/TOOL SUPPLIES	838.08
T12271	12/09/2003	JTAGZ PTY LTD	SUPPLY OF 2500 TAGS FOR THE YEAR OF 2006	523.16
T12272	12/09/2003	THE ARTISTS FOUNDATION OF WA	NEWSLETTER	126.50

IT	DATE	CREDITOR	INVOICE DETAILS	AMOUNT
T12273	12/09/2003	THOMAS, BRUCE	LOCKYER AVENUE STREETSCAPE REDEVELOPMENT STAGE 1A BETWEEN YORK STREET ROUNDABOUT AND MOIR STREET - PRODUCTION OF PAVING LAYOUT PLAN	3,650.00
T12274	12/09/2003	TOTAL TORO	VEHICLE PARTS	214.75
T12275	12/09/2003	TRAILBLAZERS	SAFETY BOOTS AS PER SELECTION D CUNNINGHAM	259.20
T12276	12/09/2003	TRUCKLINE	VEHICLE PARTS	66.77
T12277	12/09/2003	ALBANY TYREPOWER	TYRE PURCHASES/MAINTENANCE	884.00
T12278	12/09/2003	VIEWPOINT INC	AMOUNT PLDGED FOR MAJOR PRIZE	500.00
T12279	12/09/2003	WA LIBRARY SUPPLIES	Spine labels	76.45
T12280	12/09/2003	WALGS	SUPERANNUATION CONTRIBUTIONS	30,453.26
T12281	12/09/2003	M & L WAREING	ACCOMMODATION FOR POET ZAN ROSS	262.50
T12282	12/09/2003	ALBANY & GREAT STHN WEEKENDER	ADVERTISING	150.00
T12283	12/09/2003	WEST COAST HI-FI	T/D 1766 UNIDEN U-H-011 MOBILE UFK 1 KANSEIVER	900.00
T12284	12/09/2003	WESTERBERG PANEL BEATERS	TOWING FEES	55.00
T12285	12/09/2003	WESTCARE INDUSTRIES	ADDRESS LABELS - LIBRARY	7.04
T12286	12/09/2003	WESFARMERS LANDMARK LIMITED	94 ctn droppers	444.91
T12287	12/09/2003	WESTERBERG MARINE	WORK BOAT LEASE COSTS	112.00
T12288	12/09/2003	YOUNGS SIDING CONTRACTORS	EARTHMOVING EQUIPMENT HIRE	1,672.00
T12289	12/09/2003	ZENITH LAUNDRY	LAUNDRY SERVICES/HIRE	5.64
T12290	15/09/2003	ALL EVENTS PROSOUND HIRE	TECH RUN: MASHES DANCE	118.80
T12291	15/09/2003	AMITY CRAFTS	ALBANY ART PRIZE AUGUST 2003	1,080.40
T12292	15/09/2003	P & W ELOY ELECTRICAL SERVICES	ELECTRICAL REPAIRS	864.10
T12293	15/09/2003	PATRICK TOGHER ARTISTS MANAGEMENT	PERFORMANCE FEE , WORKSHOP FEE & TRAVEL COMPONENT	5,390.00
T12294	17/09/2003	RAINBOW COAST TILING	CERAMIC TILING TO TOILETS AT EMU POINT	3,184.50
T12295	19/09/2003	AD CONTRACTORS	EARTHMOVING WORKS & EQUIP HIRE	6,756.18
T12296	19/09/2003	ALBANY ADVERTISER	ADVERTISING	2,072.60
T12297	19/09/2003	ALBANY VALUATION SERVICES	RENTAL VALUATIONS	1,210.00
T12298	19/09/2003	ALBANY V BELT & RUBBER	FILTERS/VEHICLE PARTS	220.13
T12299	19/09/2003	ALBANY CURTAIN CENTRE	SUPPLY/INSTALL BLINDS CARETAKERS COTTAGE - VAC CASUAL STAFF	945.50
T12300	19/09/2003	ATC RECRUITING	POSTAGE -	13,160.03
T12301	19/09/2003	AUSTRALIA POST	LICENCES FOR VARIOUS AREAS	3,403.26
T12302	19/09/2003	AUSTRALIAN COMMUNICATIONS AUTHORITY	VEHICLE PARTS/REPAIRS	552.40
T12303	19/09/2003	BARNESBY FORD	EQUIPMENT HIRE	154.50
T12304	19/09/2003	BERTOLA HIRE SERVICE	PHOTOCOPIER CHARGES	21.78
T12305	19/09/2003	BEST OFFICE SYSTEMS	REFLECTIVE BREATHABLE RAIN JACKET hire of bobcat	60.00
T12306	19/09/2003	BLACKWOODS ATKINS	CONTAINER SERVICE RENTAL	3,019.94
T12307	19/09/2003	ALBANY BOBCAT SERVICES	HARDWARE/TOOL SUPPLIES	313.50
T12308	19/09/2003	BOC GASES AUSTRALIA LIMITED	VEHICLE MAINTENANCE/PARTS	122.61
T12309	19/09/2003	BUNNINGS BUILDING SUPPLIES PTY LTD	TAXI FARES	122.87
T12310	19/09/2003	C&C MACHINERY CENTRE		72.44
T12311	19/09/2003	CABCHARGE AUSTRALIA LIMITED		273.68

T	DATE	CREDITOR	INVOICE DETAILS	AMOUNT
T12312	19/09/2003	CAMLIN SPRINGS	WATER CONTAINER REFILLS	220.00
T12313	19/09/2003	CARRANYA GARDEN CENTRE	roses	187.00
T12314	19/09/2003	CASTROL AUSTRALIA PTY. LIMITED	OIL SUPPLIES	1,459.78
T12315	19/09/2003	CJD EQUIPMENT	VEHICLE PARTS	312.42
T12316	19/09/2003	COL'S BOBCAT & MINI EXCAVATOR SERVICE	CART GRAVEL TO FILL AREA OF TRACK NEAR LOFTY ST	907.50
T12317	19/09/2003	CONTACT METAL INDUSTRIES	supply two metal roofs	770.00
T12318	19/09/2003	COURIER AUSTRALIA	FREIGHT CHARGES	637.71
T12319	19/09/2003	COUNTRY ARTS WA	CREATIVE VOLUNTEERING - NO LIMITS - VAC	175.00
T12320	19/09/2003	COVENTRYS	VEHICLE PARTS	283.16
T12321	19/09/2003	WESFARMERS CSBP LTD	CHLORINE SUPPLIES POOL	1,034.00
T12322	19/09/2003	EMOLEUM	SUPPLY COIDMIX	1,440.86
T12323	19/09/2003	READYMIX HOLDINGS PTY LTD	CONSTRUCTION MATERIALS	785.95
T12324	19/09/2003	CUMMINS ENGINE CO PTY LTD	VEHICLE PARTS	329.34
T12325	19/09/2003	DEPARTMENT OF LAND INFORMATION	TITLE SEARCHES	152.00
T12326	19/09/2003	DEPARTMENT OF INDIGENOUS AFFAIRS	ALBANY ABORIGINAL ACCORD COST RECOVERY	158.86
T12327	19/09/2003	DIAMOND COMMUNICATIONS	REPLACE DAMAGED TELSTRA CABLE	1,569.80
T12328	19/09/2003	P & W ELOY ELECTRICAL SERVICES	ELECTRICAL REPAIRS	711.09
T12329	19/09/2003	EVERTRANS	VEHICLE REPAIRS	61.16
T12330	19/09/2003	FARM FRESH FOOD MARKET	CATERING SUPPLIES	429.03
T12331	19/09/2003	GEOTASK (AUSTRALIA)	DIGITISE PLANNING PRECINCTS, CREATE & ATTRIBUTE NOISE LEVEL BUFFERS FOR SPEEDWAY	195.00
T12332	19/09/2003	GLASS SUPPLIERS	REGLAZE WINDOWS/DOORS	111.70
T12333	19/09/2003	GNU SOLUTIONS	IT SUPPORT	220.00
T12334	19/09/2003	GREAT SOUTHERN GROUP TRAINING	APPRENTICES FEES	1,836.73
T12335	19/09/2003	LES HEWER	REIMBURSE EXPENSES	122.58
T12336	19/09/2003	HOTKERS BUILDING SUPPLIES	HEADWALL 375MM	1,288.90
T12337	19/09/2003	IAN S. HAINES	CATERING CREATIVE VOLUNTEERING WORKSHOPS	286.00
T12338	19/09/2003	KOSTERS STEEL CONST PTY LTD	please supply nine blade stirrups	121.73
T12339	19/09/2003	LO-GO APPOINTMENTS	WEBSITE ADVERTISING FOR BUILDING SURVEYOR™	56.00
T12340	19/09/2003	MADE TO MEASURE PUBLICATIONS	THE AUSTRALIAN IMMIGRATION BOOK - ENGLISH	2,079.00
T12341	19/09/2003	ALBANY PARTY HIRE & GRINNERS CATERING	80 x small white wine glasses	28.50
T12342	19/09/2003	ALBANY CITY HOLDEN	VEHICLE PARTS/MAINTENANCE	170,819.90
T12343	19/09/2003	MERRIFIELD REAL ESTATE	RENTAL 10/41 VINE STREET	305.00
T12344	19/09/2003	MIR MOO DAIRY DISTRIBUTORS	MILK DELIVERIES	198.00
T12345	19/09/2003	NEVILLE'S HARDWARE & BUILDING	HARDWARE SUPPLIES	49.15
T12346	19/09/2003	NEWBYS AUTOMOTIVE ELECTRICIANS	VEHICLE PARTS/REPAIRS	163.61
T12347	19/09/2003	NORTH ALB SENIOR HIGH SCHOOL	BOX OFFICE - NASH'S SONG & DANCE SPECTACULAR	3,883.38
T12348	19/09/2003	PAINT 'N' QUIP	PAINT & SUPPLIES	62.72
T12349	19/09/2003	PLASTICS PLUS	supply of rubber mats	170.00
T12350	19/09/2003	POETS OF THE MACHINE	SPRUNG WRITER'S FESTIVAL	4,000.00
T12351	19/09/2003	R & JK PETROLEUM	FUEL SUPPLIES -	41,050.76
T12352	19/09/2003	RAYS SPORTS POWER	SPORTS EQUIPMENT	829.50

IT	DATE	CREDITOR	INVOICE DETAILS	AMOUNT
IT12353	19/09/2003	REEVES & CO BUTCHERS PTY LTD	CATERING SUPPLIES	100.86
IT12354	19/09/2003	ROWE, DOROTHY	BOOK EXCHANGE MEETINGS REIMBURSEMENT	118.70
IT12355	19/09/2003	ALBANY TRAFFIC CONTROL	TRAFFIC MANAGEMENT	220.00
IT12356	19/09/2003	KULES HAULAGE	Freight	1,002.00
IT12357	19/09/2003	SHALE, S & B	TEACHING CLAYWORKS FOR KIDS' POTTERY	420.00
IT12358	19/09/2003	SHERIDANS FOR BADGES	NAMW BADGE FOR PETER BUTCHER	28.05
IT12359	19/09/2003	SHIRE OF PLANTAGENET	ATTENDANCE AT CEO LIAISON GROUP WORKSHOP TRAINING FORUM	200.00
IT12360	19/09/2003	SKILLHIRE	CASUAL STAFF	755.51
IT12361	19/09/2003	SKYWEST AIRLINES PTY LTD	FLIGHT - SERGIO MASSIMINI - ALBANY/PERTH - 9/12/03	350.16
IT12362	19/09/2003	SMITHS ALUMINIUM & 4WD CENTRE	WELD BROKEN MIRROR BRACKET	15.00
IT12363	19/09/2003	SOUTHERN STATIONERY	STATIONERY SUPPLIES	2,827.65
IT12364	19/09/2003	SOUTHERN TOOL & FASTENER CO	HARDWARE SUPPLIES	355.14
IT12365	19/09/2003	SOUTHWEST SECURITY SERVICE	SECURITY SURVEILLANCE TOWN HALL	1,024.65
IT12366	19/09/2003	SOUTHERN BUILDING SURVEYS	CONTRACT BUILDING SURVEY WORK	520.00
IT12367	19/09/2003	SPOT-ON RADIATOR SERVICE	LABOUR TO REPAIR RADIATOR & TEST TANK	164.80
IT12368	19/09/2003	STAR SALES & SERVICE	HARDWARE/VEHICLE PARTS	470.82
IT12369	19/09/2003	STAGECRAFT PTY LTD	GOODS - TOWN HALL	88.00
IT12370	19/09/2003	SHERYL STEPHENS	REIMBURSEMENT - POETRY READING	55.44
IT12371	19/09/2003	STIRLING ELECTRONICS	CABLE VIDEO ADAPTOR SET	19.93
IT12372	19/09/2003	STIRLING CONFECTIONERY PLUS	CONFECTIONERY - SPORTS CENTRE	168.04
IT12373	19/09/2003	STORM OFFICE NATIONAL	STATIONERY SUPPLIES	18.55
IT12374	19/09/2003	SUNNY SIGN COMPANY	SIGN PURCHASES	395.90
IT12375	19/09/2003	T & C SUPPLIES	HARDWARE/TOOL SUPPLIES	178.50
IT12376	19/09/2003	TAYLOR BURRELL	Defining Central Albany CBD Brief awarded at OCM 10.03.03	7,697.59
IT12377	19/09/2003	TICKETS.COM	DATABOX SUPPORT	35.19
IT12378	19/09/2003	TRADELINK PLUMBING SUPPLIES	STORMWATER SUPPLIES	15.36
IT12379	19/09/2003	TRAILL, MALCOLM	ORAL HISTORY NATIONAL CONFERENCE	114.15
IT12380	19/09/2003	TRUCKLINE	VEHICLE PARTS	992.75
IT12381	19/09/2003	WA SALVAGE	R3 INSULATION	431.10
IT12382	19/09/2003	WATERCRAFT MARINE	DOUBLE BRAID	39.00
IT12383	19/09/2003	ALBANY & GREAT STHN WEEKENDER	ADVERTISING	116.60
IT12384	19/09/2003	WESFARMERS LANDMARK LIMITED	SUPPLY OF BIRD NETTING FOR TRUCK SHEDS	99.00
IT12385	19/09/2003	WILSON MACHINERY	VEHICLE PARTS	525.80
IT12386	19/09/2003	GOLDEN WEST HYGIENE SERVICES	GRAFFITI GEL SPRAY CANS	590.70
IT12387	19/09/2003	ZENITH LAUNDRY	LAUNDRY SERVICES/HIRE	30.52
IT12388	19/09/2003	GNU SOLUTIONS	IT SUPPORT	495.00
IT12389	19/09/2003	ALBANY CITY HOLDEN	VEHICLE PARTS/MAINTENANCE	167,319.90
IT12390	25/09/2003	A-Z COMMERCIAL STEEL CONST	COLOURED CONCRETE TILT UP PANEL WALLS FOOTINGS CONCTETE FLOOR (no colour)	18,975.00
IT12391	25/09/2003	ABA SECURITY	PLEASE RESTATE SECURITY ALARM SYSTEM	324.25
IT12392	25/09/2003	ACTIVE PLUMBING	PLUMBING REPAIRS & MAINTENANCE	18,778.36

DT	DATE	CREDITOR	INVOICE DETAILS	AMOUNT
T12393	25/09/2003	AD CONTRACTORS	EARTHMOVING WORKS & EQUIP HIRE	3,932.50
T12394	25/09/2003	ALBANY ADVERTISER	ADVERTISING	1,826.27
T12395	25/09/2003	ALBANY HYDRAULICS	VEHICLE REPAIRS/PARTS	124.85
T12396	25/09/2003	ALBANY INDUSTRIAL SERVICES	supply 15m of lime sand to Centennial oval	318.45
T12397	25/09/2003	ALBANY VALUATION SERVICES	RENTAL VALUATIONS	495.00
T12398	25/09/2003	ALBANY PRINTERS	15000 Windowface and 15000 plainface DL envelopes	2,211.00
T12399	25/09/2003	ALBANY SIGNS	SIGN PURCHASES	97.68
T12400	25/09/2003	ALBANY V BELT & RUBBER	FILTERS/VEHICLE PARTS	176.67
T12401	25/09/2003	ALBANY SWEEP CLEAN	Sweeping of pathways for August as per your invoice A370.	352.00
T12402	25/09/2003	ALBANY STATIONERS	STATIONERY SUPPLIES	446.50
T12403	25/09/2003	ALBANY INDOOR PLANT HIRE	INDOOR PLANT HIRE	473.77
T12404	25/09/2003	ALBANY GAS CENTRE PTY LTD	FORKLIFT GAS CYLINDER REFILL	152.00
T12405	25/09/2003	ALBANY WASTE DISPOSALS	BIN EMPTIES	308.00
T12406	25/09/2003	ALBANY REFRIGERATION	REPAIRS/MAINTENANCE AIR CONDITIONER	600.00
T12407	25/09/2003	ALBANY MOBILE WELDING	WELDING SERVICES	120.45
T12408	25/09/2003	ALEX BURNS & CO	ROD END	44.99
T12409	25/09/2003	ANGUS AND ROBERTSON BOOKSHOP	NEWSPAPERS/MAGAZINES	751.02
T12410	25/09/2003	ARGYLES BISTRO	CATHRING	48.00
T12411	25/09/2003	ATC RECRUITING	CASUAL STAFF	7,801.07
T12412	25/09/2003	BARNESBY FORD	VEHICLE PARTS/REPAIRS	285.01
T12413	25/09/2003	BAREFOOT CLOTHING MANUFACTURERS	SHIRTS COTTON US SIZE M - GARY WOOD	1,479.35
T12414	25/09/2003	ELIZABETH BARTON	COUNCILLOR ALLOWANCE	1,500.00
T12415	25/09/2003	JON BERRY	SEGRA CONFERENCE & MEETING WITH TREASURER	45.80
T12416	25/09/2003	BEST OFFICE SYSTEMS	PHOTOCOPIER CHARGES	155.00
T12417	25/09/2003	BLACKWOODS ATKINS	REFLECTIVE BREATHABLE RAIN JACKET 228583 M	2,575.32
T12418	25/09/2003	BOC GASES AUSTRALIA LIMITED	CONTAINER SERVICE RENTAL	45.17
T12419	25/09/2003	MERRYN BOJCUN	COUNCILLOR ALLOWANCE	1,500.00
T12420	25/09/2003	BP ELECTRONICS	GOODS - TOWN HALL	12.40
T12421	25/09/2003	BUNNINGS BUILDING SUPPLIES PTY LTD	HARDWARE/TOOL SUPPLIES	231.62
T12422	25/09/2003	ALBANY BUSINESS TELEPHONES	INSPECT/SERVICE NEC PHONE BACKUP SYSTEM	22.00
T12423	25/09/2003	BUSBY INVESTMENTS PTY LTD	HIRE OF CAR FOR MR ANDREW HAMMOND	89.45
T12424	25/09/2003	BUSSELTON MOWER WORLD	Supply parts as requested.	265.85
T12425	25/09/2003	CAPE GRAZING ESTATE INC	REFUND AIRPORT HANGER LEASE	574.66
T12426	25/09/2003	J & S CASTLEHOW	ELECTRICAL REPAIRS/MAINTENANCE	1,190.75
T12427	25/09/2003	CASTROL AUSTRALIA PTY. LIMITED	OIL SUPPLIES	232.84
T12428	25/09/2003	CHARIOT MINI-DIGGERS	2 days hire of mini bobcat	480.00
T12429	25/09/2003	GAYNOR CLARKE	REIMBURSE MOBILE PHONE EXPENSES	22.81
T12430	25/09/2003	COLRAY EXHAUST	VEHICLE PARTS	45.00
T12431	25/09/2003	COLES SUPERMARKETS AUST PTY LTD	DAY CARE SUPPLIES	162.12
T12432	25/09/2003	COMMANDER AUSTRALIA LIMITED	CONTRACT - TOWN HALL	145.01
T12433	25/09/2003	THE CONSTABLE CARE SAFETY PROJECT	SPONSORSHIP AGREEMENT	412.50
T12434	25/09/2003	COUNTRY CARRIERS	FREIGHT CHARGES	20.21

INVOICE NO	DATE	CREDITOR	INVOICE DETAILS	AMOUNT
12435	25/09/2003	COUNTRY ARTS WA	MEMBERSHIP	55.00
12436	25/09/2003	COVENTRY'S	VEHICLE PARTS	189.43
12437	25/09/2003	CROWNE PLAZA PERTH	ACCOMODATION FOR MR JON BERRY	519.50
12438	25/09/2003	READYMIX HOLDINGS PTY LTD	CONSTRUCTION MATERIALS	2,497.42
12439	25/09/2003	CUMMINS ENGINE CO PTY LTD	VEHICLE PARTS	894.66
12440	25/09/2003	AL CURNOW HYDRAULICS	hire of fork lift for a week for the recycle shed hanrahan rd	297.00
12441	25/09/2003	TONY DEMARTEAU	COUNCILLOR ALLOWANCE	1,500.00
12442	25/09/2003	G & M DETERGENTS & HYGIENE	HYGIENE CONTRACT	1,113.33
12443	25/09/2003	DR WL GRIFFITHS PTY LTD	BALANCE ON INVOICE NOT PAID BY MEDICARE	24.45
12444	25/09/2003	DUN & BRADSTREET (AUSTRALIA) PTY. LTD.	LEGAL FEES - DEBT RECOVERY	171.82
12445	25/09/2003	EAGLE SPORTS	SPORTS EQUIPMENT	513.49
12446	25/09/2003	AEROTECH MANAGEMENT SERVICES	AIRPORT CONT	5,091.42
12447	25/09/2003	EDDIES PEST & WEED CONTROL	Inspection ,Eradication ,Protection from Termites Bridge 4221	1,518.33
12448	25/09/2003	ELLEKER VOLUNTEER BUSH FIRE BRIGADE	ESL PAYMENT SEPTEMBER	591.00
12449	25/09/2003	BOB EMERY	COUNCILLOR ALLOWANCE	1,578.75
12450	25/09/2003	ALBANY ENGINEERING CO	MAINTENANCE VEHICLES	729.80
12451	25/09/2003	EVANS, MILTON	DEPUTY MAYORAL ALLOWANCE	2,356.96
12452	25/09/2003	FARM FRESH FOOD MARKET	CATERING SUPPLIES	536.78
12453	25/09/2003	ROBERT FENN	TELEPHONE ALLOWANCE	375.00
12454	25/09/2003	FIRE & EMERGENCY SERVICES AUTH	ESL COLLECTED AUGUST 2003	126,649.66
12455	25/09/2003	FLYNN, WARREN	AUTHOR'S TALK, WRITERS WORKSHOP	600.00
12456	25/09/2003	FORTE AIRPORT MANAGEMENT	SECURITY - AUGUST	3,006.61
12457	25/09/2003	FULLERS EARTHMOVING	METERS OF COMPACTION SAND	1,430.00
12458	25/09/2003	GELDARD CONSULTANCY SERV P/L	PRODUCTION OF SWOT WORKSHOP REPORT - RSJV	77.00
12459	25/09/2003	GLASS SUPPLIERS	REGLAZE WINDOWS/DOORS	167.54
12460	25/09/2003	SNOWELLEN VOLUNTEER BUSHFIRE BRIGADE	ESL SEPTEMBER PAYMENT	701.00
12461	25/09/2003	GNU SOLUTIONS	IT SUPPORT	572.00
12462	25/09/2003	ALISON GOODE	MAYORAL ALLOWANCE	6,133.82
12463	25/09/2003	GREAT SOUTHERN GROUP TRAINING	APPRENTICES FEES	4,417.57
12464	25/09/2003	GREAT SOUTHERN SAND & LANDSCAPING SUPPLIES	BAKERS JUNCTION REFUSE SITE FOR AUGUST	12,275.00
12465	25/09/2003	GT BEARING & ENGINEERING SUPPLIES	VEHICLE PARTS	38.50
12466	25/09/2003	HALLMARK EDITIONS PTY LTD	ADVERT IN LGJOBS EMAIL SERVICE	440.00
12467	25/09/2003	ANDREW HAMMOND	TELEPHONE ALLOWANCE	500.00
12468	25/09/2003	HAMMOND SUPERANNUATION FUND	SUPER CONTRIBUTIONS	1,335.87
12469	25/09/2003	HARTS CLEANING SERVICE	WINDOW CLEANING	167.20
12470	25/09/2003	HARLEY SURVEY GROUP PTY.LTD.	TO PREPARE BASE PLANS FOR THE ALBANY BOAT HARBOUR PROJECT	3,070.89
12471	25/09/2003	HR & N HAWKINS	PIPE	49.50
12472	25/09/2003	HAWKINS, JO	REIMBURSE FOR TAXI FARES FOR TRAINING COURSE	68.90
12473	25/09/2003	JR & A HERSEY	PAINTED GUIDE POST	32.18

T	DATE	CREDITOR	INVOICE DETAILS	AMOUNT
T12474	25/09/2003	HOTKERS BUILDING SUPPLIES	PIPE	179.34
T12475	25/09/2003	IMAGE QUEST	Loop VHS Video - Albany Advantage	44.00
T12476	25/09/2003	ALBANY WORKLINK	CASUAL STAFF	7,683.95
T12477	25/09/2003	JAMES CHRISTOU & PARTNERS ARCHITECTS	ARCHITECTURAL SERVICES	29,620.20
T12478	25/09/2003	JUST A CALL DELIVERIES	INTERNAL MAIL YORKMERCER/ALAC	369.60
T12479	25/09/2003	KALGAN BUSHFIRE BRIGADE	ESL SEPTEMBER PAYMENT	1,560.00
T12480	25/09/2003	KEN STONE MOTOR TRIMMERS	REPAIR TRUCK SEATS	158.30
T12481	25/09/2003	KING RIVER BUSHFIRE BRIGADE	ESL SEPTEMBER PAYMENT	982.00
T12482	25/09/2003	KLB SYSTEMS	FIREWIRE IEEE 1394 PCI HOST ADAPTOR	77.00
T12483	25/09/2003	WESFARMERS KLEENHEAT GAS PTY LTD	PROPANE BULK LITRES	50.29
T12484	25/09/2003	KOSTERS STEEL CONST PTY LTD	Supply and bend 12 lengths of pipe for safety barrier rails.	896.94
T12485	25/09/2003	BEVERLEY RAE KUDAT	PROJECT CO-ORDINATION - WELLSTEAD COMMUNITY RESOURCE CENTRE	1,035.00
T12486	25/09/2003	LA FREEGARD	CUT/REMOVE SYDNEY WATTLE	962.50
T12487	25/09/2003	LACHLAN MCDONALD	PERFORMANCES AT SPRUNG WRITERS	1,000.00
T12488	25/09/2003	LAMP REPLACEMENTS AUST PTY LTD	GOODS - TOWN HALL	35.20
T12489	25/09/2003	THE LEISURE INSTITUTE OF WA	ANNUAL DINNER FOR JAMIE BACK'S PARTNER	75.00
T12490	25/09/2003	STATE LIBRARY OF WESTERN AUSTRALIA	LOST/DAMAGED BOOKS	5.50
T12491	25/09/2003	LORLAINE DISTRIBUTORS PTY LTD	CLEANING GOODS	299.50
T12492	25/09/2003	LOVES BUS SERVICE	BUS HIRE	92.40
T12493	25/09/2003	MACDONALD JOHNSTON	VEHICLE PARTS	563.64
T12494	25/09/2003	ALBANY PARTY HIRE & GRINNERS CATERING	CATERING EQUIPMENT	398.95
T12495	25/09/2003	ALBANY CITY HOLDEN	VEHICLE PARTS/MAINTENANCE	441.43
T12496	25/09/2003	MANYPEAKS BUSHFIRE BRIGADE	ESL SEPTEMBER PAYMENT	834.00
T12497	25/09/2003	MATHO'S ENGINEERING	SUPPLY FIRE GATES	7,623.00
T12498	25/09/2003	MERLE-ANNE FLORISTS	FLOWERS FOR ZAHRA SHIRAZEE AND KEVIN BLYTHE BIRTH OF BABY JESSICA JASMIN	216.36
T12499	25/09/2003	MINTER ELLISON LAWYERS	LEGAL COSTS	14,524.09
T12500	25/09/2003	MIRA MAR VETERINARY SERVICES	DISPOSAL OF ANIMALS	79.20
T12501	25/09/2003	MIRAGE TECHNOLOGY PTY LTD	ATTEND OUTLOOK TRAINING COURSE	198.00
T12502	25/09/2003	NAPIER FIRE BRIGADE	ESL SEPTEMBER PAYMENT	732.00
T12503	25/09/2003	ALBANY NEAT & TRIM LAWNS	MOW LAWN VANCOUVER ARTS CENTRE	59.00
T12504	25/09/2003	NETPAL DISTRIBUTERS	LIBRARY - INTERNET KIOSK	613.96
T12505	25/09/2003	NEWBYS AUTOMOTIVE ELECTRICIANS	VEHICLE PARTS/REPAIRS	1,863.31
T12506	25/09/2003	PN & ER NEWMAN QUALITY CONCR.LTE	EACH 900 X 900 SUMP - CHAMBER	126.50
T12507	25/09/2003	ADRIAN NICOLL	REIMBURSEMENT OF STUDY FEES	1,475.00
T12508	25/09/2003	NOVOTEL LANGLEY PERTH HOTEL	Accommodation for Councillor Evans	3,893.90
T12509	25/09/2003	ROLAND PAVER	COUNCILLOR ALLOWANCE	1,500.00
T12510	25/09/2003	PETER GRAHAM CO	please supply 2/60 M rolls tie wire	20.95
T12511	25/09/2003	PLASTICS PLUS	67 LITRES TUB AS SELECTED	192.00
T12512	25/09/2003	PRESTIGE PROPERTY SERVICES PTY LTD	CLEANING - VANCOUVER ARTS CNTR	468.15
T12513	25/09/2003	QUINLAN, KERRY	BRONZE MEDALLION COURSE	47.30

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T12514	25/09/2003	RECHARGE-JT	CLEAN, REFILL & TEST CANON CARTRIDGE	41.00
T12515	25/09/2003	REDMOND VOLUNTEER BUSHFIRE BRIGADE	ESL SEPTEMBER PAYMENT	1,052.00
T12516	25/09/2003	REEVES & CO BUTCHERS PTY LTD	CATERING SUPPLIES	84.82
T12517	25/09/2003	REECE PTY LTD	100x50 rect drainage pvc plus fittings	24.50
T12518	25/09/2003	RENTAL MANAGEMENT PTY LTD	CONT. - AFICIO 561 - MERCER RD	649.20
T12519	25/09/2003	RICOH FINANCE PTY LTD	PHOTOCOPIER CHARGES	3,256.00
T12520	25/09/2003	MP ROGERS & ASSOCIATES PTY LTD	EMU BEACH MANAGEMENT STRATEGY - STAGE 3 (MRA REF NO. 27703)	867.13
T12521	25/09/2003	ALBANY ALUMINIUM FABRICATION	ALUMINIUM LADDER	245.00
T12522	25/09/2003	THE ROYAL LIFE SAVING SOCIETY AUSTRALIA	AWARD FEE	139.70
T12523	25/09/2003	RULES HAULAGE	HAULAGE FEES	2,999.70
T12524	25/09/2003	GWEN SANKEY	COUNCILLOR ALLOWANCE	1,500.00
T12525	25/09/2003	SERENITY PARK	DISPOSAL OF DOGS	125.00
T12526	25/09/2003	SHAARON DU BIGNON	OBSERVATIONAL DRAWING PROGRAMME	577.50
T12527	25/09/2003	SHERIDANS FOR BADGES	NAME BADGES	84.70
T12528	25/09/2003	PHIL SHEPHERD	TRAVEL EXPENSES-SUSTAINABILITY CONFERENCE	62.45
T12529	25/09/2003	SKILLHIRE	CASUAL STAFF	4,317.93
T12530	25/09/2003	SKYWEST AIRLINES PTY LTD	Flights for Monica Main and David Caddy	2,180.26
T12531	25/09/2003	SOS OFFICE EQUIPMENT	METERBILLING	211.85
T12532	25/09/2003	SOUTHERN ELECTRICS	ELECTRICAL REPAIRS/MAINTENANCE	3,124.28
T12533	25/09/2003	SOUTHERN STATIONERY	STATIONERY SUPPLIES	4,765.15
T12534	25/09/2003	SOUTHERN TOOL & FASTENER CO	HARDWARE SUPPLIES	1,523.60
T12535	25/09/2003	SOUTH COAST VOLUNTEER BUSHFIRE BRIGADE	ESL SEPTEMBER PAYMENT	1,689.60
T12536	25/09/2003	SOUTHWAY DISTRIBUTORS	GOODS DAY CARE CENTRE	287.75
T12537	25/09/2003	SOUTHWEST SECURITY SERVICE	PICK UP BANKING	531.40
T12538	25/09/2003	SOUTH STIRLING VOLUNTEER BUSHFIRE BRIGADE	ESL SEPTEMBER PAYMENT	817.00
T12539	25/09/2003	SPEEDO AUSTRALIA PTY LTD	PLACEMENT POWERBACK	96.00
T12540	25/09/2003	SPIRAL WOODWORK	DELIVERY OF SPRUNG POSTERS	112.50
T12541	25/09/2003	SPOT-ON RADIATOR SERVICE	Repairs to Cat radiator as required.	357.00
T12542	25/09/2003	STAR SALES & SERVICE	HARDWARE/VEHICLE PARTS	127.71
T12543	25/09/2003	STATE LAW PUBLISHER	GOVERNMENT GAZETTE ADVERTISING	76.13
T12544	25/09/2003	BURGESS RAWSON (WA) PTY LTD	LAND RENTAL	266.75
T12545	25/09/2003	STATEWIDE BEARINGS	VEHICLE PARTS	15.52
T12546	25/09/2003	STIRLING FREIGHT EXPRESS	FREIGHT CHARGES - CARTON SAND BAGS	64.61
T12547	25/09/2003	ST JOHN AMBULANCE AUSTRALIA	SNR FIRST AID - MAY-JUNE + BKS	129.00
T12548	25/09/2003	STORM OFFICE NATIONAL	STATIONERY SUPPLIES	146.45
T12549	25/09/2003	SUNNY SIGN COMPANY	SIGN PURCHASES	1,005.50
T12550	25/09/2003	ALBANY LOCK SERVICE	LOCKSMITH SERVICES, REPAIRS ETC	197.50
T12551	25/09/2003	DEWSONS	GOODS - DAY CARE CENTRE	128.28

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T12552	25/09/2003	T & C SUPPLIES	HARDWARE/TOOL SUPPLIES	235.14
T12553	25/09/2003	TOTAL TORO	VEHICLE PARTS	97.50
T12554	25/09/2003	CENTAMAN SYSTEMS PTY LTD	CENTAMAN PRODUCTS/SERVICES - ADVANTAGE SOFTWARE LICENCES	4,400.00
T12555	25/09/2003	TRAILBLAZERS	PURCHASE OF UNIFORM : BRUCE PETERSON	1,080.85
T12556	25/09/2003	TRADELINK PLUMBING SUPPLIES	STORMWATER SUPPLIES	20.09
T12557	25/09/2003	TREVALLY'S CARPET CLEANING	CLEANED CARPET	55.00
T12558	25/09/2003	ALBANY TYREPOWER	TYRE PURCHASES/MAINTENANCE	784.00
T12559	25/09/2003	VANCOUVER WASTE SERVICES	WEEKS HIRE OF WASTE COMPACTOR AS PER CONTRACT NO: C02064	5,500.00
T12560	25/09/2003	VALUER GENERAL'S OFFICE	GRV INT VALS COUNTRY SHARED	1,995.00
T12561	25/09/2003	M & L WAREING	ACCOMMODATION	480.00
T12562	25/09/2003	WA SALVAGE	PLEASE SUPPLY 15 BAGS INSULATION R. 3.3	359.25
T12563	25/09/2003	JAN WATERMAN	COUNCILLOR ALLOWANCE	1,500.00
T12564	25/09/2003	ALBANY & GREAT STHN WEEKENDER	ADVERTISING	407.70
T12565	25/09/2003	DENNIS WELLINGTON	COUNCILLOR ALLOWANCE	1,500.00
T12566	25/09/2003	WESTERBERG IRRIGATION	IRRIGATION SUPPLIES	165.29
T12567	25/09/2003	WESTRAC EQUIPMENT PTY LTD	VEHICLE PARTS	87.32
T12568	25/09/2003	WEST AUST LOCAL GOVERNMENT ASSOC	ADVERTISING - WEST AUSTRALIAN	14,576.67
T12569	25/09/2003	IAN WEST	COUNCILLOR ALLOWANCE	1,500.00
T12570	25/09/2003	WESTSHRED DOCUMENT DISPOSAL	SECURITY BINS YORK ST & MERCER RD	99.00
T12571	25/09/2003	WOLFE, DES	COUNCILLOR ALLOWANCE	1,643.50
T12572	25/09/2003	ZENITH LAUNDRY	LAUNDRY SERVICES/HIRE	19.83
T12573	26/09/2003	ALBANY HOSPICE INC	EMPLOYEE DEDUCTIONS	32.00
T12574	26/09/2003	AUSTRALIAN MANUFACTURING WORKERS UNION	Payroll deductions	54.00
T12575	26/09/2003	AUSTRALIAN SERVICES UNION	EMPLOYEE DEDUCTIONS	2,301.00
T12576	26/09/2003	AUSTRALIAN SKANDIA LTD-SORS	Payroll deductions	384.62
T12577	26/09/2003	CHILD SUPPORT AGENCY	EMPLOYEE DEDUCTIONS	181.27
T12578	26/09/2003	CITY OF ALBANY - SOCIAL CLUB	Payroll deductions	268.00
T12579	26/09/2003	HBF OF WA	EMPLOYEE DEDUCTIONS	1,545.70
T12580	26/09/2003	LGRCEU	EMPLOYEE DEDUCTIONS	85.80
T12581	26/09/2003	WALGS	SUPERANNUATION CONTRIBUTIONS	42,861.86
T12582	26/09/2003	VIEWPOINT INC	GRANT FOR EXHIBITION APRIL 2004	1,800.00
			TOTAL	1,540,761.99



DISABILITY SERVICES AND COMMUNITY ACCESS ADVISORY COMMITTEE

**Minutes of a meeting held on Wednesday 10th September 2003 in the Council Chambers,
Mercer Road, Albany.**

1. Meeting Commenced at 9.15am

Attendance: Mayor Alison Goode JP City of Albany
Chris Valley, Disability Services Commission (Proxy for Karen Sigley)
Rob Shanhan, City of Albany
Fran Fehrman, Activ Foundation
Lorraine Wolf, Disabled Persons' Representative
Colin May, Disabled Persons' Representative
Jaime Wilson, Disabled Persons' Representative
Alan Triplett, Great Southern Personnel

Guests of Committee:

Les Hower, Manager City Works

2. Apologies

Liz O'Brien, MS Society Representative
Zahra Shirazee, City of Albany

3. Disclosure of Interest

Nil

4. Minutes of the Previous Meeting

Recommendation:

That the minutes of the meeting held on 16th July, 2003 be confirmed as a true and accurate record of proceedings.

**Moved: Lorraine Wolfe
Seconded: Jaime Wilson
Carried**

5. Business Arising

5.1 Dr Spence Havelick

Rob Shanhan advised the meeting with Dr Havelick has been scheduled for Friday 7th November, from 1.00pm to 3.00pm at Mercer Road Council Chambers. Lunch will be provided. Members of the Committee are encouraged to attend.

5. General Business

5.1 Committee Membership & Terms of Reference

It is a requirement of the Local Government Act that every two years the Terms of Reference for the Disability Services and Community Access Advisory Committee and membership of the committee are reviewed. Nominations for representation on the committee have been received.

5.2 Committee Membership & Terms of Reference (Cont.)

Recommendation:

That the Terms of Reference for the Disability Services Advisory Committee remain unchanged other than the following nominations for the Committee being accepted:

**Karen Sigley, Disability Services Commission;
Fran Fehrman, Activ Foundation
Lorraine Wolf, Disabled Persons' Representative
Colin May, Disabled Persons' Representative
Jaime Wilson, Disabled Persons' Representative
Alan Triplett, Great Southern Personnel
Liz O'Brien, MS Society**

**Moved: Lorraine Wolfe
Seconded: Fran Fehrman
Carried**

5.2 Access to Premises – Update on Local Government Responsibilities

At the July meeting Rob Shanhan tabled information from the Disability Services Commission relating to proposed changes to the Disability Standard on Access to Premises. A copy of the information was appended to the minutes of the July meeting.

Recommendation:

That the document relating to the Disability Standard on Access to Premises be referred to Council's Development Services Team.

**Moved: Colin May
Seconded: Chris Valley
Carried**

5.3 Disability Awareness Display – Albany Agricultural Show

The committee resolved at the July meeting to host a display in the 2003 Ag Show. Planning meetings need to be scheduled and exhibitors invited. Representatives gave an indication of their organisation's involvement. Rob Shanhan will follow up with them and other groups that may wish to be involved.

5.4 Princess Royal Fortress Access to Gun Emplacements

Colin May commented on a recent visit to the Forts and advised that he was unable to access a number of gun emplacements, as the pathways were not wheelchair accessible.

Recommendation:

That Council considers the development of wheelchair accessible pathways throughout the Princess Royal Fortress complex.

**Moved: Jaime Wilson
Seconded: Colin May
Carried**

5.5 Transport, Traffic Management and Street Lighting Issues

Les Hower, the Manager of City Works reported on a number of accessibility improvement jobs that had been completed following previous discussions with the Committee. These included alterations to the parking area adjacent to the lookout on Marine Drive lookout to improve wheelchair access, and alteration to the kerb ramp adjacent to the disabled parking bay on Grey Street West.

5.5 Transport, Traffic Management and Street Lighting Issues (cont.)

Les also answered various queries raised by the committee in relation to the pathways network, Emu Point Traffic Management Plan and poor street lighting on York Street and other CBD areas.

Recommendation:

That Council investigates options for improving the quality of street lighting on York Street and other areas of the CBD.

Moved: Colin May

Seconded: Chris Valley

Carried

7. Next Meeting

Next meeting will be held on Wednesday 8th October, 2003

8. Closure

There being no further business the meeting closed at 9.55am.

MINUTES

**MINUTES OF THE MEETING OF THE ALBANY ARTS ADVISORY COMMITTEE
MEETING HELD AT THE VANCOUVER ARTS CENTRE ON
TUESDAY 19 AUGUST 2003 AT 4.30PM**

1. PRESENT

Sheryl Stephens
Ian Waterman
Peter Madigan
Stewart Gartland
Ian Haines
Annette Davis
Tanja Colby

APOLOGIES

Elizabeth Grey
Janette Rowe
Sue Codec
Findlay MacNish

2. DISCLOSURE OF INTEREST

Nil.

3. CONFIRMATION OF PREVIOUS MINUTES

RECOMMENDATION

THAT the minutes of the Albany Arts Advisory Committee meeting held on the Tuesday 8th July 2003 be confirmed as true and accurate.

**MOVED: Ian Haines
SECONDED: Stewart Gartland
CARRIED**

4. MATTERS ARISING FROM PREVIOUS MINUTES

4.1 Public Art Committee

- The committee has been formally appointed.

5. BUSINESS ITEMS

5.1 Arts Project Officer's Report

Copy of the report is attached to the minutes.

RECOMMENDATION

THAT the Arts Project Officers Report be received.

**MOVED: Ian Haines
SECONDED: Peter Madigan?
CARRIED**

5.2 Committee Members Reports

- Ian and Sheryl both discussed the Regional Arts Conference recently held in Karatha. They highlighted the strong Indigenous and youth content, the positive networking opportunities and the professional workshop program. Also of interest was the featuring of Unhiding and Salt Writers at the conference.

5.3 Concerts in the Gallery

- Colin Offord Sunday 17 September a great success - attendance 95
- Kate Bourke & Ruth Hazelton Sunday 5 October
- Bluegrass Parkway Saturday 25 October

5.4 Proposed Projects

- Indigenous Workshops for children – to become the basis for developing a mural based on native animals
- Indigenous Mural Look into ongoing maintenance and cost and put together an official proposal.
- Reserves Seating Only performance to go ahead. Need to clarify exact dimensions of stage. Look into selling food on the night, eg meal pies, etc

5.5 VAC Spring Clean

- Regular user group meeting to be held Wednesday 27 August, major cleanup at the centre planned for September.

6. OTHER BUSINESS

- It was recommended and agreed that the following working groups be formed:
 1. Christmas Decorations Peter Owen, Sheryl Stephens, Krysta Guille and Jan Waterman will meet to discuss.
 2. Banners - Ian Waterman to consult with Sheryl Stephens and identify occasions for hanging banners. Cleaning and sorting of banners to be organised by Sheryl Stephens.
 3. Artists in Residence - Studios advertisements placed in AFWA Newsletter, Albany Advertiser, Albany Weekender & The West Australian Newspaper, (Artsdirectory). Sheryl Stephens, Ian Haines & Tanja Colby to review the policy.
 4. Ian Haines, Annette Davis and Sheryl Stephens to put together a monthly general program for committee approval
- Insurance – Sheryl to research insurance for volunteers.

7. MEETING CLOSED

5.45pm

8. NEXT MEETING

Tuesday 9 September 2003 @4.30pm

Arts Project Officer's Report August 2003

FUNDING

Funding Approved

- WA State Literature Centre- Regional Writers Festival Funding for Sprung.

Funding – Not Successful

- Australia Council - Community Cultural Development Board for multicultural program Afghanistan to Albany.
- Living in Harmony – (expression of interest) multicultural program.

Funding Applications lodged- not confirmed

- Healthways – City of Albany Art Prize

Funding Application to be lodged

- Healthways - for children's program and smokefree concert series, indigenous workshops/mural project, Blokes Notes, Choir tour "Voice Lines" and YACA Festival

OFF THE WALL GALLERY

Currently exhibiting: Keep Albany Beautiful 30-40 artworks by local primary school children.

Proposed Exhibitions

- MT Lockyer Kindergaten – Oct
- ASHS – exhibition - Nov
- UNHIDING - Disabilities Week - Dec

Smokefree WA Concerts in the Gallery

Colin Offord Sunday 17th September, a great success attendance 95.

Kate Bourke and Ruth Hazelton Sunday October 5th.

Bluegrass Parkway Saturday Oct 25th

Proposed Events

Just Strung Sunday Nov 16th

Dave Hynes and the Miles to go Band Mid Dec

WORKSHOPS for Adults/ Young Adults

- *Masterclasses for the musically minded*
- Milica Ilic Classical Guitar
- Rod Vervest - Art of Fingerstyle Guitar.
- Hand Building Clayworks For Adults Build your own Japanese Dinnerware. We now have enough participants this will be programmed for fourth term.
- Drawing Classes For Adults – commence 23rd August
- Developing The Artists Eye - commence 4th September

WORKSHOPS for Children

Art On The Run – term 3

- six-week intensive drawing program with Shaaron duBignon,

School Holiday Program

Programming has already begun for the October holidays, with:

- Shaaron duBignon explore your connection with Dog Rock,
- Sarah Liddiard working with the theme of Magic and Fantasy.
- Penny Sutton with monster model making

IN THE MAIN GALLERY

August - Year 12 Perspectives Finishes on the 22nd

September - Sprung in the Gallery Exhibition and festival featuring the Sprung Book Maze

October - Martuka –indigenous artworks

Proposed exhibitions (November is currently free)

Pamela Grant – *Natures Images* November 21st – 29th

Shaaron DuBignon – *Room to move* - first half of November

CREATIVE VOLUNTEERING – Training Program for Volunteers

Thursday 21 August - Work with collections

Friday 22 August - Plan & program events

MARKETING

The VAC continues to receive good coverage of workshops, activities and events over the last month, see copies of promotional materials attached.

STUDIO ARTISTS

- Natalic Radivojevic has requested another year, see letter attached.
- Rodney Vervest has one more year on his contract, however due to increased commitments as PIAF coordinator, he is reconsidering the use of his studio.

Advertisement for Studio Artists

Advertisement have been placed in:

- AFWA Newsletter
- Advertiser - is doing a story ad to be placed in next Thursday's paper
- Country Arts Newsletter will advertise

RECOMMENDATION

Reference group (Sheryl, Tanja and AAAC member) to review the policy.

ARTIST IN RESIDENCE

See policy information from the NAVA, these standards can be adapted to suite our needs. Veranda will be offered as studio for the artist in residence, as is currently be assessed for maintenance.

RECOMMENDATION

That a reference group be formed to establish guidelines for forming the Vancouver Arts Centre's Policy for the Artist in Residency Program.

GREAT SOUTHERN ART AND CRAFT TRAIL

from Saturday 27th Sept – Sunday 12th October - *Transition Exhibition* by Tanja and Sue Codee in the minor Gallery space.

BANNERS

York Street Banners have been taken down.

Banners have been located at Mercer Road Depot and returned here.

They will be cleaned and identified, and repaired.

RECOMMENDATION

A member of the AAAC acts as Banner Warden/Monitor and consults with the Art Centre's Coordinator to identify the occasions for hanging banners.

CHRISTMAS DECORATION

RECOMMENDATION

City's contract electrician, Peter Owen, Arts Project Officer, Krysta Guille and AAAC member to meet and discuss Christmas decoration.

NEW CARETAKER

Carmel Dunn – has commenced her duties, Mary Thomson House caretaker flat is undergoing maintenance.

SPRING CLEANUP AND USER GROUP MEETING

Meeting scheduled for Wednesday 27th August, major cleanup at the centre planned for September.

RECOMMENDATION

That AAAC members donate some of their time to assist in this process.

CORRESPONDENCE

RAPID request to use the OTWG for December to link in with International Day Of Disabilities.

Lower Great Southern Health Services request the use of the verandah gallery, free of charge for Mental Health week 5th to 11th October.

Natalie Radivojevic request to extend one more year and move upstairs to Sue Codee's space.

Steve Makin is interested in holding pokerwork workshops. This would be suitable for people with disabilities.

PROGRAM SUGGESTIONS

The following project are being proposed to include in the healthways funding application, additional funding avenues will be investigated to provide these as free workshops for the community.

Indigenous Workshops for Children

Local Noongar Artist Maria Penny is interested in running workshops for children after school, these are planned for fourth term. The project theme will be native animals and will become the basis for developing a mural.

Indigenous Mural

Artwork developed in the workshop series will be used to develop a mural.

A sight has been located and verbal approval given. Written approval must be obtained.

Suggested sight: Spencer Park Deli, wall facing the Petrol Station.

It has been suggested that the painting of the mural take place over the summer holidays, Maria to supervise this process.

Smokefree WA concert series for 2004

This will form part of the Healthway funded program

It is recommended that we increase the concert series on a monthly basis, I suggest that an initial "gold coin donation" phase be introduced, then from \$5-\$10 per concert charge next year. Priority tickets will be offered as a series, at a reduced price to members as an incentive to boost VAC membership.

RECOMMENDATION

Gauging from the response to these concerts I suggest we trial this approach and recommend we include a coordination fee for these events.

YACA Festival 2004 (Youth and children's arts)

The following projects will also form part of the Healthways application. They will be planned as part of a series of multi arts workshops, which will eventuate in a Youth Festival towards the end of the year (Oct/Nov)

This will be a collaborative community project.

- Dance and movement classes— in partnership with Dance Moves and Penny Williams
- Culture Sculpture - Sue Codec
- Choir - Teresa Hughes or Lou McKenna
- Performance - in partnership with SEA - Douglas Walker
- Visual Artists - Kay Embelton, Shaaron DuBignon, Maria Williams
- Music - Kus Rolph (mentored by Rodney Vervest)
- Film – in partnership with ASHS

RECOMMENDATION

A project reference group be formed, members to include: Arts Project Officer, AAAC member, SEA, Youth Reps x 2

That we include this as part of the Healthways funded projects, other funding sources will be investigated.

MINUTES

**MINUTES OF THE MEETING OF THE ALBANY ARTS ADVISORY COMMITTEE
MEETING HELD AT THE VANCOUVER ARTS CENTRE ON
TUESDAY 9 SEPTEMBER 2003 AT 4.30PM**

1. PRESENT

Sheryl Stephens
Jan Waterman
Peter Madigan
Ian Haines
Findlay MacNish
Tanja Colby

APOLOGIES

Elizabeth Grey
Janette Rowe
Annette Davis
Stewart Gartland
Sue Codee

2. DISCLOSURE OF INTEREST

Sheryl Stephens declared, with regard to the Choir Proposal, that Rod Vervest works for PIAF Albany, although he is not directly involved with the proposal in any way.

3. CONFIRMATION OF PREVIOUS MINUTES

RECOMMENDATION

THAT the minutes of the Albany Arts Advisory Committee meeting held on the Tuesday 19th August 2003 be confirmed as true and accurate, with the amendment that Ian Haines, Annette Davies and Sheryl Stephens will form a sub committee to discuss the Arts Centres annual (not monthly) programme.

**MOVED: Ian Haines
SECONDED: Findlay MacNish
CARRIED**

4. MATTERS ARISING FROM PREVIOUS MINUTES

5. BUSINESS ITEMS

- 5.1 Arts Project Officer's Report**
Copy of the report is attached to the minutes.

RECOMMENDATION

THAT the Arts Project Officers Report be received.

**MOVED: Findlay MacNish
SECONDED: Peter Madigan
CARRIED**

5.2 Committee Reports

- Committee agreed to let Regi Peppin use the collection of hand-made instruments created in the Funky Junk Project for the Denmark Spring Parade provided the request was put in writing and a return date given.
- Committee agreed to let Marianne Jamieson rent room 1 at the 'Regular Community Users Rate' for the Afghan community to meet on Monday nights.
- Committee discussed a request by Maria Penny for the use of gallery space to exhibit work created in workshops. More investigation required as to the exact program of work.

RECOMMENDATION

THAT the Maria Penny be offered the use of the veranda or minor gallery at the lowest community rate.

MOVED: Peter Madigan

SECONDED: Ian Haines

CARRIED

- PLAF requests that the Vancouver Arts Centre support the Safety in Numbers Choir to perform at next year's festival. Committee supported the idea of putting together a choir that represents Albany, not just safety in Numbers.

RECOMMENDATION

THAT the Vancouver Arts Centre includes the Safety in Number Choir in its program subject to more information being provided and the scope increased.

MOVED: Peter Madigan

SECONDED: Ian Haines

CARRIED

- Dave Hymes and the Miles To Go Band proposed for mid January at Strawberry Hill Farm providing that it complies with the events policy.
- Minor gallery to be used during Mental Health Week for a mini exhibition.

5.3 Christmas Decorations

- Minutes of the first Christmas Decorations Sub Committee presented to the AAAC for their information.

5.4 Artists Studio Policy

- Sub Committee met and reviewed current studio agreement, making several minor adjustments, to be presented at the next AAAC meeting.

6. OTHER BUSINESS

6.1 Banners

- Identify banners from previous 'Banners in the Terrace' and find a use for them.
- Obtain costs for building appropriate storage for banners.

7. MEETING CLOSED

5.34pm

8. NEXT MEETING

Tuesday 14 October 2003 @4.30pm

Arts Project Officer's Report September 2003

CORRESPONDENCE / REQUESTS RECEIVED

Regi Peppin Request to use the collection of hand made instruments created in the Funky Junk project be used in the Denmark Spring Parade.

Marianne Jamieson Request the use of room 1 or 3 free of charge for the Afghan community on Monday nights from 6 to 7.30pm, *see attached*.

Maria Penny Request the use of gallery space to exhibit artwork created in the workshops.

RECOMMENDATION

We offer the verandah gallery or minor gallery free of charge.

PIAF Request that the Vancouver Arts Centre support the Safety in Numbers Choir to perform at next years festival, and join the massed 600 member choir. This will be a wonderful opportunity for the region to have a presence and the choir members benefit from the voice workshops by national and international artists.

Support will be in the form of covering the costs of the choirmaster Teresa Hughes, and pianist Janet for a series of workshops to prepare a repertoire and conduct the choir's tour to Perth, also to provide assistance towards petrol costs. Participants in the choir will arrange their own transport and accommodation.

RECOMMENDATION

That we include this in our programme it is a highly fundable project and can be included in the community arts projects budget.

CONCERTS

SmokefreeWA Concerts in the Gallery

<u>Milica Ilic</u>	Sunday Sept 28 th
<u>Bluegrass Parkway</u>	Saturday Oct 25 th
<u>Mixed Bag</u>	Sunday Nov 16 th
<u>Well Strung</u>	Sunday Dec 14 th

Dave Hynes and the Miles to go Band now proposed for mid Jan, school holidays.

Recommendation that this be at Strawberry Hill Farm, ticketed event \$5, children free.

WORKSHOPS

VAC PAC School Holiday Program, see program attached, classes are already filling.

IN THE MAIN GALLERY

September - Sprung in the Gallery Exhibition and festival featuring the Sprung Book Maze

October - Martuka - indigenous artworks

November - Shaaron du Bignon, second half Pamela Grant

GREAT SOUTHERN ART AND CRAFT TRAIL

Saturday 27th Sept - Sunday 12th October

Due to Sue Codee's commitments, work has taken her far away, Tanja and Sue will not exhibit work during this time.

RECOMMENDATION

We offer the minor gallery to be used for the mental health week, rather than the verandah gallery.

INSURANCE FOR VOLUNTEERS Volunteers must be registered to be covered under the City of Albany's Public Liability Insurance, our current volunteers will be added to the register.

COMMITTEE REPORTS

CHRISTMAS DECORATION

See Minutes attached.

BANNERS

- The festive banners have cleaned, and are still in good condition
- Only 1 is beyond repair
- 2 need minor repairs
- Approx 10 need touching up, mostly white and black areas.
- Assortment of misc banners to be identified, these are not York Street Banners
- The thin sailcloth Christmas banners have been ripped to shreds.
- The ANZAC day banners are in the Crypt they are yet to be cleaned.

RECOMMENDATION

A storage unit is built to stand banners in so they can be numbered for identification.

ARTISTS STUDIOS

Sub committee met and reviewed the current Studio Agreement, there are a few items of concern regarding, OHS, insurance, and arbitration of disputes. These items will be investigated and a final policy presented at the next meeting.

**Minutes of a meeting of the Seniors Advisory Committee
held in the Council Chambers, Mercer Road, Albany
on Thursday 18th September 2003.**

1.0 Meeting commenced at 10.05am.

Attendance: Mayor Alison Goode, Chairperson
City of Albany - Rob Shanham
Assn of Independent Retirees – Roy Gwynn
Over 50's Recreation Assn – Ray Crocker
Albany Sub Branch RSL – Digger Cleak
General Community - Kim Butfield
General Community - Jennie Grieve
COTA National Seniors Assn - John Beamon
Seniors Community Hope Sharp
Meals on Wheels/Senior Citizens Assn Nancy Millard
Breaksea Ladies Probus Club Heather Gillmore (proxy for June Spouse)

Guests of Committee:

Les Hewer - City of Albany Works & Services representative
Great Southern Regional College Student – Sonia Lowe
LGS Public Health Service – Karen Johnston
Albany Sub Branch RSL Laurie Fraser

2.0 Apologies:

Seniors Interest Group - Dianne van der Merwe

3.0 DISCLOSURE OF INTEREST

Nil

4.0 CONFIRMATION OF MINUTES

Recommendation

That the minutes of the meeting held on 17th July 2003 be confirmed as a true and accurate record of proceedings.

**Moved: John Beamon
Seconded: Ray Crocker
Carried**

5.0 BUSINESS ARISING

5.1 Albany Traffic Management Issues

Les Hewer, the Manager, City Works discussed a number of issues relating to parking time restrictions raised at the July meeting, in addition to responding to other concerns raised by Committee members. Les agreed to a site visit with Committee members to look at a number of areas of concern.

5.2 Seniors' Service Directory Project

The development of a comprehensive Albany Seniors' Service Directory was discussed at the July meeting. The directory would be of great assistance to local and visiting seniors, as well as seniors who relocate to Albany from other areas.

Rob Shanhan advised he had liaised with Dennis Blewitt of the Great Southern Regional College of TAFE regarding student involvement. Sonia Lowe, a Community Services student was in attendance at the meeting and discussed the involvement of herself and another student, Michelle Winn in the project. They will provide progress reports to the Committee at its monthly meetings.

A proposed directory format and list of categories prepared by Rob Shanhan was discussed. Sonia and Michelle will use this to guide the development of the directory.

Recommendation:

That the Seniors Advisory Committee express its appreciation to Sonia Lowe and Michelle Winn for their involvement in the development of the proposed Seniors Directory.

Moved: Digger Cleak

Seconded: Roy Gwynn

Carried

6.0 CORRESPONDENCE

6.1 City of Albany New Greenwaste Service

Correspondence has been received from Miss Lola Broadhurst regarding the new green waste service. A copy of her letter and the response from Sergio Massimini, Manager, City Services were tabled and discussed at the meeting. Committee members raised other problems that were being experienced by seniors throughout the community, with the new service.

It was resolved to invite Serge Massimini and Miss Broadhurst to the next meeting to gain the benefit of first hand experience and knowledge, prior to making any recommendations to Council.

Roy Gwynn undertook to extend the invitation to Miss Broadhurst.

7.0 GENERAL BUSINESS

7.1 Bankwest Seniors Week 2003

Information taken from the Office of Seniors Interests website, including the availability of grants was circulated with the meeting agenda.

Ray Crocker reported that the Over 50's had been successful in securing a grant for their Seniors Have a Go Day, which will be hosted during Seniors Week.

7.2 Aged and Quality of Life

An extract of a report into the quality of life, taken from a publication titled "EurekAlert" was circulated with the agenda. Aspects of seniors' quality of life were discussed, with some concern expressed regarding the validity of some information contained in the publication and its relationship to the Australian experience. Jennie Grieve indicated that the standard of aged care in Europe was not the equal of that in Australia.

7.3 Seniors Entry Concession – Albany Agricultural Show

Roy Gwynn advised that the Albany Agricultural Society had granted entry concession to holders of the Seniors Card, rather than just to pensioners, for the 2003 Albany Agricultural Show.

Recommendation:

That the Seniors Advisory Committee express its support and appreciation to the Albany Agricultural Society for its decision to extend the entry concession to holders of the Seniors Card.

**Moved: Roy Gwynn
Seconded: Kim Butfield
Carried**

7.4 Dr Spense Havelick Visit – Meeting with Seniors Advisory Committee

Rob Shanahan advised that the meeting with Dr Spense Havelick was scheduled for Friday 7th November from 1.00pm to 3.00pm in the Council Chambers. Lunch to be provided. All members are urged to attend.

7.5 Alzheimers and Dementia – Public Forums

Rob Shanahan tabled information relating to a public forum on memory loss planned for Friday 19th September and a Dementia forum planned for Monday 6th October. Details attached. All were invited by Alzheimers Australia to attend.

7.6 International Arthritis Day – Community Walk 10th October, 2003

Kim Butfield tabled information relating to a community walk planned as part of international Arthritis Day.

7.7 Seniors Road Safety Workshops

Kim Butfield reported on the Seniors Road Safety Workshops planned for Wednesday 26th November (revised date) at Motel LeGrande. Kim indicated that RAC had come on board as a sponsor, which made the workshops possible. Topics covered will include roundabouts, gophers, new road rules and towing caravans, boats and trailers. Further information and flyers will be distributed in due course.

7.7 Mental Health Week

Hope Sharp reported on plans for Mental Health Week and encouraged members to attend the Fellowship House display at the Vancouver Arts Centre from 6th to 10th October. Hope also reported on the success of a recent carers' weekend and visit by Dr Leggett.

7.8 New Seniors Advisory Committees – Denmark and Katanning

Kim Butfield reported that the success of the City of Albany Seniors Advisory Committee had proved a catalyst for the formation of similar committees in both Katanning and Denmark.

7.9 Seniors Week – Seniors Have a Go Day

Ray Crocker reported on plans for the 2003 Seniors Have a Go Day to be held at the Albany Leisure & Aquatic Centre on 29th October, and outlined the activities that would be on offer to seniors.

7.10 RSL Day Club

Digger Cleak reported on the RSL Day Club and indicated that over 50 individual seniors had attended since it started up. All seniors were welcome to attend between 12.00 and 3.00pm every Tuesday at the RSL headquarters, beneath the Stirling Club. Cost is \$3.50 including a light lunch.

7.11 Men's Health Seminars

Digger Cleak advised the Committee the seminars were a huge success with over 120 people attending. Of those around 40% were women, which has prompted plans for a series of women's health seminars. Details to be confirmed in due course.

8.0 NEXT MEETING

Thursday 16th October 2003.

9.0 CLOSURE

With no further business to discuss the meeting closed at 11.45am.

MINUTES

Albany Town Hall Theatre Advisory Committee
10:00am on Wednesday 1st October 2003 at the Albany Town Hall Theatre Foyer

PRESENT:

S. I. Gartland	-	Town Hall Manager
M. A. Grant	-	Community Representative
C. Lovitt	-	Community Representative
P. Madigan	-	EDCCS
R. Paver	-	City Councilor
I. Haines	-	Community Representative

1. **APOLOGIES:**
J. Flottman S. Stevens J Williams

2. **PUBLIC QUESTION TIME:**
Nil.

3. **DISCLOSURE OF INTEREST:**
Nil.

4. **CONFIRMATION OF PREVIOUS MINUTES:**

RECOMMENDATION:

THAT the notes of the Town Hall Advisory Committee meeting held on Wednesday 6th August 2003 be confirmed as a true and accurate record of the meeting.

MOVED: I Haines
SECONDED: C Lovitt
CARRIED

5. **MATTERS ARISING FROM PREVIOUS MINUTES**
Nil

6. **BUSINESS ITEMS**

6.1 **Town Hall Managers Report.**

RECOMMENDATION

THAT the Town Hall Managers Report be accepted.

MOVED: I Haines
SECONDED: A Grant
CARRIED

6.2 Forthcoming Productions Report
City of Albany presentations in Italics.

Name of Performance	Date	Touring Company/Promoter
<i>Rodeo Kid</i>	<i>Tues 30th Sept</i>	<i>Barking Gecko Theatre Co</i>
ABBASalutely iABBAulous	Tues 7 th Oct	Showtime Artist Management
The Wizard of Oz	Thurs 9 th Oct 03	Make a Wish Foundation
Beccy Cole and Adam Harvey	Wed 15 th Oct 03	Allied Artists
<i>The Peter Allen Songbook</i>	<i>Sat 18th Oct 03</i>	<i>Promac Productions</i>
Dancemoves End of Year Concert	21 st & 22 nd Nov 2003	Dancemoves
Lano and Woodley	Wed 28 th Nov	Lano and Woodley
End of Year Dance Concert	Sun 7 th December	Albany Dance and Movement Association
End of Year Dance Concert	12 th & 14 th Dec 2003	Rainbow Coast Dance
Events to be confirmed	18 th - 20 th Feb 2004	Perth International Arts Festival
<i>The Mikado</i>	<i>26th February 2004</i>	<i>Promac Productions</i>
The Deltones	8 th March 2004	The Deltones
Parliamentary Sitting	23 rd & 24 th March 2004	WA Government
Albany Eisteddfod 2004	23 rd May 2004	Albany Eisteddfod Committee

RECOMMENDATION

THAT the Forthcoming Productions Report be received.

MOVED: I Haines
SECONDED: R Paver
CARRIED

6.3 Productions Report

6.3.1 St Josephs College – *The Wiz*, 1st, 2nd, 8th & 9th August 2003. This was a very successful season of youth theatre with quite a different slant on the well know Wizard of Oz story.

6.3.2 Murdoch University *Science Seminar*. 21st August 2003. A well-received lecture on sustainability and the environment was attended by children from most of the regions' high schools.

6.3.3 Albany Seventh Day Adventist Church *Jeff Youldan Seminars*, 15th, 16th, 19th, 20th, 22nd, 23rd, 26th, 27th & 30th August 2003. Jeff Youldan is a well known Australian evangelist and most sessions had around 100 people.

6.3.4 *Southern Suzuki Strings Concert*, 6:30pm Friday 5th September 2003. This was an informal concert but well attended by parents and friends of this local group of young musicians.

6.3.5 Ross Mollison's Productions – *Puppetry of the Penis*, Monday 8th and Tuesday 9th September 2003. This series of three sold out shows went very well and all involved enjoyed some "different" comedy.

6.3.6 Patrick Togher Artist Management – *Slava and Leonard Grigoryan* 8:00pm Friday 12th September 2003. Two of Australia's finest classical guitarists presented a superb concert to an appreciative full house. See attached reconciliation.

6.3.7 North Albany Senior High School - *Song and Dance Spectacular*, Monday 15th and Tuesday 16th September 2003. This was a very surprising show with standards well above expectations and comparable to the best of Albany's professional dance schools. The production sold two full houses.

6.3.8 Albany Youth Orchestra – *A Spring Concert*, 7:30pm Saturday 20th September 2003. This orchestra continues to present superb quality concerts. Sales were also better than their last two presentations in the Theatre.

RECOMMENDATION

THAT the Production Report be received.

**MOVED: R Paver
SECONDED: C Lovitt
CARRIED**

6.4 Proposed Shows

The Theatre Manager has just returned from the recent CircuitWest conference in Perth where regional managers from all around the state meet to discuss possible touring options for the forthcoming year.

The selection of possible shows is assisted by Country Arts WA who present a menu of shows available for presentation in the coming year.

At the conference, the touring menu is used to select at least one show that the maximum number of WA venues would be interested in presenting. Country Arts WA will fund a large component of the preferred CircuitWest tour (up to \$50,000 worth of costs) if the show can be scheduled successfully.

This year, the Perth Theatre Company Production – *Skin Tight*, was selected as the clear favourite for the CircuitWest tour.

The other following productions have been presented to the committee previously, but given that the round of Playing Australia is about to be decided, it is a good opportunity for the committee to confirm interest in presenting any of these shows if Playing Australia funding is successful. The Theatre Manager has therefore developed more formal budgets and included information regarding allocations from our current Lottery West funding.

It should be recognised that it is unlikely that *all* of the productions listed below will secure federal funding and therefore tour to WA.

- 6.4.1 Perth Theatre Company *Skin Tight* (date to be confirmed, late 2004). See attached information and budget.
- 6.4.2 Pit Productions – *Wallflowering* 7:30pm Thursday 27th May 2004. This is likely to be the most significant play that may tour to WA in the first half of next year. The names of the actors that may be in the play include people like Gary MacDonald and Amanda Muggleton. The fee for the show is very high but given the quality of this company and their product this is not surprising.
- 6.4.3 *Melbourne International Comedy Festival Touring Roadshow*. 7:30pm Tuesday and Wednesday 1st and 2nd June 2004. This production has grown in popularity throughout Australia and is seen as the premier comedy show to tour in 2004. See attached budget.
- 6.4.4 Prime Agenda – *Quartet*. 7:30pm Tuesday 16th & Wednesday 17th March 2004. See attached information and budget.
- 6.4.5 Perth Theatre Company – *Shadow of the Eagle* 7:30pm Monday 21st June 2004. See attached information and budget.
- 6.4.6 Monkey Baa Productions – Andrew Daddo's *Sprung* 1:30pm and 6:30pm Friday 13th August 2004. This show represents the most significant production suitable

for children to tour in 2004. The finance to present this show would obviously be in the 2004/2005 City of Albany budget.

RECOMMENDATION

That the Theatre Manager continues to confirm support for the presentation of all of the shows listed subject to the successful outcome of Playing Australia grant applications.

**MOVED: A Grant
SECONDED: I Haines
CARRIED**

6.5 OTHER BUSINESS

6.5.1 Town Hall steps hand rail After an inspection of the situation by the WA Heritage Committee heritage advisor and taking into account the existence of the present handrail, it was decided that the inclusion of another handrail against the building was deemed inappropriate.

RECOMMENDATION

THAT the item be received.

**MOVED: P Madigan
SECONDED: S Gartland
CARRIED**

6.5.2 Conservation Plan.

Executive Director Corporate & Community Services reported that a grant had been obtained from the Lotteries Commission (9355) towards the preparation of a conservation plan for the Albany Town Hall, estimated to cost \$13,900.

RECOMMENDATION

THAT

- i) **the Grants from the Lotteries Commission for the preparation of the conservation plan for the Albany Town Hall be accepted;**
- ii) **additional funds of \$4,600 be allocated towards the preparation of the conservation plan and be subject of the December quarterly review; and**
- iii) **the conservation plan incorporate options for the future usage of the Albany Town Hall.**

**MOVED: A Grant
SECONDED: C Lovitt
CARRIED**

7. NEXT MEETING

Wednesday 3rd December 2003. Town Hall Theatre Foyer.

8. CLOSURE

10.55am

**Town Hall Theatre Advisory Committee
Theatre Managers Report October 2003**

The Theatre has been busy in recent months with some excellent houses and some great shows.

August activity was steady with two main productions, the Wiz and a series of seminars from the Seventh Day Adventist church.

The St Joseph's presentation of the Wiz, a take on the classic Wizard of Oz was very well received with a total audience of 948 patrons across four shows.

The Jeff Youldan seminars for the Seventh Day Adventist church was held over 9 days in August and were also well attended.

September has also been very busy with some small community shows and professional shows like Puppetry of the Penis and Slava and Leonard Grigoryan. All shows in September have been very well attended with 6 full houses.

October is steady with some nice shows including Beccy Cole and Adam Harvey as well as The Peter Allen Songbook. Children are also well catered for this holiday period with The Rodeo Kid from Barking Gecko (WA) and a Sydney based company presenting The Wizard of Oz.

We are currently installing some items into the Theatre including some new lighting and a replacement motor for the stage hoist.

I have attached a copy of all the shows on which I am working which goes through to next November. Hopefully this will help to inform decisions regarding shows.

Agenda Item Attachments

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***Financial Strategy Albany Airport
City of Albany***

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1. Introduction

In 2001, the City of Albany commissioned Connell Wagner to produce a Master Plan for the Albany Airport. The recommendations from this study were detailed in the Albany Airport 2001 Master Plan Report, published in March 2002. The general recommendations and outcomes from the Master Plan Report were that the airport should be planned for the potential future upgrading to a Code 4D precision approach instrument runway airport as a long term development objective. This would allow the airport to ultimately accommodate aircraft similar to Boeing 737 and 767 aircraft. It is not expected that this level of aircraft operation is imminent, but it is considered to be an appropriate planning strategy for the long term future of Albany Airport. In the short to medium term (5 – 20 years), there is potential for the introduction of 100 seat regional jets. This decision will depend on regional airline marketing decisions.

The approach taken in developing a financial plan to support the future infrastructure development strategy for Albany Airport was to identify a short term, medium term and long term cash flow requirements to allow the master planned upgrading and capital works strategy to be achieved within a 20 year design horizon. The financial plan that was outlined in the master plan report was a reasonably optimistic cash flow scenario, which would see the funding of a significant capital works programme to meet the development plan objectives as outlined in the Master Plan report. This approach was not consistent with the Councils requirements for this financial plan, and as such, Council has now commissioned Connell Wagner to produce a new financial plan. This Plan is based on providing capital works to meet a lower bound forecasting strategy for Albany Airport, whilst ensuring that current operational expenditure is funded and that the airport will not operate at a loss. To achieve this objective, Connell Wagner has undertaken a review of the forecasting work that was completed for the Master Plan and has derived a financial strategy which will provide for operational budgets and includes capital works which we consider are the minimum necessary to meet forecast demand requirements for Albany Airport.

This supplementary report should be read in conjunction with the Airport Master Plan, but is a stand alone document, which outlines possible future cash flow planning for the operation and upgrading of Albany Airport to the year 2020.

2. Executive Summary

For some time now, Albany Airport has either been running at a loss or has been cost neutral. This financial situation is a result of the following considerations:

- The airports income stream is mainly derived from Regular Passenger Transport (RPT) passenger tax income. No income is currently derived from RPT aircraft landings or General Aviation (GA) landings.
- Minimal capital works have been undertaken over the last few years.
- Current income from leasing is generally derived from the terminal building, with most GA hanger owners enjoying low longterm lease arrangements.
- The Instrument Landing System (ILS) navigation aid is currently underutilised and costing the Council between \$50,000 and \$100,000 in maintenance expenditure per annum.

In 2002, the City of Albany commissioned Connell Wagner to undertake a review of the airports master plan. As part of this work, future airport aviation demand forecasts were produced, along with a possible future development strategy for the airport.

The City subsequently commissioned Connell Wagner to undertake a review of airport income and expenditure over the next 20 years, to reflect expected activity and to propose a capital works program and income strategy which ensured that the airport would be financially self sufficient.

A two stream approach was taken to the forecast aviation demand assessment in this study. The first was to consider potential income based on the master plan forecast growth rates. The second was to apply a sensitivity test to this potential demand by broadly considering the income achieved if only half the forecast demand was achieved at Albany Airport.

The proposed development strategy adopted for the airport over the next 20 years to cater for potential aviation demands was as follows:

- Consider both retention and sale options for the ILS.
- Increase the landside carparking for the terminal.
- Consider a long term expansion of the terminal on the basis that the new terminal is expected to have good capacity for forecast passenger demand in the short to medium term.
- Similarly, no major airside upgrading is recommended except for the provision for a surface maintenance overlay. This decision was made on the basis that the current airport has a high level of spare capacity and we believe the future trend will be for RPT services to cater for higher passenger demand using larger planes, which can still be easily accommodated by the existing infrastructure.
- Provision has been made to expand the current GA hanger area and potentially move the Bureau of Meteorology building from its current location to a new location identified in the master plan. The relocation of the BoM building will provide adequate space for the proposed GA hanger and expansion. Associated with this work is the recommendation that taxiway C be extended from the RPT to the 14 threshold of the main runway.

The financial strategies recommended for consideration in this report take several forms dependent on the income and expenditure decisions that may be made by Council in the future. All the cash flows show the airport operating profitably and are based on variances of the following:

- Adoption of a conservative capital works program based on expected infrastructure needs to meet forecast aviation demand at Albany.
- Consideration of increasing the income derived from the ILS or decommissioning the equipment and selling it.

- Maintaining the current passenger tax, but considering adjustment to the level of payment based on infrastructure capital works needs.
- Introduction of an RPT and GA aircraft landing fees to fund proposed infrastructure capital works.
- Adoption of a user pays approach to GA facilities in the future for new leases and current leases once they are due for renewal.
- Continuation of the current maintenance program, including retention of the airport contractor.

Cash flow balance sheets are appended to the report to demonstrate the various expenditure and increase options described above.

3. Forecasting

Full details of the forecasting demand work undertaken for the Albany Airport Master Plan are detailed in the Master Plan Report in Section 4.

In summary, the Master Plan forecasting predicts the following:

1. **Regular Passenger Transport (RPT) Passenger Growth**

An optimistic growth rate of 3.6% was chosen to represent the potential RPT passenger growth for Albany Airport. This was based on current trends, but represented a growth well in excess of the current population growth recorded for Albany of 1.27%. Based on this assumed growth rate for RPT passengers, this predicted that passenger numbers would grow from 44,000 in the year 2000 to 83,000 in the year 2020. Although the provision of new aircraft could easily accommodate this growth, the issue in a financial context is the income achieved by this growth through passenger and landing fees. To test the impact of this growth within the financial analysis, a sensitivity will be applied to the growth rate by reducing the growth rate to 2% from 3.6%.

2. **RPT Aircraft**

Currently Albany Airport accommodates in the order of 1,550 RPT services per year. This number represented a jump from an aircraft base of around 1,350 aircraft in 1999 to 1,550 aircraft in 2000. This increase in aircraft numbers coincided with the introduction of new scheduling associated with Albany Airport during this period. The forecasting expects that the growth in RPT services will not increase significantly in the 20 year planning horizon and the forecasting predicts that RPT aircraft volumes will only grow from 1,550 at present to 1,650 in 2020. Although, the forecasting produces significant increase in passenger growth, it is believed that this growth will be accommodated within a similar number of aircraft with operators opting to choose larger volume aircraft to transport these passengers in the future. It should be noted that this flat level of aircraft increase should not significantly affect the income to the airport in the future as the proposed airport revenue would be based on both a passenger tax and a fee for aircraft landings.

3. **General Aviation (GA)**

The Air Transport Statistics for General Aviation published by DoTaR's Bureau of Transport and Regional Economics indicates that GA activity in Western Australia has remained reasonably static over the last 10 years, with some sectors decreasing in activity and others increasing. Of note is that both private and business GA activity has increased by 5.3 and 6.2 percent respectively between 2001 and 2002 and charter and flying training decreasing by 2.2 and 1.9 percent respectively. Local activity will obviously vary from these figures, but recreational and business GA activity at Albany must be a significant aspect of the current GA activity. As such, the proposal from the master plan to growth GA activity over the next 20 years at 3 percent is not considered to be unreasonable. Given the DoTaR's data, it is probably a conservative approach to GA growth, but for airport planning purposes it is considered a reasonable strategy which can be confirmed over the next few years to establish its appropriateness.

The Master Plan forecasting work therefore predicts that general aviation landings will increase from roughly 8,500 in 2000 to 15,200 in the year 2020. It should be further noted that at present, no income is derived at the airport from general aviation operations apart from the income from hangar leasing.

4. Development Strategy

The current Albany Airport Master Plan development strategy, as outlined in the Master Plan Report, is attached to this report as Appendix A.

As mentioned in the introduction, this current strategy represents a reasonably optimistic view of airport development to meet future demand requirements. A new development strategy will now be considered based on a critical interpretation of the forecasting information. This new strategy is intended to represent the minimum capital development necessary to meet the forecast demand, whilst providing adequate income for operational requirements and to ensure that the airport does not run at a loss.

The Master Plan forecasting predicts a small increase in RPT aircraft numbers, but a reasonably large increase in RPT passenger numbers for the future. As discussed previously, Connell Wagner believes that increased passenger numbers will be accommodated in potentially larger aircraft operating RPT routes, and possibly representing the introduction of regional jet services in the future.

4.1 Airside Infrastructure

The airport is currently classed as a Code 3C runway airport, which is capable of accommodating aircraft similar to Skywest's F50 aircraft. To allow the possibility of regional jet traffic to be introduced into Albany, the runway coding for Albany airport would need to be increased to Code 4C. Based on this coding, the existing 1,800m runway, which is 30m wide, will still be able to accommodate the Code 4C under pavement concessions. The master plan discusses allowing for the provision of Code 4D aircraft (B737 and B767 aircraft). It is not envisaged that Albany would need to accommodate this type of aircraft in the near future but in a planning context, adequate land and area should be available for this possible eventuality in the long term.

4.2 Landside Infrastructure

The Albany Airport Master Plan forecasting predicts that RPT passenger numbers will increase from 44,000 to 83,000 by the year 2020. We understand that the terminal has been designed to accommodate passenger levels of around 100 passengers per aircraft. The terminal currently only accommodates aircraft passenger levels between 40-50 passengers per aircraft. As such, Connell Wagner believes that the existing terminal at Albany Airport will be of adequate size to accommodate most future aircraft demand that may occur within the 20 year planning horizon.

In making this prediction, Connell Wagner has made a judgement on future aircraft operations into the Albany Airport. As the airline industry in Western Australia is currently in a very fluid state, the actual aircraft mix that may be chosen by regional operators in the future is unclear at this stage. The actual terminal needs should be reviewed once decisions are made by operators in the future relating to aircraft types that will service the Albany market. As such, we have assumed that the current terminal should be adequate based on the forecasting logic, but this should be the subject of a completely separate study depending on decisions by the various operators that are utilising the Albany Airport terminal. For the purposes of our financial analysis however, we have assumed that capital works will be required at the terminal within the 20 year planning horizon.

The only aspect of the landside infrastructure that may require some level of upgrading is the amount of car parking available to service future aircraft passenger and meet and greet demand. Currently, the terminal car park can only accommodate up to 80 vehicles. It is considered that if 100 passenger aircraft were to be introduced into Albany, this level of car parking would need to be increased. Our prediction is that the car park would need to be increased to around 140 vehicle spaces to accommodate this demand. This will be the basis of our capital works costing for the financial plan at this stage. Some refurbishment works will be required in 2010 and a major extension will be needed in 2015.

4.3 General Aviation

Forecasting suggests that General Aviation aircraft movements may increase from around 8,500 to over 15,000 by the year 2020. As such, Connell Wagner believes that new general aviation infrastructure will be required to accommodate this predicted increase in demand. The Master Plan suggests that the current general aviation terminal area will need to expand further north to accommodate this predicted increase in general aviation aircraft numbers, as detailed in Figure 3 in the Albany Airport Master Plan Report – attached to this report for information. This proposed expansion of the hanger reserve and the potential rationalisations of the existing hangars and layouts should be adequate to accommodate the expected increase in general aviation demand at Albany Airport. If this proposal were to be implemented, one consequence would be that the existing Bureau of Meteorology building on the northwest sector of the airport would need to be relocated, to a site nominated in the east quadrant of the Albany Airport. Again, the actual location of a new Bureau of Meteorology facility would need to be the subject of a separate investigation. The actual timing of the need to move the BoM facilities is unknown. As the GA includes Albany is predicted to be reasonably low, it will be assumed that the BoM activities will not be required to be relocated within the current 20 year financial plan.

The predicted increase in general aviation traffic at Albany Airport will also have an impact on runway capacity available for aircraft movements. To assist with this issue, it is also recommended that if the general aviation hanger reserves area is developed, that a new taxiway be constructed to link this area to the existing 14 threshold of Runway 14/32. This will assist in reducing the level of general aviation requirements along the existing runway and obviously improve runway capacity in the future.

4.4 New Development Plan

A summary of the new development strategy for Albany Airport is detailed in the attached table. This outlines the assumed timing which may vary, dependant on changes in demand that may occur in the future. The general timing that are assumed in this development plan are our best estimate based on the forecasting work to date.

Development Strategy Summary

Horizon		Development Proposal	Indicative Cost
Short Term 2000 – 2010	Airside	ILS Sale (2004) – Option 1 (2007) – Option 2	\$50,000 (sale price) \$200,000 (refund to DPI as part of RADS ILS Funding)
	Landside	Terminal carpark (2007) - Increase from 80 bays to 140 bays - Approx 1,400m ² - Carpark lighting	\$42,000 \$25,000
	Airside	GA hangar area - Extend as per Figure 3 :apron / taxiway (2005) = approx 7,500m ²	\$225,000
		- Taxiway to 14 threshold (2015) :approx 5,000m ²	\$150,000
		- Taxiway lighting / linemarking (2015) :carpark (2010) = approx 1,000m ²	\$25,000
		- hangar platform (2010) = approx 6,000m ²	\$70,000
		- :carpark lighting (2010)	\$25,000
		Relocation of Metrological Bureau (2010)	\$1,000,000
Medium Term 2010 – 2020	Airside	Runway / Taxiway / Apron reseal and strengthening (2015)	\$1,000,000
	Terminal	Major maintenance (2010)	\$50,000
		Extension (2020)	\$1,000,000

5. Financial Plan

5.1 Current Income

Statements of the current balance sheets for the last four (4) years for the Albany Airport have been provided by the City of Albany, as shown in Appendix B to this report.

In examining these balance sheets, it appears that the income derived from RPT landing fees has been reasonably variable over the last four years. It is assumed that based on the forecasting figures, the RPT services into Albany have been achieving in the order to 60%-80% load factors per aircraft.

The other income has been derived from the airport is from lease and rental payments for both landside and airside facilities associated with the airport. Increased lease income has been assumed in the cash flow following upgrading of the GA hangar area and following extension of the terminal. Currently there are low returns from the GA hangar leases. Council should consider this issue in the future and implement a user pays policy to provide cost recovery.

Grants for the runway extension and for the purchase of the ILS have also been made by the government in the past. For the purposes of this financial plan, it will be assumed that only limited grants will be available in the future. The only potential grant that may be available to Albany Airport would be RADS grants which may be allocated for future runway overlay and strengthening works associated with the introduction of larger aircraft for regional services throughout Western Australia. RADS grants are becoming harder to win for airports such as Albany. As such, although it may be a practical opportunity for the proposed runway overlay and strengthening work, that is predicted to be required at Albany Airport, for the purpose of the financial plan, it will be assumed that no grants will be available and that all capital works will need to be self funded by the airports income.

5.2 Current Expenditure

As detailed in the attached balance sheets, the bulk of the expenditure at Albany Airport is associated with maintenance and depreciation costs, the repayment of loans and the planned capital works that have occurred, such as the recently completed extension of the runway.

5.3 Balance Sheet

A summary of the balance sheets that are attached in Appendix B are as follows:

	Income	Expenditure
2002 – 2003	322,712	322,796
2001 – 2002	743,442	862,120
2000 – 2001	886,801	718,459
	(including 136,750 runway grant)	
1999 – 2000	1,445,289	1,174,155
	(including ILS cost 624,000)	

As can be seen by these figures, the actual income for the airport has dropped over recent years. The forecasting assumes a steady growth in RPT passengers, and as such, the actual airport income (which is heavily aligned to RPT pax numbers) should increase in the future.

5.4 Airport Contractor

As part of the advice provided by Connell Wagner, it has been requested that we consider the position of the airport contractor as part of the financial planning. It is our opinion that the current contractor is performing a very serviceable job for the City of Albany. The contractor is on call generally 24 hours a day, 7 days a week and provides not only support for the airport operations, but also acts as a fuelling agent for general aviation and the various operators that use the airport. We believe that the services of the contractor should be continued and allowance made in the budget for this continuing expenditure.

5.5 ILS

From the balance sheets, the ILS was introduced into Albany airport in the 1999/2000 financial year, at a cost of \$324,000. At present the ILS is costing the City of Albany between \$50,000 and \$100,000 in ongoing maintenance costs and is generating very limited income for Council. Connell Wagner believes that there is limited opportunity for income derived from the ILS and this will be ongoing unless a user such as a flying school can be attracted to Albany Airport. As the opportunity for long term fees for the ILS are considered to be quite limited within the regional context of WA airports, it is recommended that the City of Albany consider decommissioning the ILS and selling it for the best return they can achieve.

In the financial plan, Connell Wagner have assumed three scenarios for the ILS:

- That it be retained up until the end of the year 2020; or
- That it be decommissioned and sold for a figure of around \$50,000 plus an allowance of \$200,000 to be repaid to DPI as part of the RADS loan for the ILS in the year 2004; or
- That it be decommissioned and sold for a figure of around \$50,000 plus an allowance of \$200,000 to be repaid to DPI as part of the RADS loan for the ILS in the year 2007. (This last scenario is predicated on the Council heavily marketing the potential use and income of the ILS. If by 2007 the marketing is not successful and the ILS is still a loss generator, it should be sold).

5.6 Fees Comparison with Other Western Australian Airports

To assist in developing a practical income strategy for Albany Airport, the landing and passenger fees charged at other Western Australian airports were investigated.

The fees income derived at both Geraldton and Kalgoorlie – Boulder Airports are compared to the Albany figures in the table below:

	Albany	Geraldton	Kalgoorlie - Boulder
Passenger Levy	18.70	13.20	15.80
RPT Airport Landing Fee (per 1000 kgm)	N/A	11.50	7.70
GA Landing Fee	N/A	5.20	5.50

Airport Fees (excluding GST)

As can be seen from the table, Albany Airport levies the highest passenger fee when compared to Geraldton and Kalgoorlie – Boulder airports, but does not charge any landing fees for either RPT or GA aircraft movements.

Based on the fees strategy at other airports within Western Australia, it is recommended that the City of Albany consider changes to their fee charges at Albany Airport. The Passenger Levy should reflect terminal interest repayments and capital works requirements for land side facilities. Council should also consider the introduction of aircraft landing fees for both RPT and GA aircraft operations, to accommodate current loan and future capital works for airside infrastructure. These fees should be based on an agreed capital works strategy, one of which is suggested in this report. It is further recommended that the derived income from the airport operations be solely for airport operations and capital works budgets rather than being included in councils consolidated revenue budget. If this policy were to be adopted, a smaller passenger tax could be considered if landing fees were to be introduced. In general, aircraft landing fees should fund airside infrastructure and passenger fees should fund terminal and landside infrastructure. A further expenditure option that could be considered is to use some of the income to promote the airport to industry and professional users.

For the cash flow analysis derived in this report, the following fees assumptions have been made:

1. Maintain the current passenger levy at \$18.70 per passenger;
2. Introduce a \$10 per 1000 kgm landing fee for RPT services. The F50 aircraft has a maximum take off weight of around 20,000 kgm. Each F50 operation is therefore assumed to derive a landing fee of \$200;
3. Introduce a GA landing fee of \$5 per loading.

The proposed landing fees suggested are similar to those charged at other WA Regional Airports. As discussed above, once a capital works program is agreed, these fees could be adjusted to reflect actual airside and land side expenditure.

5.7 Financial Plans

In developing financial plans for the operation and development of Albany Airport to the year 2020, Connell Wagner has developed four (4) cash flow proposals:

- Projected cash flow based on forecast RPT growth (3.6%) with current income streams and ILS (Option 0).
- Projected cash flow based on forecast RPT growth (3.6%) with a retained ILS (Option 1).
- Projected cash flow based on forecast RPT growth (3.6%) with ILS sale in 2004 (Option 2).
- Projected cash flow based on forecast RPT growth (3.6%) with ILS sale in 2007 (Option 2a).
- Projected cash flow based on a revised RPT growth (2%) with a retained ILS (Option 3).
- Projected cash flow based on a revised RPT growth (2%) with ILS sale in 2004 (Option 4).
- Projected cash flow based on a revised RPT growth (2%) with ILS sale in 2007 (Option 4a).

5.7.1 Basis of Cash Flow Development

The projected cash flow to 2020 is presented in 2003 dollar values rather than discounted cash flows (DCF), since the net cash position (ie cash inflows, cash outflows, sources of cash, use of cash surpluses for adhoc capital works) is most critical for an organisation's financial planning / viability.

Essentially, in using current 2003 dollar values to 2020, the projected cash flow indicates how an organisation will realistically in today's values obtain its cash and how that cash is applied in terms of operating and capital expenditure over the cash flow period. The 2003 dollar values eliminate the requirement to gross future costs of inflation which, if wrong, will significantly distort the projected cash flow, particularly as the cash flow moves closer towards 2020.

DCF's are primarily used as a capital budgetary technique to represent cash inflows (benefits) and cash outflows (costs) of competing project options at a common point in time so that they can be compared. Therefore, by varying the timing of a project option can impact on the Net Present Value (NPV) vis-à-vis the base case or another project options. For the above, the resulting specific cash inflows (benefits) are directly related and measurable to the capital under consideration for the Albany Airport projected cash flow, it comprises a number of capital projects which are not directly related to the major revenue streams of the airport and hence is considered not suitable to DCF.

5.7.2 Options 1, 2 and 2a Assumptions

Albany Airport Projected Cash Flows 2003 to 2020 – Data Assumptions

Spreadsheet Category	Assumptions								
Activity									
RPT Passenger Movements	The base figure is 43,565 in 2001 (official Avstats data) growing at an average annual rate of 3.6% to 83,000 in 2020.								
RPT Aircraft Movements	The base figure is 1,550 growing at an average annual rate of 0.38% to 1,653 in 2020.								
GA Landings	The base figure is 8,500 growing at 3% per annum to 15,200 in 2020.								
Revenue									
Aeronautical									
RPT Passenger Head Fees	Passenger head tax of \$18.70 (assumed to be 90% of \$16.80 to represent child fares).								
RPT Aircraft Landing Fees	Landing charge of \$200 per landing								
GA Landing Fees	Landing charge of \$5 per landing								
Other aeronautical									
ILS sale	One scenario assumes the retention of the ILS. (Option 1). Two scenarios assumes sale of ILS at \$50,000 in 2004 and 2007, respectively (Options 2 and 2a). If the ILS is sold, it is assumed the Council will be required to repay some of the RADS money used for the purchase of the ILS. A figure of 5200,000 has been used in the cash flow.								
Non aeronautical									
Leases	This item comprises the following entries from Council's financial statement for year ending 30 June 2002.								
	<table border="0"> <tr> <td><u>CoA</u></td> <td><u>Entry</u></td> </tr> <tr> <td>3813</td> <td>A/port – leases rent</td> </tr> <tr> <td>3833</td> <td>A/port – leases</td> </tr> <tr> <td>3834</td> <td>A/port – lease inc GST</td> </tr> </table>	<u>CoA</u>	<u>Entry</u>	3813	A/port – leases rent	3833	A/port – leases	3834	A/port – lease inc GST
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	Increase lease income of 20% is assumed in 2010 with the construction of the GA Hangar area, mainly based on improved income from new hangar leases.								
	Source same as above but includes								
	<table border="0"> <tr> <td><u>CoA</u></td> <td><u>Entry</u></td> </tr> <tr> <td>3803</td> <td>A/Port – Public telephones</td> </tr> </table>	<u>CoA</u>	<u>Entry</u>	3803	A/Port – Public telephones				
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3803	A/Port – Public telephones								

Spreadsheet Category	Assumptions
	Note the following have been excluded because they represent a subsidy or a one off income item respectively:
<u>CoA</u>	<u>Entry</u>
6509	A/port – T/F reserve
3903	A/port – Sale of plant
8033	A/port – Profit / Loss sale of assets

Subsidies and Grants	No subsidies and grants from internal to Council and/or from external sources have been identified to 2020. The net cashflow at the end of each year indicates the extent of subsidy required for the aerodrome to break even.																																				
Expenditure Operating Expenditure General	This item comprises the following rates from Council's financial statement for year end 30 June 2002. <table border="0" style="width: 100%;"> <thead> <tr> <th style="text-align: center;"><u>CoA</u></th> <th style="text-align: center;"><u>Entry</u></th> </tr> </thead> <tbody> <tr><td style="text-align: center;">3702</td><td>A/port – General Maintenance</td></tr> <tr><td style="text-align: center;">3712</td><td>A/port – Vehicle Op. Costs</td></tr> <tr><td style="text-align: center;">3722</td><td>A/port – Public Telephone</td></tr> <tr><td style="text-align: center;">3732</td><td>A/port – Maintenance Other</td></tr> <tr><td style="text-align: center;">3742</td><td>A/port – Contractor</td></tr> <tr><td style="text-align: center;">3752</td><td>A/port – Emp. Ind. Insurance</td></tr> <tr><td style="text-align: center;">3762</td><td>A/port – Catastrophe Insurance</td></tr> <tr><td style="text-align: center;">3772</td><td>A/port – Housing Maintenance</td></tr> <tr><td style="text-align: center;">3782</td><td>A/port – DMEI Commission</td></tr> <tr><td style="text-align: center;">3792</td><td>A/port – Term L/Int Repaid (only to 30/06/12)</td></tr> <tr><td style="text-align: center;">3802</td><td>A/port – Runway L/Int Repaid (only to 01/01/04)</td></tr> <tr><td style="text-align: center;">3902</td><td>A/port – Training</td></tr> <tr><td style="text-align: center;">7472</td><td>A/port – Building Depreciation</td></tr> <tr><td style="text-align: center;">7462</td><td>A/port – Other Depreciation</td></tr> <tr><td style="text-align: center;">7482</td><td>A/port – Furniture Depreciation</td></tr> <tr><td style="text-align: center;">7492</td><td>A/port – Plant Depreciation</td></tr> <tr><td style="text-align: center;">5762</td><td>A/port – Trans Ex Schedule 4</td></tr> </tbody> </table>	<u>CoA</u>	<u>Entry</u>	3702	A/port – General Maintenance	3712	A/port – Vehicle Op. Costs	3722	A/port – Public Telephone	3732	A/port – Maintenance Other	3742	A/port – Contractor	3752	A/port – Emp. Ind. Insurance	3762	A/port – Catastrophe Insurance	3772	A/port – Housing Maintenance	3782	A/port – DMEI Commission	3792	A/port – Term L/Int Repaid (only to 30/06/12)	3802	A/port – Runway L/Int Repaid (only to 01/01/04)	3902	A/port – Training	7472	A/port – Building Depreciation	7462	A/port – Other Depreciation	7482	A/port – Furniture Depreciation	7492	A/port – Plant Depreciation	5762	A/port – Trans Ex Schedule 4
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ILS	It is noted that General Operational Expenditure is increased by a factor of 2.5% of the capital expenditure to accommodate increased maintenance / operating expenditure. The Option 1 scenario, which assumes the retention of the ILS has operating expenditure from 2003 to 2020. The annual operators expenditure for all ILS for 2003 to 2020 has been determined using an average of ILS related expenditure between 2000 to 2002. The Option 2 scenario which assumes the sale of the																																				

Spreadsheet Category	Assumptions
	ILS in 2004 results in ILS related operating expenditure in 2003 only. The Option 2a scenario, which assumes the scale of the ILS in 2007 results in ILS related operating expenditure for 2003 – 2006.
Capital Expenditure	As per the new Airport Development Plan

5.7.3 Options 3, 4 and 4a Assumptions

Albany Airport – Projected Cash Flow 2003 to 2020 – Data Assumptions for Version 2

Spreadsheet Category	Assumptions																				
Activity RPT Passenger Movements RPT Aircraft Movements GA Landings	The base figure is 43,585 in 2001 (official Avstats data) growing at an average annual rate of 2% to 63,466 in 2020. The base figure is 1,550 growing at an average annual rate of 0.21% to 1,606 in 2020. The base figure is 8,500 growing at 3% per annum to 15,200 in 2020.																				
Revenue Aeronautical RPT Passenger Head Fees RPT Aircraft Landing Fees GA Landing Fees Other aeronautical ILS sale Non aeronautical Leases	Passenger head tax of \$18.70 (assumed to be 90% or \$16.80 to account for child fares). Landing charge of \$200 per landing. Landing charge of \$5 per landing. As per page 8 Options 1, 2 and 2a. This item comprises the following entries from Council's financial statement for year ending 30 June 2002. <table border="0" data-bbox="922 1249 1326 1384"> <tr> <td style="text-align: center;"><u>CoA</u></td> <td style="text-align: center;"><u>Entry</u></td> </tr> <tr> <td style="text-align: center;">3813</td> <td style="text-align: center;">A/port – leases rent</td> </tr> <tr> <td style="text-align: center;">3833</td> <td style="text-align: center;">A/port – leases</td> </tr> <tr> <td style="text-align: center;">3834</td> <td style="text-align: center;">A/port – lease inc GST</td> </tr> </table> Increased lease income of 20% is assumed in 2010 with the construction of the GA Hangar area, mainly based on improved income from new hangar leases Source same as above but includes <table border="0" data-bbox="922 1585 1366 1653"> <tr> <td style="text-align: center;"><u>CoA</u></td> <td style="text-align: center;"><u>Entry</u></td> </tr> <tr> <td style="text-align: center;">3803</td> <td style="text-align: center;">A/Port – Public telephones</td> </tr> </table> Note the following have been excluded because they represent a subsidy or a one off income item respectively: <table border="0" data-bbox="922 1787 1453 1921"> <tr> <td style="text-align: center;"><u>CoA</u></td> <td style="text-align: center;"><u>Entry</u></td> </tr> <tr> <td style="text-align: center;">6509</td> <td style="text-align: center;">A/port – T/F reserve</td> </tr> <tr> <td style="text-align: center;">3903</td> <td style="text-align: center;">A/port – Sale of plant</td> </tr> <tr> <td style="text-align: center;">8033</td> <td style="text-align: center;">A/port – Profit / Loss sale of assets</td> </tr> </table>	<u>CoA</u>	<u>Entry</u>	3813	A/port – leases rent	3833	A/port – leases	3834	A/port – lease inc GST	<u>CoA</u>	<u>Entry</u>	3803	A/Port – Public telephones	<u>CoA</u>	<u>Entry</u>	6509	A/port – T/F reserve	3903	A/port – Sale of plant	8033	A/port – Profit / Loss sale of assets
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Subsidies and Grants	No subsidies and grants from internal to Council and/or from external sources have been identified to 2020. The net cashflow at the end of each year indicates the extent of subsidy required for the aerodrome to break																				

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ILS	As per page 9 Options 1, 2 and 2a.																																				
Capital Expenditure	As per the new Airport Development Plan																																				

5.7.4 Conclusions

Based on the results detailed in the options spread sheets:

- Option 0 – Forecast RPT with current income stream and ILS retained;
- Option 1 - Forecast RPT with ILS retained;
- Option 2 -Forecast RPT with 2004 sale of ILS;
- Option 2a – Forecast RPT with 2007 sale of ILS;
- Option 3 - Revised RPT Forecast with ILS retained;
- Option 4 - Revised RPT forecast with 2004 sale of ILS;
- Option 4a – Revised RPT forecast with 2007 sale of ILS.

It appears that Albany Airport should return a profit to the City of Albany.

This conclusion is predicated on agreement to the following:

- That RPT forecast growth will be achieved;
- That landing fees will be applied to RPT and GA operations;
- That the operating revenue (based on 2002 figures) is realistic;
- That the proposed capital works program reflects the city's vision for the airport; and
- That capital costs reflect current expected expenditure for these proposed works.

6. Other Issues

In the initial brief for this supplementary report the City of Albany requested that Connell Wagner provide comments on several other issues associated with the operation management of Albany Airport.

6.1 ILS

As discussed previously, Connell Wagner's view on the ILS is that there is very limited opportunity for income to be generated from the ILS.

The aircraft that currently operate from Albany Airport do not require the ILS navigation aid.

Potential sources of use are RPT services, military traffic and flying schools. The RPT and military demand is currently small and is not expected to significantly increase in the future. If a flying school were to be attracted to Albany, this may justify the retention of the ILS. In the current environment this is a speculative position from which to maintain the high cost of the ILS operation.

Our opinion, as stated in the report, is that Council should consider selling the ILS and operating the airport without this facility. Advice on this matter should also be sought from DPI Aviation Branch, as to whether they can identify and assist with developing further demand for the ILS.

6.2 Albany Airport Advisory Committee (AAAC)

The current roll of the AAAC, as we understand it, is partly a management roll and partly a strategic development roll.

In our view, it is important that the strategic development of the airport be considered by such a committee. Preparation of events, strategy for increased business (both aviation and non-aviation), the role of the airport in regional development, master planning strategy etc, are all issues which should be considered. The AAAC should be made up of a wide cross section of members (as is currently the case) and should meet on say a 3-6 monthly basis.

The operation of the airport should be managed by the council officers, responsible to Council.

Appendix A

Master Plan Development Strategy

Appendix B

Albany Airport Balance Sheets

Project: Albany Airport
 Title: OPERATIONAL - Projected Cash Flow to 2020 (- \$100 values) - Current Financial Position
 Author: P.J.
 Date: 2012/04/03

Activity	2013	2014	2015	2016	2017	2018	2019	2020
RT Passenger Movements	45,426	47,133	485,331	52,276	50,373	63,546	77,332	83,900
RT Aircraft Movements	1,500	1,600	1,532	1,586	1,592	1,594	1,641	1,677
Current Aviation Leases	9,156	9,432	9,256	10,469	11,949	11,299	13,110	14,237
Revenue								
Approved								
RPT Passenger Fees	\$ 704,315	\$ 739,831	\$ 807,587	\$ 844,552	\$ 879,379	\$ 1,004,264	\$ 1,240,458	\$ 1,384,402
RPT Aircraft Landing Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
General Aviation Landing Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ 704,315	\$ 739,831	\$ 807,587	\$ 844,552	\$ 879,379	\$ 1,004,264	\$ 1,240,458	\$ 1,384,402
Non-Approved								
Leases	\$ 31,258	\$ 30,286	\$ 30,255	\$ 30,288	\$ 30,319	\$ 30,319	\$ 30,319	\$ 30,319
Other	\$ 417	\$ 417	\$ 417	\$ 417	\$ 417	\$ 417	\$ 417	\$ 417
Sub Total	\$ 31,675	\$ 30,703	\$ 30,672	\$ 30,705	\$ 30,736	\$ 30,736	\$ 30,736	\$ 30,736
Sub Total Revenue	\$ 735,990	\$ 770,534	\$ 838,259	\$ 875,257	\$ 910,115	\$ 1,035,000	\$ 1,271,194	\$ 1,415,138
Expenditures								
Operating								
General	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Leases	\$ 18,964	\$ 18,964	\$ 18,964	\$ 18,964	\$ 18,964	\$ 18,964	\$ 18,964	\$ 18,964
Sub Total	\$ 68,964	\$ 68,964	\$ 68,964	\$ 68,964	\$ 68,964	\$ 68,964	\$ 68,964	\$ 68,964
Capital Expenditure								
Building Renovation	\$ 152,000	\$ 152,000	\$ 152,000	\$ 152,000	\$ 152,000	\$ 152,000	\$ 152,000	\$ 152,000
Terminal Multi-level & extension	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Terminal car park extension	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Terminal ground lighting	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Financial research & development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
GA ground lighting	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
GA hangar expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
GA baggage handling	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Multi-level extension	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ 152,000	\$ 152,000	\$ 152,000	\$ 152,000	\$ 152,000	\$ 152,000	\$ 152,000	\$ 152,000
Total Expenditures	\$ 220,964	\$ 220,964	\$ 220,964	\$ 220,964	\$ 220,964	\$ 220,964	\$ 220,964	\$ 220,964
Net Operating Surplus (Project)	\$ 506,026	\$ 549,570	\$ 619,295	\$ 654,293	\$ 699,150	\$ 814,036	\$ 1,050,230	\$ 1,194,174
Net Cash Flow	\$ 474,351	\$ 487,401	\$ 524,921	\$ 564,289	\$ 608,145	\$ 743,062	\$ 829,292	\$ 921,164
Cumulative Cash Flow	\$ 474,351	\$ 961,752	\$ 1,486,673	\$ 2,050,962	\$ 2,659,107	\$ 3,392,169	\$ 4,221,461	\$ 5,142,625

Project: Albany A 7001
 Title: CAPITAL 2A - Projected Cash Flow in 2010 to 2020 (in \$ mil, rounded) - Selling the LL in 2007, 2009 & 2014
 Author: AJB
 Date: 5/20/2013

Year Ending	2003	2004	2005	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	
Revenue																		
Operating																		
RPT Passenger Movements	45181	47113	48320	52049	54266	58250	62546	60333	62546	64792	67137	69547	72031	74645	77332	80116	83200	
RPT Aircraft Landing Fees	1525	1536	1562	1574	1580	1586	1592	1598	1604	1610	1616	1622	1628	1635	1641	1647	1653	
General Aviation Landings	5191	5172	5150	5130	5110	5090	5070	5050	5030	5010	4990	4970	4950	4930	4910	4890	4870	
Sub Total	\$ 1,126,256	\$ 1,150,359	\$ 1,161,579	\$ 1,173,849	\$ 1,186,059	\$ 1,198,269	\$ 1,210,479	\$ 1,222,689	\$ 1,234,899	\$ 1,247,109	\$ 1,259,319	\$ 1,271,529	\$ 1,283,739	\$ 1,295,949	\$ 1,308,159	\$ 1,320,369	\$ 1,332,579	
Other Revenue																		
US Buy Bill Payment																		
Sub Total																		
Total Revenue	\$ 1,126,256	\$ 1,150,359	\$ 1,161,579	\$ 1,173,849	\$ 1,186,059	\$ 1,198,269	\$ 1,210,479	\$ 1,222,689	\$ 1,234,899	\$ 1,247,109	\$ 1,259,319	\$ 1,271,529	\$ 1,283,739	\$ 1,295,949	\$ 1,308,159	\$ 1,320,369	\$ 1,332,579	
Operating Expenses																		
Operating																		
Fuel	850,000	860,000	870,000	880,000	890,000	900,000	910,000	920,000	930,000	940,000	950,000	960,000	970,000	980,000	990,000	1,000,000	1,010,000	
Maintenance	100,000	105,000	110,000	115,000	120,000	125,000	130,000	135,000	140,000	145,000	150,000	155,000	160,000	165,000	170,000	175,000	180,000	
Salaries	150,000	155,000	160,000	165,000	170,000	175,000	180,000	185,000	190,000	195,000	200,000	205,000	210,000	215,000	220,000	225,000	230,000	
Other	200,000	205,000	210,000	215,000	220,000	225,000	230,000	235,000	240,000	245,000	250,000	255,000	260,000	265,000	270,000	275,000	280,000	
Sub Total	\$ 1,300,000	\$ 1,325,000	\$ 1,350,000	\$ 1,375,000	\$ 1,400,000	\$ 1,425,000	\$ 1,450,000	\$ 1,475,000	\$ 1,500,000	\$ 1,525,000	\$ 1,550,000	\$ 1,575,000	\$ 1,600,000	\$ 1,625,000	\$ 1,650,000	\$ 1,675,000	\$ 1,700,000	
Non-Operating																		
Depreciation	100,000	105,000	110,000	115,000	120,000	125,000	130,000	135,000	140,000	145,000	150,000	155,000	160,000	165,000	170,000	175,000	180,000	
Interest	50,000	55,000	60,000	65,000	70,000	75,000	80,000	85,000	90,000	95,000	100,000	105,000	110,000	115,000	120,000	125,000	130,000	
Other	50,000	55,000	60,000	65,000	70,000	75,000	80,000	85,000	90,000	95,000	100,000	105,000	110,000	115,000	120,000	125,000	130,000	
Sub Total	\$ 200,000	\$ 215,000	\$ 230,000	\$ 245,000	\$ 260,000	\$ 275,000	\$ 290,000	\$ 305,000	\$ 320,000	\$ 335,000	\$ 350,000	\$ 365,000	\$ 380,000	\$ 395,000	\$ 410,000	\$ 425,000	\$ 440,000	
Total Operating Expenses	\$ 1,500,000	\$ 1,540,000	\$ 1,580,000	\$ 1,620,000	\$ 1,660,000	\$ 1,700,000	\$ 1,740,000	\$ 1,780,000	\$ 1,820,000	\$ 1,860,000	\$ 1,900,000	\$ 1,940,000	\$ 1,980,000	\$ 2,020,000	\$ 2,060,000	\$ 2,100,000	\$ 2,140,000	
Operating Profit	\$ (373,744)	\$ (389,641)	\$ (418,421)	\$ (446,151)	\$ (473,941)	\$ (501,731)	\$ (529,521)	\$ (557,311)	\$ (585,101)	\$ (612,891)	\$ (640,681)	\$ (668,471)	\$ (696,261)	\$ (724,051)	\$ (751,841)	\$ (779,631)	\$ (807,421)	\$ (835,211)
Other Income																		
Operating																		
Gain on Sale																		
Interest																		
Other																		
Sub Total																		
Non-Operating																		
Depreciation																		
Interest																		
Other																		
Sub Total																		
Total Other Income																		
Total Cash Flow	\$ (373,744)	\$ (389,641)	\$ (418,421)	\$ (446,151)	\$ (473,941)	\$ (501,731)	\$ (529,521)	\$ (557,311)	\$ (585,101)	\$ (612,891)	\$ (640,681)	\$ (668,471)	\$ (696,261)	\$ (724,051)	\$ (751,841)	\$ (779,631)	\$ (807,421)	

Project: Albany Airport
 Title: Division 3 - Projected Cash Flow in 2010 to 2020 (in 1,000's values) - Receipts (in US Dollars) - Year 1
 Author: AUB
 Date: 3/05/2010

Activity	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Revenue																		
Arrivals																		
RFF Passenger Movements	4,822	4,632	4,715	4,806	4,901	5,000	5,103	5,210	5,320	5,433	5,550	5,671	5,795	5,923	6,054	6,189	6,328	6,470
RFF Aircraft Movements	1,530	1,530	1,530	1,530	1,530	1,530	1,530	1,530	1,530	1,530	1,530	1,530	1,530	1,530	1,530	1,530	1,530	1,530
General Aviation Landings	910	910	910	910	910	910	910	910	910	910	910	910	910	910	910	910	910	910
Other																		
R-1 Passenger Fees	76,400	76,682	77,220	77,917	78,676	79,499	80,387	81,340	82,359	83,445	84,599	85,822	87,115	88,488	89,941	91,475	93,090	94,786
R-2 Aircraft Landing Fees	310,000	310,951	311,900	312,847	313,792	314,735	315,677	316,618	317,558	318,497	319,435	320,372	321,308	322,243	323,177	324,110	325,042	325,973
General Aviation Landing Fees	45,900	47,356	48,780	50,174	51,538	52,872	54,176	55,450	56,694	57,908	59,092	60,246	61,370	62,464	63,528	64,562	65,566	66,540
Sub Total	1,117,410	1,134,707	1,152,207	1,170,240	1,188,892	1,207,265	1,226,357	1,245,164	1,264,691	1,284,949	1,305,938	1,327,660	1,350,115	1,373,304	1,397,227	1,421,884	1,447,275	1,473,401
Non-Arrivalist																		
Leases	30,264	30,446	30,628	30,810	31,000	31,198	31,404	31,618	31,840	32,070	32,308	32,554	32,808	33,070	33,340	33,618	33,904	34,198
Other	417	434	451	467	484	501	518	535	552	569	586	603	620	637	654	671	688	705
Sub Total	30,681	30,880	31,079	31,277	31,484	31,699	31,922	32,153	32,392	32,599	32,814	33,037	33,268	33,507	33,754	34,009	34,272	34,533
Subsidies & Grants																		
Subsidies																		
Grants																		
Sub Total																		
Total Revenue	1,148,091	1,165,587	1,183,276	1,201,517	1,220,376	1,239,964	1,260,279	1,281,313	1,303,081	1,325,543	1,348,752	1,372,697	1,397,383	1,422,811	1,448,991	1,475,929	1,503,734	1,532,404
Expenditure																		
Operating Expenditure																		
General	683,000	690,000	697,000	704,000	711,000	718,000	725,000	732,000	739,000	746,000	753,000	760,000	767,000	774,000	781,000	788,000	795,000	802,000
L.E.	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000
Sub Total	758,000	765,000	772,000	779,000	786,000	793,000	800,000	807,000	814,000	821,000	828,000	835,000	842,000	849,000	856,000	863,000	870,000	877,000
Capital Expenditure																		
Facility Lease Requirements	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000
Terminal Rehabilitation & Renovation																		
Terminal ramp lighting																		
Terminal ramp lighting																		
Painting of ramp & strengthening																		
Garage & carway expansion																		
Sub Total	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000
UA to 50:50																		
UA Capital Expenditure																		
UA Capital Expenditure																		
Sub Total																		
Total Expenditure	808,000	815,000	822,000	829,000	836,000	843,000	850,000	857,000	864,000	871,000	878,000	885,000	892,000	899,000	906,000	913,000	920,000	927,000
Net Operating Surplus	340,091	350,587	351,276	352,517	354,376	356,964	360,279	364,313	369,081	374,543	380,752	387,697	395,383	403,811	412,991	422,929	433,734	445,404
Net Cash Flow	255,109	275,429	285,376	295,240	305,044	314,785	324,457	334,064	343,614	353,116	362,569	371,973	381,327	390,631	399,885	409,099	418,272	427,405
Operating Surplus	340,091	350,587	351,276	352,517	354,376	356,964	360,279	364,313	369,081	374,543	380,752	387,697	395,383	403,811	412,991	422,929	433,734	445,404
Operating Expenditure	808,000	815,000	822,000	829,000	836,000	843,000	850,000	857,000	864,000	871,000	878,000	885,000	892,000	899,000	906,000	913,000	920,000	927,000
Net Cash Flow	255,109	275,429	285,376	295,240	305,044	314,785	324,457	334,064	343,614	353,116	362,569	371,973	381,327	390,631	399,885	409,099	418,272	427,405
Operating Surplus	340,091	350,587	351,276	352,517	354,376	356,964	360,279	364,313	369,081	374,543	380,752	387,697	395,383	403,811	412,991	422,929	433,734	445,404
Operating Expenditure	808,000	815,000	822,000	829,000	836,000	843,000	850,000	857,000	864,000	871,000	878,000	885,000	892,000	899,000	906,000	913,000	920,000	927,000
Net Cash Flow	255,109	275,429	285,376	295,240	305,044	314,785	324,457	334,064	343,614	353,116	362,569	371,973	381,327	390,631	399,885	409,099	418,272	427,405



WESTERN AUSTRALIAN
LOCAL GOVERNMENT ASSOCIATION

20 August 2003

CITY OF ALBANY	TRN1094/DJT: JR discprlgs
FILE: Gv040	Release Your Ref:
DOC: I308710	
22 AUG 2003	
FOR: POLIS 1	
FROM: Robert	

Mr Andrew Hammond
Chief Executive Officer
City of Albany
PO Box 484
ALBANY WA 6331

Dear Andrew

LGIP GREAT SOUTHERN REGIONAL COORDINATION PROJECT – DISCUSSION PAPER AND CONSULTATION

I refer to my correspondence of 11 July 2003 in which I outlined the current status of this project and its relevance to the thirteen Great Southern Regional Road Group member Local Governments, given wide-ranging policy and economic developments occurring at both Commonwealth and State levels.

You may recall my advice that the nationally-based LGInfo Group of consultants is currently undertaking Stage Two of the project. A key element of this Stage involves preparation of a Discussion Paper examining options for the role of the Regional Road Group within an expanded regional transport planning framework.

Following its completion, the Discussion Paper was recently submitted to the project Steering Committee and endorsed for dissemination to Great Southern Regional Road Group member Local Governments for consideration. Accordingly, a copy of the Discussion Paper is now attached.

As foreshadowed in my recent correspondence, dissemination of the Discussion Paper is to be followed by a consultation phase whereby LGInfo Group representatives, Project Steering Committee members and I will visit member Local Governments to further elaborate on issues and options identified.

At the conclusion of this consultation phase undertaken as part of Stage Two, member Local Governments will be invited to formally submit their views on the Discussion Paper and its recommendations.

With the Discussion Paper now having been released, it is proposed that the consultation phase be undertaken during the week of Monday 8 September 2003 and concluding on Friday 12 September 2003.

A schedule detailing the proposed dates and times of the consultation sessions, including that involving your Local Government, is attached.

Local Government House
15 ALBION STREET
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PO Box 1544
West Perth WA 6872
Telephone: (08) 9371 5055
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Website: www.waiga.asn.au



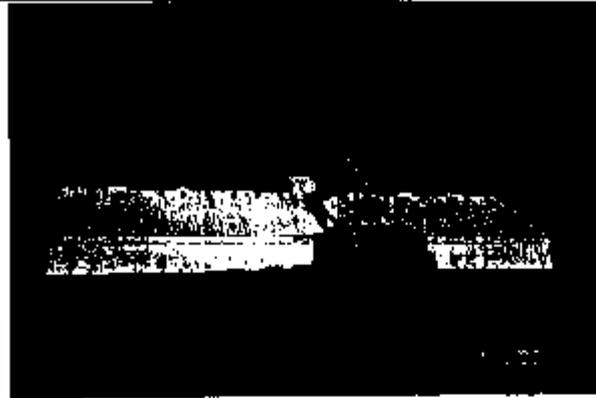
I am hopeful that these arrangements will be suitable for your Council and would encourage you to convey the Discussion Paper and details of proposed consultation session dates to Elected Members so that they may be accorded every possible opportunity to obtain a first hand view of this important project and its outcomes to date.

I would however, welcome feedback in respect to an alternative date and time for convening a consultation session during the week of 8th to 12th September 2003 in the event that proposed arrangements are not convenient and will undertake to have this accommodated within the overall consultation schedule.

On behalf of the Association and the Project Steering Committee, I commend the Discussion Paper to you and look forward to meeting you during the consultation phase. Should you require further details or clarification, please contact Joe Ripepi via email: jripepi@walga.asn.au, or telephone 9213 2086.

Yours sincerely,

Debbie Terelink
Executive Manager, Transport and Roads



The prime receival site at Cranbrook – one end of the transport logistic chain



The Port of Albany at the other end.

**TRANSPORT INFRASTRUCTURE CO-ORDINATION
PROJECT FOR THE GREAT SOUTHERN REGION
STAGE 2**

**A DISCUSSION PAPER ON
OPTIONS FOR THE REGIONAL ROAD GROUP**

Prepared by the LGInfo Group

August 2003

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Summary

This Discussion Paper addresses the institutional issues arising in Stage 2 of the Transport Infrastructure Co-ordination Project being undertaken by the WA Local Government Association.

The paper identifies the future challenges associated with transport in the region and proposes three options for the role that the Regional Road Group (RRG) as a collective representative body of the thirteen Local Governments, could play in the planning of transport infrastructure.

The first option is for the RRG to maintain its current role under the 'State Road Funds to Local Government Agreement'. The second option is an extension of the current role but with a stronger focus on transport outcomes particularly with respect to freight logistics and the possibility of developing a regional strategy of Local Governments day labour forces. The third option involves the RRG taking ownership of a regional road network (as the common interest between Local Governments) and developing an asset management plan for that network.

The Discussion Paper will be discussed with each Local Government in the region prior to their views being sought and reported in the final report.

1. INTRODUCTION

1.1 Purpose

The purpose of this paper is to identify the options open to the Great Southern Regional Road Group (GSRRG) in addressing future transport issues.

1.2 Background to the Project

In late 2000, the then Western Australian Municipal Association submitted an application for funding under the Commonwealth's Local Government Incentive Program (LGIP) to implement a Regional Transport Coordination project involving the GSRRG Local Governments.

Subsequently, in March 2001 the Department of Transport and Regional Services (DoTaRS) advised the Association of its success in obtaining LGIP funding, with a Deed of Grant formalised in May 2001.

The project aims to highlight the opportunities for Local Government in the development of strategic transport infrastructure. The project seeks to bring a Local Government perspective to regional transport infrastructure needs and issues by broadening the focus of the GSRRG Local Governments beyond roads to encompass other modes.

The project's strategic objectives include:

- 1) Improving regional co-operation between Councils and regional industries in transport infrastructure planning and implementation,
- 2) Demonstrate Local Government is effective in leading transport infrastructure planning and implementation in a local area,
- 3) Identifying transport infrastructure that targets regional economic development,
- 4) Identifying opportunities for new transport infrastructure funding sources.

The GSRRG was selected for the pilot project, based upon factors such as its Local Government membership composition, geographical characteristics and transport infrastructure mode/industry mix.

A further factor favouring selection of the GSRRG for the project was the success and maturity of its Multi Criteria Analysis (MCA) process in prioritising and funding projects on regionally significant roads.

However, significant political and institutional issues (from a transport policy perspective) arose following the State Labor Government's election to office in

February 2001. Foremost was the new Government's decision to create a mega-department of Planning and Infrastructure (DPI) with substantial strategic transport coordination responsibilities including road infrastructure related planning functions previously undertaken by Main Roads WA.

This resulted in the WA Local Government Association and the GSRRG being limited in their capacity to actively progress the project until the implications for Local Government arising from these changes at the State level had been fully resolved.

These issues were resolved in due course and a Steering Committee comprising elected members, technical experts and the Regional Manager, Main Roads WA Great Southern Region, was established in June 2002 to oversee the project.

The project needed to reflect the importance placed on utilising current participatory mechanisms involving the State and Local Government for achieving higher level transport infrastructure coordination goals.

The project was not designed to infringe on the primary role of the Great Southern Regional Road Group as embodied within the 1995 State Road Funds to Local Government Agreement. Rather, it was designed to proceed in a discrete, clearly defined but separate manner.

Achieving the project's ultimate success was seen as providing an opportunity for enhancing both the Regional Road Group (RRG) structure and role to serve as a model for wider application throughout Local Government, taking into account contemporary policy directions at the Commonwealth and State levels which favour broader, inter-modal transport focus.

The aim was to undertake the project in three distinct stages. Stage One essentially involved data collation and needs analysis, facilitated by the Project Coordinator through contact with stakeholders, including Local Governments, transport (road/rail) operators and industry. This stage was completed in December 2002.

Stage Two was to involve the development of methodology and identify issues required for a Regional Transport Plan and the role of the RRG whilst Stage Three was to disseminate and promote the outcome across Local Government as well as identify potential funding opportunities.

The LGinfo Group of Local Government consultants was engaged to undertake Stage Two of the project and they commenced work in April 2003.

1.3 The Purpose of this Discussion Paper

The Consultants identified that the project had two fundamental streams of activities. One was to describe the regional transport planning task and establish a framework for developing a Regional Transport Plan.

The consultants concluded that the freight logistics task in the region was in a state of flux at the moment due to a number of unresolved issues in both the grain and timber industries. Rather they were of the view that what the RRG needed was not so much a plan as a framework to deal with the various logistics strategies that might be adopted by the grain and timber transport operators.

They identified the second stream of activity as the feasibility of the RRG taking a broader transport focus in the context of a regional transport planning framework.

This Discussion Paper has primarily been prepared to stimulate discussion with Local Governments in the RRG on options available to them in this second stream. Each Local Government will be invited to discuss their views with the Consultants during September 2003.

By that time the Consultants will have prepared a draft report which will be finalised following the incorporation of the views of Local Governments and the various State agencies.

The draft final report will be submitted to the Steering Committee by the end of October 2003.

2. TRANSPORT ISSUES

2.1 Overview

The Great Southern region is relatively dependent on its agricultural sector. In 2001, it accounted for about 22% of Gross Regional Product (GRP) whereas in regional Western Australia (all regions excluding metropolitan Perth), agriculture contributed only 9% of GRP. To date, the Great Southern region has not been strongly dependent on mining as is the case throughout most of rural Western Australia.

The high dependence on agriculture is reflected in the regional freight movements. Grain exports account for about 78% of trade through Albany Port. Imports of fertilisers account for a further 6% of port trade. Fuel imports are also significant, much of which would be used in the agriculture sector. The grain catchment extends beyond the Great Southern region, particularly to the north of the region and increasingly to the west as farmers convert from traditional livestock based enterprises to grain production.

Grain exports have varied considerably because of seasonal factors. Over the period 1993-2002, exports averaged 1.65 mtpa ranging from 1.24 to 2.33 mtpa. Because of the structure of the Great Southern economy there is a strong southerly flow of grain, which funnels into the port via the main highways and the Great Southern Railway. Rail transports about 44% of grain movements in the Albany Zone. The remainder is trucked from receival bins throughout the year or directly from farm during harvesting.

The high dependence on road transport has occurred because only a portion of the Albany Zone is serviced by rail. The Great Southern Railway provides a central spine, and only a limited branch line network to the east. There are branch lines to Gnowangerup and Nyabing in Great Southern and to Lake Grace (forking to Hyden and Newdegate) to the north of the region. There are no branch lines to the west where grain production is increasing.

The 'funnelling' of freight movements into Albany has caused a number of problems. These include:

- Amenity issues caused by heavy truck movements in central Albany, particularly Chester Pass Road and Hanrahan Road which links with Princess Royal Drive to the port. In this area, there are conflicts with residents, commercial interests and the tourism industry. Growing opposition to heavy truck movements owing to amenity and safety concerns could jeopardise the efficient functioning of the port, which is central to the regional economy.

- Traffic management at the main roundabout on the northern outskirts of Albany. Traffic flows on the South Coast Highway, Albany Highway, Chester Pass Road, North Road and Hanrahan Road converge at this point. Traffic management problems will increase as the numbers of large freight efficient vehicles servicing the port increase.
- Lesser emphasis on east-west links in the road network. Owing to the importance of the port, the main 'spokes' leading from Albany form the main highways and arterial roads in the region. There has been less investment in east-west connector roads. There is now a need to develop an effective ring road around Albany to reduce traffic flows within the city. Investment in other east west connectors is also needed to service lateral road transport demands, particularly for the emerging woodchip industry, cross region touring and circuits in the tourism industry and grain movements to strategic receival bins which are also used as inland ports for the industry.

The heavy freight transport task is projected to increase significantly when the woodchip industry comes into full production. Albany Port has budgeted for a throughput of approximately 2 mtpa. Other commentators have projected considerably higher tonnages.

Adding to the uncertainty is the unknown but probably significant impact of infield chipping. Companies which infield chip are more likely to truck directly to the port. Those that develop stationary chipping plants are more likely to locate their plants adjacent to the railway. Ultimately the woodchip industry will increase lateral road transport demands as well as demands on the main road linkages to the port.

Development of other industries in the region is also necessary to ensure economic development. Recent data shows that the Great Southern region has lagged behind the rest of the State. In the period 1995/96 to 2000/01, real economic growth in the region was approximately 1.9% pa compared to 4.4% pa for regional Western Australia and 4% pa for the State economy.

There is scope to stimulate economic growth by encouraging other emerging industries. There is potential to develop downstream processing in the timber industry including production of strand timber and other timber products and by-products of timber wastes such as industrial solvents. Access to shipping container services at Albany Port could be a key factor in their development.

However, the emerging manufacturing industries would need to generate significant additional container traffic before such services could be attracted to Albany Port. A study conducted by Meyrick & Associates (2002) indicated that container services would not be viable at this stage.

The region is also developing a significant viticulture (and an associated olive industry). These industries are not intensive users of heavy transport. However, their linkages with the tourism industry are important. Tourists require good sealed road access.

The Great Southern Development Commission (GSDC) is promoting the development of east west links in the region to stimulate tourism development. Linkages from Manjimup to Frankland and then ultimately further to the east through the Stirling Ranges to Bremer Bay are seen as important in strategies to encourage greater touring on circuits and linkages with the South West. Great Southern visitation has not shown strong growth and is approximately one third the size of the industry in the South West. Development of wine and food trails in the region show potential given the prominence of the region's wine industry in national awards in the last six years.

2.2 Industry Issues

Grain

Co-operative Bulk Handling Ltd (CBH) has identified prime grain receipt sites. Their development will have significant impacts on lateral road movements. Local Governments have consequently been exposed in the recent past and have outlaid significant and unplanned funding for road repairs (the Shire of Cranbrook is a good example).

It is clear that deficiencies in transport infrastructure are not constraining the grain industry. Otherwise there would be considerably more collaborative forward planning involving CBH, Local Governments, Main Roads WA and the Australian Railroad Group (ARG). The real issue is the sub-optimising of benefits for the community. Unplanned road expenditures lead to reactive planning of road infrastructure. Roads are reconstructed prematurely. The net benefits of grain production would be enhanced if the grain industry at least 'shadow priced' the road impact costs of specific strategies.

Woodchip

Some of the TIRES planning is probably premature as companies are only partly way through their development programs. Plantation timber from west of Albany is being processed at a mill facility at Mirambeca, adjacent to a rail spur. This purpose built spur is used to transport chipped timber to Albany port for export. The road access to this mill from the west is fairly well established and State and Local Government funding has been used to upgrade deficient road sections.

Some companies, particularly those operating to the east of Albany, have not committed to the method of harvesting (infield chipping or transport of logs). The movement of woodchip freight is not yet fully predictable with any certainty over a suitable planning horizon, say 20-30 years.

Woodchipping will occur throughout the year, including periods when subgrades are saturated. This will lead to accelerated damage of pavements. Most of the roads servicing plantations will be subject to periodic intense usage followed by long periods of low use. To seal or maintain gravel surfaces is clearly an important issue.

Tourism

There is scope to effect potentially significant improvements in areas presently serviced by unsealed roads. The link between Manjimup and Frankland appears to show promise given the high profile of Frankland River wines in the national wine market. This should be explored further.

The wine trails must nevertheless be strongly linked to the coastal areas. This is a major strength of the Margaret River region (wine and surf).

Rail access

The scope to increase the proportion of rail freight will depend to some extent on pricing policies for grain transport. Currently CBH is constrained from offering incentives to use specific receival bins because of legislation. Rail could reduce road freight on the main corridors leading into Albany but might significantly increase road freight on lateral roads that historically have not been designed to high construction standards. There does not appear to be scope to increase the size of rail branch network.

Need for flexibility and road use pricing

The main freight generators are in a fluid state. Prime sites are being developed by CBH without full consultation with the transport agencies. The woodchip industry has not reached a production-market-transport equilibrium. Strategic upgrading of roads is not necessarily the answer in such an environment as it could lead to inappropriate expenditure of funds. Processes need to be developed which allow the municipalities to service change efficiently. This cannot be done unless the freight generators at least shadow price road impact costs.

3. INSTITUTIONAL ISSUES

3.1 Introduction

Whilst the transport task in the region is not complex in itself, a degree of complexity arises as a result of the strong role that the private sector plays in determining not only the rail freight tonnage but also the tonnage that is carried by road and the specific roads that will be affected.

It is not clear as to how the private sector interests will respond in the future to competitive pressures and the implications that this will have on both State and local roads.

It also needs to be appreciated that the road funding equation is changing at both State and Commonwealth levels with a greater focus by these spheres of government on rail transport as a means of reducing the number of trucks on the road and in reducing the costs of transport, particularly for long distance freight.

It is difficult for Local Governments to know where to invest in this climate of uncertainty. Clearly there is a need a greater sharing of information between the public and private sector interests and this will be served by an agreed transport planning framework.

The issue for this study is to whether the RRGs should take on a different role from the one for which it was established. This Chapter deals with the changing institutional environment at both the State and Commonwealth levels and the risks that this poses for Local Government. It provides a background to the options canvassed in Chapter 4.

3.2 Background to Roads 2020 and the Regional Road Groups

Regional Road Groups

In 1995, significant potential benefits for the local road network arising from collaboration and effective relationships were recognised through the introduction of the 'State Road Funds to Local Government Agreement'. Parties to the Agreement were the State (through Main Roads WA) and Local Government as represented by the then Western Australian Municipal Association (WAMA), now known as the WA Local Government Association. A fundamental pillar of the Agreement involved identification of guaranteed annual funding amounts for allocation to Local Government.

A geographically based structure of ten regional groupings of Local Governments was formulated. Each grouping to be known as Regional Road Groups (RRGs)

would have a say in where the limited road funding dollars were allocated in exchange for more accountability and transparency. Each RRG would develop criteria for identification and prioritisation of regionally significant roads projects and recommend funding for the local road network.

Facilitated under the 'State Road Funds to Local Government Agreement', this environment promoted transparency and accountability in the distribution of State road funds. RRGs have since 1994/95, arguably also enhanced Local Government efficiency and effectiveness by encouraging elected members to extend their thinking beyond satisfaction of parochial interests in favour of adopting a more strategic and regional focus.

RRG recommendations are considered by the 'State Road Funds to Local Government Advisory Committee', a body comprising representatives of Main Roads WA and the WA Local Government Association and which determines the distribution of State to Local Road Funds.

The success of the RRG model since its inception has centred upon facilitating inclusiveness of Local Governments in decision-making, given their role as managers of seventy two per cent of Western Australia's road network. The model has also succeeded through its promotion of a partnership approach between the State (through Main Roads WA) and Local Government represented by the WA Local Government Association.

The success and effectiveness of RRGs stems largely from the fact that identification and prioritisation of regionally significant projects is undertaken according to quantitative, objective and robust Multi Criteria Analysis (MCA). MCAs have been adapted to meet the requirements of particular RRGs, but notwithstanding, incorporate ranking factors of a transport, social, economic, financial, road safety and environmental nature.

This State -- Local Government partnership as embodied within the Agreement, has been subject to considerable pressure of late following the State Government's release of its 2003-04 State Budget containing reductions in road funding for the local road network totalling \$14.2 million.

Despite \$92 million having been committed for 2003-04 under the Agreement, the State Government chose to allocate only \$77.7 million in its 2003-04 Budget.

Funding reductions of this magnitude have understandably had significant, highly adverse implications for operations of the RRGs. The State Government's actions elicited a strong reaction from Local Governments with the WA Local Government Association initiating its *Road Rage* Campaign aimed at holding the State Government accountable for funding commitments made under the Agreement.

Lobbying undertaken as part of this Campaign together with the extensive engagement of motoring groups and affected industry organisations, has led the Association to assert that it succeeded in quarantining further funding cuts to Road Project Grants. An undertaking of the State Government was obtained for the Minister controlled State Initiatives Fund to also absorb a proportion of the \$14.2 million reduction.

Technical Committees and Sub groups

Technical committees and sub-groups serve as pivotal elements within the current RRG structure, having regard to their membership and roles in applying MCA for assessing project proposals developed by member Local Governments.

Technical committees typically comprise engineering staff and consulting engineers servicing groupings of member Local Governments as determined by the RRGs with guidance and administrative resources provided by regionally based staff of Main Roads WA. Sub groups exist as further geographically based groupings within the RRG structure, with membership comprising elected members and Local Government officers.

In contrast to the RRGs, arrangements for the operation of Technical Committees and sub groups are not always formally codified. In the past, this has been viewed as a significant advantage, in that it provides a great deal of flexibility on how Committees address particular regional issues. Outcomes of deliberations undertaken at both technical committee and sub group level are referred to the RRG for consideration and recommendation to the State Advisory Committee.

3.3 Trends at the State and Commonwealth Levels

Review of Roads 2020 – A State Initiative

The 'Review of Roads 2020 Discussion Paper' (July 2002) identifies two discrete options, recognising the necessity for embracing common elements of an integrated transport policy focus, which is 'top down' and applied from a whole-of-government perspective. The Discussion Paper advocated investigation of alternative emphasis of a road based approach (Option 1) or an inter-modal transport approach (Option 2), together with the possibility of four additional variations.

Option 1

The Review of Roads 2020 Discussion Paper (pp10) indicated that Option 1 involved utilisation of the processes undertaken for Roads 2020 for developing: "...a strategy based on transport integration at a broad policy level, then focus on road transport needs only".

Option 2

This option was based on a fully integrated transport approach and focussing on - *"...satisfying the transport needs of a region by seeking out the most appropriate mode of transport (ie, air, sea, rail, road, etc...)"*.

The Discussion Paper foreshadowed that formulation of a road network development strategy would be an outcome of both options, albeit that - *"...the ultimate content of each may be considerably different"*. It also proposed implementation of different mechanisms for policy and strategy development required under Option 1 and Option 2 respectively.

A factor which clearly emerges as being common to the policy/strategy frameworks proposed however, was expansion of the stakeholder base to go beyond Local Government, and the traditionally acknowledged leading transport infrastructure planning and coordination agencies of DPI and Main Roads WA.

Stakeholders would now include the Department for Minerals and Petroleum Resources (MPR), the Western Australian Tourism Commission (WATC) and Department of Conservation and Land Management (CALM) - all of which have oversight of policy in key industry areas which influence the utilisation and role of transport infrastructure.

The creation of Transport Advisory Groups (TAGs) to serve along with Regional Development Commissions (RDCs) and the RRGs at the intermediate layer between Local Governments and the Steering Group (Policy) and Advisory Committee (Strategy) respectively at the peak level, is a key element of Option 1. This proposed framework arguably foreshadows a new role for the private sector in the identification of transport infrastructure projects and priorities at a regional level.

The Discussion Paper highlighted the limitations of Roads 2020 as acknowledged at the time of the strategy's initial formulation during 1997, in that it: *"...stopped short of actually recommending a strategy for allocation of road funding and commitment to construction timing for the road proposals in each group"*.

It also reported that: *"...any strategy developed for today's political climate and associated public awareness of the role of roads requires a balance between the roles proposed for government and the private sector"*.

In late December 2002, the WA Local Government Association wrote to 115 regional and rural/remote Local Governments inviting comment on the Discussion Paper. The Association received submissions from a number of Local Governments representing the diverse regional and rural/remote areas of WA. Such diversity appeared to have extended to the positions taken by respective Local Governments regarding Options 1 and 2.

Many regional/rural Local Governments expressed some support for Transport 2025, along with the broader transport modal focus that this embodies. Conversely however, others appeared reluctant to support any expansion of the strategy in a manner that is perceived as devaluing the importance of roads within a transport policy context.

Funding and in particular, the ongoing reduction in State funding for regional roads, is put forward by some Local Governments as a rationale for opposing Transport 2025. Such opposition appears to have its origins in a belief that responsibility for management of a much broader scope of transport issues would be imposed upon Local Government, but with less available funding.

New policy directions espoused within the Review of Roads 2020 Discussion Paper, coupled with recently announced reductions in the State road funding allocations, have highlighted the imperative for Local Government to embrace new approaches which include the engagement of a wider, more diverse stakeholder base than currently exists at the RRG level.

AusLink – A Commonwealth Strategy

Released by the Hon. John Anderson MP, Deputy Prime Minister and Minister for Transport on 7 November 2002, the Commonwealth's Green Paper entitled: "*AusLink – Towards the National Land Transport Plan*" foreshadowed what are arguably the most significant changes to national transport policy in decades.

AusLink cites the demands generated by consistent, high economic growth, the pressures of a competitive global economy and the need to work towards economic, social, environmental and financial sustainability, as the drivers for promoting a more effective, integrated national land transport network.

The effectiveness of Western Australia's RRGs was recognised by the Commonwealth in *AusLink*. The Green Paper identified RRG models currently operating in Western Australia, Queensland and South Australia as being possible mechanisms by which the Commonwealth can work directly with geographically aligned Local Governments to identify and prioritise regionally significant transport projects in the context of developing an expanded integrated national land transport network.

Features of *AusLink* involve the Commonwealth assuming a lead role in transforming separate rail and road networks and uncoordinated inter-modal developments into the land transport network.

Significant features of the new network are its inter-modal focus and the corridor-based approach to transport infrastructure planning and development as a basis for achieving regional and national benefits.

AusLink also proposed to encourage collaboration between the Commonwealth and Local Governments operating at a regional level, to identify and develop significant local transport links. Local Government's role and status as a key party in development and stewardship of key elements of the integrated national land transport network is clearly evident throughout *AusLink*.

The Green Paper introduced a new concept of 'Project Partners' (eg: private sector and transport infrastructure stakeholders) working as participants with Local Government in identifying, prioritising and co-funding of regionally significant transport projects.

Significant also are the Commonwealth's proposals for growth in funding available for the national transport network by encouraging private sector bidding and investment in projects.

From a Western Australian perspective, the comparatively limited scope for engagement of private sector proponents for funding projects has previously been identified and highlighted in submissions made to the Commonwealth by the WA Local Government Association and its member Local Governments.

These limitations exist because Western Australia's overall geographic characteristics and economic projects (typically resource and primary industries-based) do not always readily facilitate an alignment to corridor-based developments.

3.4 Opportunities and Weaknesses for Local Government

These trends need to be seen in the context of the national picture where there is recognition of the need to change the way we invest in transport infrastructure to meet what is expected to be a doubling of the road transport task over the next 15 years.

There is a much greater interest in rail transport as local communities are increasingly questioning the environmental impact of road freight transport. These communities expect the Government to invest in an increased modal share for rail. Whilst Governments are prepared to fulfil this expectation, they are severely constrained to existing transport funding budgets and any increase in funding for rail has to be at the expense of current road funding levels. This is the pattern for *AusLink* and for reduction in funding for regional roads in Western Australia.

The Great Southern region has an efficient inter-modal freight logistics infrastructure for grain and potentially for the emerging wood chip industry. There is room for further rationalisation to improve efficiencies particularly with respect to reducing the amount of products that are transported by road to the Albany port.

However any changes in the transport pattern must be driven by a reduction in the cost of transport because of the significant role that the private sector plays in the freight logistics industry. Nevertheless, if these changes result in a modal shift to rail, the Albany community will welcome it as a positive transport outcome.

However it is by no means clear that rail investment in the Great Southern region will lead to a reduction in the transport cost. Any strategy by CBH in establishing prime receival sites through investment in grain handling infrastructure will affect the efficiency of their operations and offer the potential for reducing the price that they charge farmers for transporting grain to the port.

The question of whether the timber companies will chip in-field or at a centralised location is still unresolved but a strategy will emerge over time as these companies consider their options closer to the time of harvesting. There is an opportunity for minimising both the transport cost and the impact on the community and the State and Local Governments have a role in achieving this outcome.

This creates an opportunity for Local Government to work with the State Government and the private sector to deliver better transport outcomes for the private sector as well as the local communities.

However, this represents a change in the traditional way that Local Governments address these issues. For instance, it is quite possible that the reduction in State funding for regional roads will be sustained over a number of years and that it would be unrealistic for Local Governments to expect a quick return to previous funding levels.

This is a major issue for Local Governments as not only may they get less road funding from the State Government but also any change in the freight logistics task as a result of a CBH or the timber companies' strategy will cause damage to their local roads. The importance of the RRG functioning in an effective way is never so important as at the present time.

The closer Local Governments work with the private sector the more likely will they be able to negotiate on access and limit the impact to a fewer strategic local roads rather than the whole network. The concentration of heavy traffic will minimise the total damage to the network and increase the return on investment on any road project. This is particularly important when making the case for road funding whether from the State budget or from the regional component of *AusLink*.

This has significance for the RRG as it will affect the way they allocate priorities for individual projects. The question of investment needs to reflect the principles of transport economics so that the road network is maintained in way that can be

sustained over a period of time at forecast funding levels. The discipline for this type of evaluation is called asset management.

Also, the closer the Local Governments work with the private sector, the greater will be the opportunity for seeking an appropriate funding contribution from them commensurate with the damage that they cause. However, to even be able to estimate the costs attributable to the private sector, the Local Governments have to establish an asset management framework.

One of the major unresolved issues for individual Local Governments is the continuation of work for their workforces. The need to employ people is a major concern for Local Governments, particularly in areas where the town population base is small and under constant threat from the concentration of services in regional centres.

Local Governments need to explore whether the current change in the transport scene can be used to address the underlying employment issues.

4. OPTIONS FOR THE REGIONAL ROAD GROUP

Three options for the Regional Road Group (RRG) have been developed for discussion with Local Governments. They are outlined as follows:

- Maintain the existing arrangements (Status Quo Option). This option is a continuation of the existing arrangements with its focus on projects on regionally significant roads outlined in Roads 2020.
- Maintain a road project focus but recognise that a regional local road network (essentially Roads 2020 but defined as a network) is part of a regional transport system including a freight logistics chain. The existing Multi-Criteria Analysis (MCA) would be modified to reflect the change in emphasis. The RRG Technical Committee would provide advice to the RRG based on the modified MCA. There would also be an opportunity for the Technical Committee to develop a regional deployment strategy of day labour forces to meet the need for each Local Government to gainfully employ its staff. This option is called Extended Status Quo Option.
- An asset management role with respect to the regional local road network (Asset Management Option). The RRG would take ownership of a regional road network (as the common interest between Local Governments) and develop and implement an asset management plan. The Technical Committee role would change to providing advice on asset management strategies and identifying regional priorities within an asset management framework.

The third option is seen as a step towards a future role for the RRG within a State sponsored regional land-use/transport planning arrangement. The Goldfields Esperance Regional Planning and Infrastructure Co-ordinating Committee has been in place for over two years and is seen as possible model for the Department of Planning and Infrastructure (DPI) to implement an integrated regional infrastructure planning framework.

The Terms of Reference for this Committee is included as an Attachment. There is the potential for this type of committee to provide the high level regional framework needed for effective consultation between State and Local agencies and with private sector developers and transport operators.

The three options for the role of the RRG need to be considered within the context of the real possibility of DPI establishing such a framework across the State.

4.1 Status Quo Option

There will continue to be tension in the RRG as it tries to come to terms with the prospect of a sustained period of lower State regional road funding, whilst it strives to achieve both transport and employment outcomes.

Advantages

The main advantage of the current arrangements is that Local Governments would not be required to change the way they select projects for State funding and provided the funding level was not reduced further there would continue to be modest transport and employment outcomes across the region.

Disadvantages

The main disadvantage of the Status Quo option is that the current arrangements would not deliver the full potential benefits to the region from the regional road funding, as the transport and employment benefits will both be sub-optimal. The greater the emphasis on both employment outcomes and enhancement projects, the greater will be the risk of developing a regional road system that not only does not meet future transport needs but is in fact unsustainable in terms of future funding.

4.2 Extended Status Quo Option

This option would extend the existing arrangements for the RRG but change the rules by which projects were prioritised. The focus would move to a regional road network based on roads of regional significance (including Roads 2020). These roads would reflect the common interest of the Local Governments and would be the roads most likely to interface with the broader regional transport system, including the freight logistics chain.

This option would require a change in the MCA to reflect the change in focus by the RRG. For this option to succeed the RRG should develop a regional strategy for the deployment of day labour forces to ensure that the needs of the smaller Local Governments do not unduly influence the project prioritisation.

Advantages

The main advantage is that the RRG would refocus on the transport outcomes in line with the Transport 2025 proposal but would retain its current MCA processes, albeit amended to reflect the change in transport focus.

The willingness to address the employment issue separately from the project prioritisation process would be a positive step towards building a regional capability in both planning and delivery of projects. A regional delivery strategy would bring significant cost savings in its own right through larger project packages and resource sharing.

The RRG would ask the Technical Committee to not only advise on project priority but also on how the projects should be delivered. Whilst this will inevitably mean that Local Government day labour forces would work outside their own area with some inconvenience to staff, it would be a negotiated arrangement.

Disadvantages

The main disadvantage is that the program does not go far enough to maximise the benefits to the region from investment in the regional local road system. There is also a temptation for Local Governments to fund enhancement projects, which may not be sustainable in the longer term, particularly at current funding levels.

4.3 Asset Management Option

This option is based on the premise of the RRG allocating its priorities based on the sustainability of a regional local road network that would be part of a regional transport system including a freight logistics chain.

The approach would have a strategic asset management focus that aimed to contribute to positive transport outcomes in partnership with the State Government and the private sector interests. It represents a major shift in the role of the RRG from one of allocating funding to road projects on regionally significant roads to one where it represented the interest of the 13 Local Governments in the transport planning for the region.

A very important feature of this option is the role that would be played by the Technical Group. Their advice would be based on an assessment of the maintenance, renewal and enhancement of the regional road network to meet the demand placed on it by the regional transport strategy. This transport strategy would be developed in partnership with the State Government and the private sector interests.

The Technical Group would also provide advice on the delivery strategy featured in the Extended Status Quo option. However a feature of the Asset Management option would be the development of a capacity to plan the maintenance and renewal of a road network but also to deliver the program in a cost effective manner. These are essential ingredients for the RRG (or a commercial entity of it) to tender for the next State Road long-term maintenance contract.

The achievement of this goal would solve the day labour problem for all Local Governments in the region. However, it would be an unlikely outcome without the RRG setting itself a target of developing an asset management framework for regional roads and reaching agreement on resource sharing between Local Governments.

Advantages

This option will lead to better asset management and transport outcomes for the region. It could also provide a long-term solution to the day labour factor in the current arrangements.

This option would bring the planning of the regional local road system in line with the practices of Main Roads and bring benefits from a seamless approach to the asset management of the State and regional road system and the development of an enhanced regional planning capacity.

The RRG could set itself a goal of positioning itself to tender for a future Main Roads long-term contract, which would increase work for all Local Governments.

The other major advantage of this option is that an Asset Management Plan would provide the information and data needed to make the strongest case for funding from both State and Commonwealth sources.

Disadvantages

There would be a cost in establishing and maintaining the asset management framework needed to support this option. Consideration could be given to negotiating with Main Roads the possibility of the funding coming from the share of the Commonwealth Financial Assistance Grants that is used for State local road priorities or from some other appropriate source. However this would have to part of a State - Local Government strategy for the RRGs.

4.4 Steering Committee Comments

The RRG has been very successful over the last eight years in allocating State funding to regionally significant roads. However the Steering Committee considers that it is time for the Local Governments to take stock of where they are and to give consideration of how their collective interests may be best served in the future.

This Discussion Paper places the role of the RRG within a broader more strategic transport context and the Steering Committee feels that the RRG needs to redefine its role to one that is more pro-active in its dealings with both the State Government and the private sector interests.

The RRG needs to demonstrate that it has a strategy for regional co-operation that will deliver significant transport outcomes from the State regional road funding and that these outcome will be part of a State planning and infrastructure strategy. The case for increasing the State regional road funding can only effectively be made by demonstrating that Local Governments can achieve these outcomes. This should be the goal of all Local Governments in the State.

The Steering Committee encourages Local Governments to reject the Status Quo option and indicate their willingness to work through the issues associated with the Asset Management option. Where a Local Government feels that this is too great a step for them to take at this stage, they should indicate a commitment to the Extended Status Quo option.

However Local Governments should appreciate that they are being asked for an in-principle support for the Asset Management option as the way forward for the RRG. Any recommendation that is derived from the responses to the Discussion Paper would have to be submitted for consideration by the State Advisory Committee and discussion with all RRGs before it could be implemented.

ATTACHMENT

TERMS OF REFERENCE FOR THE GOLDFIELDS- ESPERANCE REGIONAL PLANNING AND INFRASTRUCTURE CO-ORDINATING COMMITTEE

Background

The Goldfields-Esperance Regional Transport Strategy was released in February 2000 and outlined the strategies and actions to guide the development of transport systems and infrastructure in the region over the next 20 years. Implementation was then overseen by the Goldfields-Esperance Transport Advisory Group (TAG), which was convened by the Goldfields-Esperance Development Commission and supported by the former Department of Transport.

At its meeting in June 2000, the WA Planning Commission resolved to form the Goldfields-Esperance Regional Planning Co-ordinating Committee to oversee the implementation of the Regional Planning Strategy, which was released later the following month. This Regional Planning Strategy provided the planning framework for the region over the following 30 years.

The Committee was to be formed following the opening of the regional planning office in Kalgoorlie-Boulder. However the decision was deferred pending the outcomes of the Machinery of Government report following the change in government.

Following the creation of the Department of Planning and Infrastructure (DPI), a departmental working group was set up to advise on future arrangements for the delivery of services to regional WA. This group recommended that a Regional Planning and Infrastructure Co-ordinating Committee be formed in place of the proposed Regional Planning Coordinating Committee.

This suggestion was influenced by the need to minimise the number of committees on which local organisations were required to serve and also by recognition of the importance of ensuring consistency in the implementation of land use, transport and other planning initiatives.

The roles and responsibilities of the Transport Advisory Group (TAG), which had been created to oversee the Regional Transport Strategy, were transferred to the new Committee.

Fractions of the Committee

The Committee was established under the provisions of Section 19 (1) of the *Western Australia Planning Commission Act 1985*, as an advisory committee to the WA Planning Commission. The functions of the Committee included but were not limited to:

- Co-ordinating and synthesising the work of this and other Committees to oversee the implementation of the Goldfields-Esperance Regional Planning and Transport Strategies;
- Facilitating a whole of Government approach to land use planning and co-ordination of infrastructure in the region;
- Prioritising those actions identified in the Regional Strategies;
- Overseeing the need for review of the Regional Planning and Transport Strategies and other major studies undertaken in the region;
- Advising the WA Planning Commission on strategic planning and infrastructure issues in the region; and
- Identifying new initiatives that flow on from the Strategies and the Commission's investigations.

It was recognised that it may be appropriate for the Committee to advise on strategic road planning, including the implementation of documents such as the Roads 2020 - Goldfields-Esperance Region.

Membership

The Committee comprised 5 members with representatives from each of the following organisations:

- WA Planning Commission (Chair)
- Goldfields-Esperance Development Commission (GEDC)
- Department for Planning and Infrastructure (DPI)
- Local Government (2 representatives)

The GEDC was requested to nominate a Board Member as their representative, with Local Government representatives being Councillors. Local Government representatives were sought through the WA Local Government Association.

Two working groups support the Committee. The Planning Working Group provides recommendations on the implementation of the Regional Planning Strategy, while the Transport Working Group provides technical advice and recommendations on the Regional Transport Strategy.

Other Technical Working Groups may need to be established to assist and advise the Committee on single issue or specific strategic projects or developments that fall outside either of the Regional Strategies.

The Working Groups have a core membership (which included but not be limited to that listed below), with other agencies, Local Government and organisations invited to attend meetings in regard to specific issues.

Planning Working Group	Transport Working Group
Department for Planning and Infrastructure	Department for Planning and Infrastructure
City of Kalgoorlie-Boulder	Goldfields-Esperance Development Commission
Shire of Esperance	Main Roads WA
Department of Environment, Water and Catchment Protection	Rail Representative
Department of Minerals and Petroleum	Road Transport Representative
Goldfields-Esperance Development Commission	Esperance Port Authority
CALM	Regional Roads Group Representative
ATSIC	

Administration

It is expected that the Committee would meet between 2 to 4 times a year, depending upon the projects being undertaken, and the strategic issues challenging the region. Industry and community interested groups will be invited to raise issues on the strategic planning and infrastructure development of the region at these meetings.

The Committee meet in the region, either at Kalgoorlie or Esperance, and the DPI provides an Executive Officer and administration functions for the Committee and working groups.

Funding for the Committee is available from the regional planning strategy and regional transport budgets. The Goldfields-Esperance Development Commission can also be likely to contribute to the functioning of the Committee, through the provision of meeting rooms, use of video conferencing facilities or other such in-kind support.



ALBANY AIRPORT ADVISORY COMMITTEE

MINUTES

MONDAY, 15 SEPTEMBER 2003

Committee Distribution

Tony Demarteau	Councillor - City of Albany	Fax: 9841 2651
Sergio Massimini	Manager City Services – City of Albany	
Jon Berry	Manager Economic Development – City of Albany	
Captain W J Slaven	Skywest Airlines (Perth)	Fax: 9478 9928
Bruce Manning	Great Southern Development Commission	Fax: 9842 4828
Geoff Findlay	Department for Planning and Infrastructure	Fax: 9842 5071
Ralph Burnett	Albany Airport User Group	Fax: 9648 1015

Copy:

Andrew Hammond	Chief Executive Officer – City of Albany	
Brett Joynes	Executive Director Works and Services – City of Albany	
Cyril Ecob	Airport Manager	Fax: 9841 7372

File: MAN 007

1. COMMENCE

Councillor Tony Demarteau opened the meeting at 5.00pm.

2. PRESENT

Members

Cr Tony Demarteau (Chairman) – Councillor, City of Albany

Mr Sergio Massimini – Manager City Services, City of Albany

Mr Duane Schouten – Great Southern Development Commission (proxy for Mr Bruce Manning)

Mr Ralph Burnett – Albany Airport User Group

Visitors

Mr Stan Goodman – Manager of Finance, City of Albany

Ms Glenda Forbes – Administration Officer, City of Albany (Minute Recorder)

3. APOLOGIES

Mr Jon Berry – Manager Economic Development, City of Albany

Captain W J Slaven – Skywest Airlines (Perth)

Mr Lou Tucker – Skywest Airlines

Mr Geoff Findlay – Department for Planning and Infrastructure

4. CONFIRMATION OF MINUTES

A meeting of the Albany Airport Advisory Committee was held on 4 November 2002, however, the Minutes were not completed or distributed.

5. BUSINESS ARISING

There was no Business Arising, as the Minutes were unavailable.

6. GENERAL BUSINESS

6.1 FINANCIAL STRATEGY – ALBANY AIRPORT – REPORT TO COUNCIL

A report titled "Financial Strategy – Albany Airport" to be considered by Council at its Ordinary Meeting of 16 September 2003 was attached to the Agenda for this meeting of the Albany Airport Advisory Committee.

Mr Massimini advised that Mr Brad Williamson had contacted him to query charges for general aviation and how they would be applied.

The report was discussed by the Committee, and the following comments were noted in relation to particular paragraph numbers of the report:

Paragraph 21 – Proposed Landing Fee Structure For General Aviation (GA) and Paragraph 22 – Implementation Of Charge For Users Flying Aircraft Weighing Less Than 1950kg

At the Albany Airport Advisory Committee meeting of 2 September 2002, members discussed the need to further consider pricing for smaller aircraft (non-residents) using the airport. The following scale was provided as an option:

Less than 1,500kg	\$5.00 per tonne
1,500 – 3,000kg	\$8.00 per tonne
3,000 – 5,000kg	\$12.00 per tonne
5,000 – 15,000kg	\$18.00 per tonne
More than 15,000kg	\$22.00 per tonne

This fee structure is comparable to that proposed in paragraph 21 of the report to Council.

In the past there have been objections to any charge being applied, however, it is recognised that currently there is a lack of equity between users, particularly in relation to charter aircraft. There is some argument that a sliding scale should be implemented, with a separation of commercial and private aircraft, and with twin engine aircraft being on a different category of charging.

There are precedents for the implementation of a sliding scale fee structure. It would not impact on Skywest, as they currently pay a passenger levy only, and it is proposed that a per tonne landing fee and reduced landing tax be added to this.

A Users Group meeting during 2002 had suggested a \$50.00 annual fee (+GST) for resident aircraft up to 1,500kg, and a \$100.00 annual fee (+GST) for resident aircraft over 1,500kg, with "resident" meaning the Shires of Plantagenet and Denmark, and the City of Albany. Users had generally agreed to this proposal.

This agreement was reached on the condition that the charge would be a flat annual fee charged to the operator by the City of Albany. If Avdata collected the fees at \$5.50 there would be nothing left, as their cost recovery is very high. A scenario needs to be put to Avdata, eg "We have 'x' movements per year and we have our own monitoring system, what would the cost recovery be for a given aeroplane for you to note and record these movements and provide invoicing for people concerned. How much do you get and how much do we get?" The City of Albany currently has no commitment with Avdata.

An alternative system used by Airservices Australia offers users a self assessment of their costs for using the airspace over a year. Airservices Australia maintain a check on individual use, and at the end of each year a reconciliation is carried out between what was paid and actual use.

There needs to be opportunity for emergency services aircraft not to be charged for use of the Albany Airport. This may need a Council resolution.

Paragraph 25 – Instrument Landing System (ILS)

It was noted that the Instrument Landing System (ILS) costs \$120,000 per year for calibration and is almost superseded, as there is now the ability to fly on GPS.

The City of Albany is committed to maintaining the ILS for a further four years, after which there is an option to drop it.

Further discussions need to be held with training schools who use Albany's facility but from which the City gains no benefit.

The possibility of a flying school being based at Albany in the future is still being explored. The City currently has a marketing promotion in relation to this. The ILS is a useful facility for a training school, and it must be maintained until such time as we have pursued all manner of ways in which the infrastructure can be used, given that State Government funding was received for its purchase.

Neither the Albany User Group nor Great Southern Aviation has any real interest in the ILS.

The ILS is a big part of the annual operating cost of the Albany Airport, but it is only used by an estimated half a dozen pilots per week. No-one in a single engine aircraft uses ILS.

Paragraph 27 – Role Of The Airport Advisory Committee

Given the proposed changes to the Committee, some Councillors are of the view that there should be two Councillor representatives. They are under the impression that the "new" Committee will be managing funding.

It was confirmed that the business unit will continue to operate with Council Officers managing the facility, and finances, on behalf of Council. The Committee will not be involved in this side of the Airport's operations.

Aiming to change focus of the Committee to look more at customer service for all users of the facility. A slight change in Committee name to better reflect its role is intended.

The future Committee will be a forum to bring information from the community users of the facility to Council's attention. The responsibility for action and solutions at the end of the day is with Council.

Other Opportunities For Increased Revenue

- Provision of a secure tie down facility, with chains and/or ropes secured in at the bottom end. This would justify a parking fee. Most aviators would currently bring their own tie down gear, but there is no designated area.
- Secure vehicle parking area for people flying. There is no secure car parking available at the Airport at present. It is likely that the public would use such an area if available. There has not been much vandalism in the area so the issue has not been raised.
- Non-aviation uses of airport land, such as road transport, industrial businesses, noxious businesses, residential land park, sporting complexes.

- Increased hangar availability. There is a lack of hangar space, particularly given the average hangar is leased for approximately \$500 per year.
- Taxi ways are overdone and could be more economical.
- There may be more scope for improvement to the north when the Bureau of Meteorology moves.

Conclusion

If the report as is was accepted by Council at it's meeting on 16 September 2003, virtually no change to the figures presented would result. If anything, there would be a slight increase, where the GA figures may go from \$20,000 to \$24,000.

The issue missing from the report is the implementation of a standard fee for local "resident" users.

7. CLOSURE

There being no further business to be discussed, the meeting was declared closed at 6.15pm.

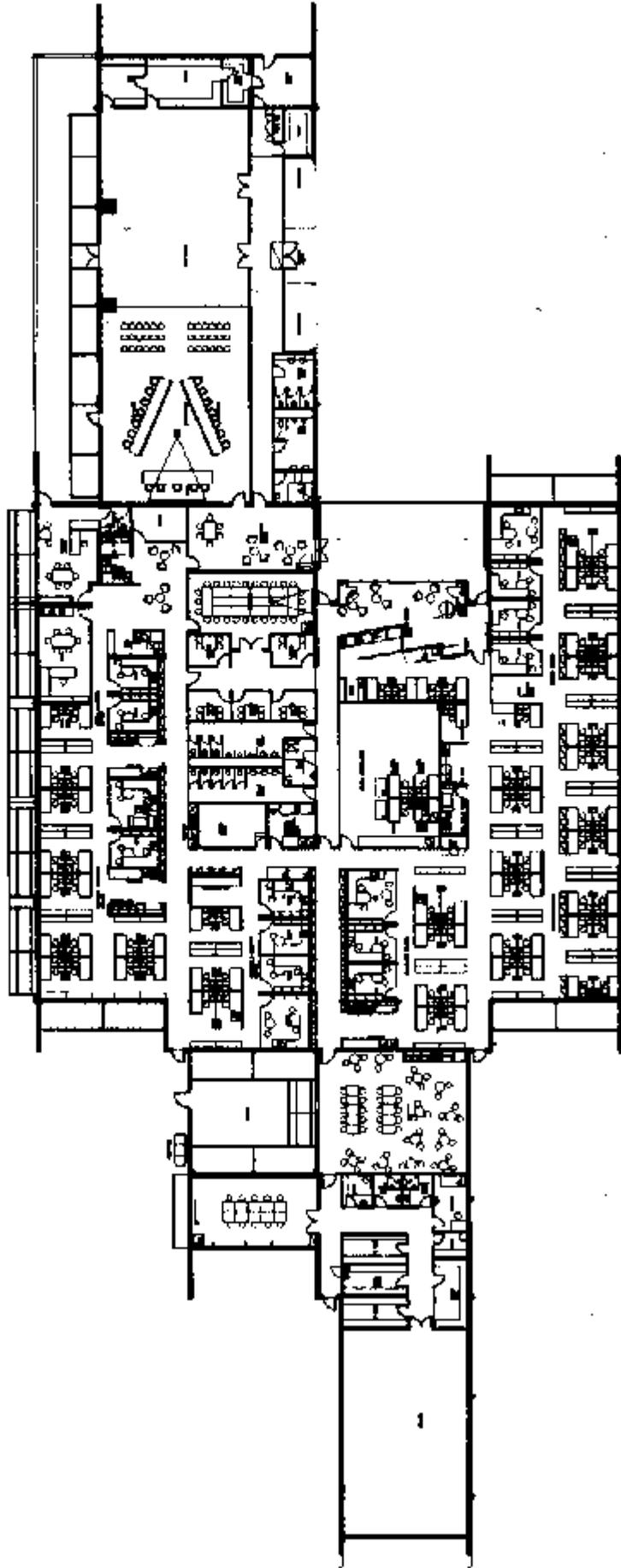
Agenda Item Attachments

GENERAL MANAGEMENT SERVICES SECTION

**CITY OF ALBANY
ADMINISTRATION BUILDING & CIVIC CENTRE**

James Christou -- Partners Architects

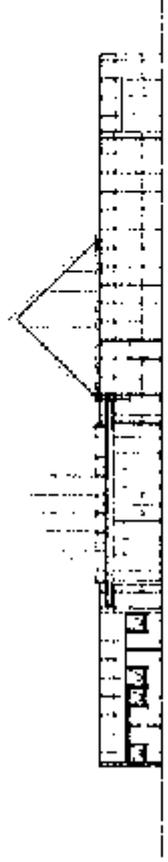
Blake Thornton-Smith Designers



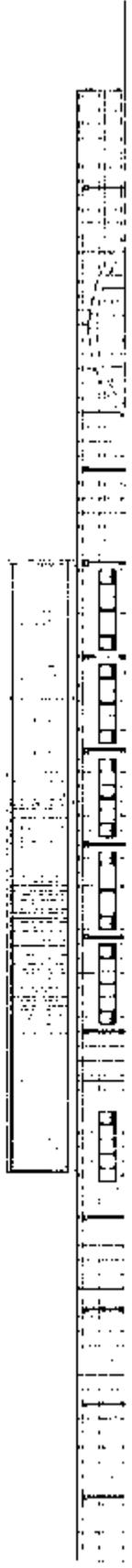
[Agenda Item 14.1.2 refers
[Bulletin Item 1.4.1 refers]



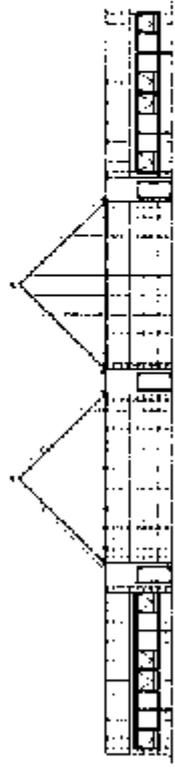
North Elevation



East Elevation



South Elevation



West Elevation

MINUTES

ALBANY CONVENTION AND ENTERTAINMENT CENTRE STEERING COMMITTEE – Meeting 01/03

Held at the York Street Conference Room at 1.00pm on Thursday 11 September 2003

PRESENT

Members

Ms Annette Davis	Community Arts Representative
Mr Chris Morris	General Community Representative
Mr Ian Osborne	Manager, Albany Visitor Centre
Mr Stewart Gartland	Town Hall Theatre Manager
Cr Alison Goode	Mayor of City of Albany

Executive

Mr Jon Berry	Manager, Economic Development, City of Albany
Mr Andrew Hammond	Chief Executive Officer, City of Albany

APOLOGIES

Mr Peter Watson MLA	Member for Albany
Ms Jan Axe	MICE Coordinator, Great Southern Development
Mr Len Smith	President, Great Southern Tourism Association Commission

1. TERMS OF REFERENCE AND GUIDELINES FOR THE OPERATION OF THE STEERING COMMITTEE

In the absence of an elected Chairperson, the Executive Officer opened the meeting at 1.05pm and welcomed members to the first meeting of the Committee.

Members were informed that Council had established the Committee with broad terms of reference 'To provide strategic and policy guidance and generally assist the Albany City Council to establish a Convention and Entertainment Centre in the York Street precinct'

Corporate Governance guidelines were distributed to members outlining the requirements of Committees of Council as stated in the Local Government Act 1995.

Mr Ian Osborne joined the meeting at 1.10pm.

2. ELECTION OF CHAIR AND DEPUTY CHAIR

The Executive Officer called for nominations for the position of Chairperson.

MOVED: Alison Goode
SECONDED Annette Davis

THAT Mr Peter Watson MLA be appointed as Chairperson to the Albany Convention and Entertainment Centre Steering Committee.

CARRIED 5-0

MOVED: Chris Morris
SECONDED Annette Davis

THAT Mr Ian Osborne be appointed as Deputy Chairperson to the Albany Convention and Entertainment Centre Steering Committee.

CARRIED 5-0

3. BACKGROUND AND CURRENT STATUS OF PROJECT

Jon Berry distributed a chronology of significant reports and decisions relating to the concept of developing a cultural and/or convention and entertainment centre. Andrew Hammond described the rationale why the City was now focused on a hybrid development that would accommodate both the MICE (Meetings, Incentives, Conferences, Exhibitions) market as well as entertainment activities such as local and touring performing arts, which often do not visit Albany due to a lack of a suitable sized venue.

4. APPOINTMENT OF GHD FOR ARCHITECTURAL SELECTION BRIEF

Jon Berry advised that the City had commissioned consulting firm GHD to prepare a brief and contract for the selection and appointment of an architect to prepare designs for the centre. A Gantt chart was distributed that identified major tasks and milestones for the development of the brief and work of a consultant.

These are:-

- Consultants brief
- Project Scope and Brief
- Conceptual Design
- Funding Approval
- Design Development
- Contract Documents
- Tender Process
- Construction

The contract will be structured so that there is an exit point after the concept design point in case State and Commonwealth Government funding is not forthcoming.

Jon Berry distributed the draft Consultants brief and asked that members read the document and email comments to jonb@albany.wa.gov.au by 18 September 2003 to be fed back to GHD for finalisation of the contract documents in readiness for tender.

5. BUSINESS PLAN AND PRESENTATION TO DEPUTY PREMIER AND TREASURER ON 18 SEPTEMBER 2003

Andrew Hammond advised that an Albany delegation will be making a presentation to the Deputy Premier and Treasurer the Hon Eric Ripper MLC on 18 September 2003. The presentation will also be attended by the CEO's of Culture and the Arts and the WA Tourism Commission.

The City is also preparing a strategic business plan to present to the Treasurer, which will outline the expected State Government capital contribution of \$10 million and the estimated income and employment benefit from the project (ie the ROI for the State). The likely operating deficit that would be required for such a facility (which would be met by Council) will also be presented.

6. OTHER BUSINESS

- Annette Davis raised the issue of the future of use of the Town Hall and also the need for an art gallery in Albany. Andrew Hammond suggested the Council would unlikely want to fund and operate a regional gallery given other financial pressures. Annette advised that the Art gallery in Geraldton was run by the Art Gallery of WA and the Kalgoorlie facility was a partnership between Curtin Uni and the Council.
- It was agreed that the issue of an art gallery would not be included in the brief of the architect, however connectivity to the Town Hall and the Senior Citizens Centre would be included as potential conference break-out space.
- Members discussed parking issues and Andrew Hammond advised that Taylor Burrell was preparing a study 'Defining Central Albany' which would provide useful data and recommendations on parking in the CBD. Andrew pointed out that there was a significant number of bays within an 800m radius of the site and that much of this was under-utilised particularly at night. Treatments such as lighting and access would be considered in future studies.
- Ian Osborne raised the issue of the naming of the building and it was agreed that the term 'Convention and Entertainment Centre' would be used.
- The membership of the Committee was discussed and it was agreed that in the spirit of the City's Aboriginal Accord, that a member of the Noongar community be invited.

MOVED: Annette Davis
SECONDED Chris Morris

THAT Council invite Mr John Hayden as a member of the Albany Convention and Entertainment Centre Steering Committee.

CARRIED 5-0

- Chris Morris raised the issue of support from peak community and business groups. Jon Berry advised that the ACCI, AVC and GSTA had supported the application for funding for the GSDC RDS grant and were supportive of the project.
- Members discussed a possible visit to Esperance to view the civic centre and it was agreed to undertake this when the architect is appointed.
- Stewart Gartland raised the issue of ensuring the design and fit out caters for the high-end of the performing arts. He indicated that there is a reluctance from touring companies to visit venues that have unsuitable seating that is designed for another purpose. Acoustics is also a very important design consideration
- Jon Berry offered to arrange a folio of past reports and will forward this with a copy of the minutes.

7. NEXT MEETING

Members agreed that meetings would be held as required and a suitable time would be arranged by the City in consultation with members.

8. CLOSE

The Deputy Chairman closed the meeting at 2.25pm

MINUTES

MAYORAL REGALIA AND CITY CREST COMMITTEE

9th September, 2003 at 1:30pm – Mayor's Chambers – York Street

- 1.0 **PRESENT:** Cr Merryn Bojcun
Cr Elizabeth Barton
Gaynor Clarke (Mayoral Liaison Officer)

APOLOGIES: Zahra Shirazee (Community Liaison Officer)

DISCLOSURE OF INTEREST:

2.0 **GENERAL BUSINESS:**

2.1 **Nomination of temporary alternative officer**

Due to Zahra Shirazee now being on maternity leave from the City of Albany, a temporary alternative officer is required until Zahra's return to duties. Krysta Guille is acting in Zahra's role as the Community Liaison Officer and has agreed to replace Zahra on this committee.

RECOMMENDATION

THAT Krysta Guille as acting Community Liaison Officer temporarily replace Zahra Shirazee on the Mayoral Regalia and City Crest Committee until Zahra's return to duties following maternity leave.

MOVED: Cr Barton
SECONDED: Cr Bojcun

2.2 **City Crest Design**

- 2.1.1 Gaynor Clarke distributed the results of the City Crest Public Voting count and summary of comments for discussion (appendix A). Gaynor pointed out that although a total of 420 votes were received this represents just 2% of the eligible voters. Designs B & C jointly comprised 68% of the total vote making these clearly the preferred designs. Design C held 41% of the vote as the most preferred option.

The committee also discussed the range of comments received from the 30% of voters who chose to comment. Overwhelmingly the majority of comments (45%) gave generally positive comments and another 10% suggesting mixing elements of various designs.

Some interesting and constructive comments were received suggesting the committee check the accuracy some of the details in the designs.

- 2.1.2 Gaynor tabled six pieces of correspondence and e-mails received from various individuals concerned at the apparent lack of inclusion in the designs of general heraldic principals. The committee discussed this at length. The design brief to the artist did request that she incorporate heraldic research into her designs, however, it would appear that this field is far more technical than the artist has allowed.

The committee discussed whether the heraldry purists were being pedantic in their comments, however, when it was considered that the City of Albany Crest (or more correctly Coat of Arms) will be used internationally particularly with our newly formed connection with Gallipoli, then it is essential that it stands up to scrutiny and is as accurate as possible.

One correspondent (Rev Denis Towner) has been very helpful in pointing out the errors and has even provided some redraw solutions which obviously he has put a lot of work into. He has offered us his services as a qualified Heraldic Artist and member of Heraldry Australia to Council free of charge to work with the artist if we wish.

The committee agreed that we should accept Rev Towner's services and request that our artist and he work together to combine elements of the two preferred designs to produce the final design to be presented to Council. It was felt that limiting the number of designs from the 6 options to 2 would assist in providing clearer direction to both artists.

Gaynor Clarke will draft a letter to Rev Towner for Her Worship the Mayor's signature accepting his offer of assistance and advising that our artist (Ellen Hickman) will consult with him. It was also pointed out that the committee will also provide the courtesy of acknowledgements to him for his assistance.

The committee would prefer to have the final design finished in time for the October Council Meeting, however, this will be dependant upon the availability of both artists to produce a final result prior to the agenda close off being the 9th of October, 2003.

RECOMMENDATION

THAT the committee request that the artist (Ellen Hickman) consult with the heraldic artist (Rev Denis Towner) to redraw concept B & C to ensure compliance with international heraldry standards.

**MOVED: Cr Bojcum
SECONDED: Cr Barton**

3.0 NEXT MEETING

To be advised.

4.0 CLOSURE

Meeting closed at 1:40pm.

City Crest Voting Tally

Design	Voting Slips	Web	Total	% of total votes
A	18	5	23	5%
B	92	23	115	27%
C	146	26	172	41%
D	61	19	80	19%
E	16	3	19	5%
F	11	0	11	3%
Total	344	76	420	

Summary of Comments

The following comments of relevance were received from the voting process:

Comment	Number (similar comments)
Great work/got it all/ shows Albany best/generally +vc comments	57
Better result through mixing & matching aspects	12 (Lots of suggestions for changes)
None of the designs are suitable	7
Windmills should be removed	7
Ahoriginal heritage is inaccurate/outdated	7
Best of a bad lot	4
Stay with the existing logo/waste of money	4
Open competition should have been held	4
Potoroo looks like a rat	3
Move on from the ANZAC connections – celebrate peace not war	3
Old fashioned – need modern look	3
Gold banner looks the best	3
Where are the whales	3
All male “supporters” could be replaced	2
Gilberts potoroo is important	2
Too much definition	2
Will prints/pins be available for purchase?	2
Sheep not cows	1
Voting simple thanks	1
Pleased with local designer	1
Too much interpretation required	1
This is not a crest it’s a coat of arms	1