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# INFORMATION BULLETIN

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## ORDINARY COUNCIL MEETING

Tuesday June 2009

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## TABLE OF CONTENTS

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<b>1.0</b>	<b>AGENDA ITEM ATTACHMENTS</b>	
<b>1.1</b>	<b>DEVELOPMENT SERVICES</b>	
1.1.1	Scheme Amendment request – Lot 422 Swan Point Road, Kalgan [Agenda Item 11.2.1 refers]	5 - 31
1.1.2	Final Approval of Scheme Amendment – Lot 124 Gladville Road, McKail [Agenda Item 11.2.2 refers]	32 - 91
1.1.3	Final Approval of Scheme Amendment – Lots 1-10, 12, 13, 66, 300, 508, 526, 1918 Lancaster Road and Lot 123 Link road, McKail from the ‘Rural’ and ‘Special Rural’ zones to the ‘Residential Development’ zone. [Agenda Item 11.2.3 refers]	92 - 168
1.1.4	Implementation of Parking Restrictions – Earl Street [Agenda Item 11.3.1 refers]	169-171
1.1.5	Bushcarers Advisory Committee meeting minutes – January 2009 [Agenda Item 11.6.1 refers]	172-174
<b>1.2</b>	<b>CORPORATE &amp; COMMUNITY SERVICES</b>	<b>175</b>
1.2.1	List of Accounts for Payment [Agenda Item 12.1.1 refers]	176-195
1.2.2	Assessment of submissions on a proposal to levy a differential rate on CBD property owners for the purposes of establishing a Business Improvement District Program [Agenda Item 12.7.1 refers]	196-202
1.2.3	Seniors Advisory Committee meeting minutes – May 2009 [Agenda Item 12.12.1 refers]	203-206
1.2.4	Community & Economic Development Strategy and Policy Committee meeting minutes – May 2009 [Agenda Item 12.12.2 refers]	207-237
<b>1.3</b>	<b>WORKS &amp; SERVICES</b>	<b>238</b>
1.3.1	Adoption – Asset Management Improvement Strategy [Agenda Item 13.2.1 refers]	239-253
1.3.2	Final Adoption of the Asset Management Plan – Pathways [Agenda Item 13.2.2 refers]	254-259
<b>1.4</b>	<b>GENERAL MANAGEMENT SERVICES</b>	<b>260</b>
1.4.1	Minutes of the Corporate Strategy and Governance Strategy and Policy Committee held on the May 2009	261-281

Appendix A – WA regional Cities Alliance Group – scoping paper  
 Appendix B – Draft Elected member communications protocol policy  
 [Agenda Item 14.2.1 refers]

<b>2.0</b>	<b>MINUTES OF OTHER COMMITTEES OF COUNCIL</b>	
	Nil.	
<b>3.0</b>	<b>GENERAL REPORT ITEMS</b>	<b>282</b>
<b>3.1</b>	<b>Development Services</b>	
3.1.1	Building report – May 2009	283
3.1.2	Planning report – May 2009	296
<b>3.2</b>	<b>Corporate &amp; Community Services</b>	
	Nil.	
<b>3.3</b>	<b>Works &amp; Services</b>	
	Nil.	
<b>3.4</b>	<b>General Management Services</b>	
3.4.1	Incoming mail	300
<b>3.4.2</b>	<b>Common Seals</b>	
	Acceptance Form. Grant funding - community safety and crime prevention Partnership agreement 2009 COA and State Government	
	Deed of Assignment of Lease. Emu Point Café NCSR098316 OCM 18/12/07 - ITEM 14.4.1 COA, Walker Paddon Real Estate P/L; Valley P/L; L & T Laughton; J & K Marwick	
	NCSR098315- WAPC135404 Deed of Restrictive Covenant Lot 9000 Bushby road, Lower King COA; M & Smith	
	NCSR098314 - WAPC136788 Restrictive Covenant Lot 6511 Two Peoples Bay Road COA K&S Rost	
	NCSP098317- WAPC295048 Ancillary Accommodation Lot 157 The Esplanade, Lower King COA; J&S GEAR	

**4.0 STAFF MEMBERS**

**4.1 Disclosure to Engage in Private Works**

**4.2 Staff Movements**

**Appointments:**

Barry Shanhun – Senior Finance Officer

Terry Ball – Civil Construction Worker

**Departures:**

Graham Withers – Project Engineer

Barbara Henderson – Admin Officer City Services

Guy Martin – Community Development - Seniors

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# **DEVELOPMENT SERVICES**

**Agenda Item Attachments**

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Department of Environment and Conservation

[Agenda Item 11.2.1

Your ref: SAR140/PA26821/SAR140
Our ref: 27.2.1E
Enquiries: John Watson
Phone: (08) 98424500
Fax: (08) 98417105
Email: john.watson@dec.wa.gov.au



Jan Van Der Mescht
Senior Planning Officer
City of Albany
PO Box 484
Albany WA 6331

City of Albany Records
Doc No: ICR8075506
File: SAR140
Date: 13 FEB 2009
Officer: PLAN16

Attach:

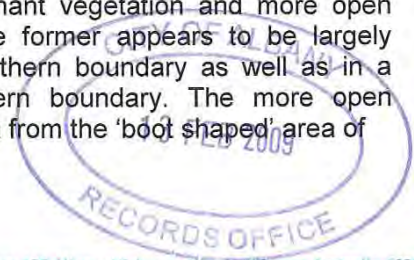
Dear Sir,

RE: SCHEME AMENDMENT REQUEST REZONING OF LOT 422, SWAN POINT ROAD, SWAN POINT (16 AFFLECK ROAD, KALGAN)

Thank you for your letter of 19 December 2008 inviting comment on a scheme amendment request at Swan Point Road (Affleck Road).

A brief review of the documents provided and an inspection of the site (viewed from the current limited public access at Affleck Road gateway and the southern boundary laneway) has indicated the following issues which the Department of Environment and Conservation (DEC) Albany Office considers should be addressed in any future scheme amendment proposal:

- Oyster Harbour is a nationally listed wetland and is regionally significant
The cadastral boundary between Lot 422 and the UCL/foreshore reserve along the Kalgan River/Oyster Harbour is not clearly defined and there are discrepancies between the document figures themselves as well as and the field situation. For example at the NW corner of the property, Figure 2 shows the NW corner of Lot 1 to be several metres to the east of Affleck Road. This is at variance with the actual location of the property entrance gate which has a 'Private Property' sign. It is also at variance with other figures in the document.
Whilst there appears to be a reasonable corridor of fringing native vegetation abutting the lower Kalgan River, the foreshore adjoining Oyster Harbour appears to be extremely narrow and virtually non-existent in parts, especially in the vicinity of the existing house site. The western boundaries of Lot 422 therefore need to be accurately delineated in revised proposals, if necessary using enlargements for clarity. There also needs to be a clear indication of the location and condition of any fencing along this boundary. Steps may well need to be put in place to enhance and protect the foreshore, preferably through reserve status rather than as Unallocated Crown Land. Some re-establishment of native vegetation is highly desirable possibly in the public land and in the western fringes of the property.
There appears to be a mixture of good quality remnant vegetation and more open parkland cleared vegetation within the property. The former appears to be largely located along the central section adjacent to the northern boundary as well as in a roughly 'boot shaped' area adjacent to the southern boundary. The more open vegetation tends to run in a NNW and westerly direction from the 'boot shaped' area of



vegetation. Although there is some woody weed encroachment it appears likely that all these areas will have reasonable value for nature conservation and biodiversity. Parts of the vegetation blocks may well prove to be of 'Excellent' condition on closer examination. It is a major concern that the present grid style subdivision proposal pays no attention whatever to the native vegetation occurrence.

- As you would be aware any scheme amendment will need to be referred to the Environmental Protection Authority (EPA) as a statutory requirement. Furthermore, the EPA has already clearly expressed a view that new land use proposals in the City of Albany should be pursued in cleared areas which are not subject to environmental constraints, particularly intact remnant vegetation.
- It is of further concern that the proposed initial rezoning to special rural is described as a stepping stone to a large number of even smaller urban style lots. Such future subdivision would almost totally remove the native vegetation.
- A number of threatened fauna species are known to occur within the general vicinity including the Western Ringtail Possum, Forest Red-tailed Black Cockatoo, Baudin's Black Cockatoo and Carnaby's Black Cockatoo.
- An on ground survey by a qualified botanist is required in order to clarify if any threatened flora or special habitats occur on the property as well as to accurately map the native vegetation condition across the property. No botanical advice is currently included in the proposal.
- The indicative drainage detention site in the SW corner of the property is shown superimposed over a small paper-bark swamp containing mature trees and should be relocated.
- There will need to be consideration of the likely presence of acid sulphate soils in the western third of the property for which an indicative management plan will need to be prepared for consideration by DEC Contaminated Sites Branch.

Presently the scheme amendment request falls seriously short in recognizing the attention required towards native vegetation. A one paragraph four line statement regarding 'Vegetation Protection' (Section 4.3) is totally inadequate.

Indeed, the whole philosophy of the rezoning proposal and its indicative design needs to be reconsidered in a manner which properly recognizes the environmental setting of this property and which seeks to minimize impacts upon nature conservation and biodiversity values. There are also boundary anomalies in the documentation and potential issues regarding the condition of foreshore vegetation within adjacent public land.

Yours sincerely,



Bruce Bone,  
Regional Manager  
South Coast Region

12 th January, 2009.

cc WA Planning Commission, Great Southern Office, Albany



City of Albany Records  
Doc No: ICR8073521  
File: SAR140  
Date: 15 JAN 2009  
Officer: PLAN16  
Attach:

Jan Van Der Mescht  
City of Albany  
PO Box 484  
ALBANY WA 6331



Dear Jan,

**RE: SCHEME AMENDMENT REQUEST AT 16 AFFLECK ROAD KALGAN**

Thank you for referring the above proposal. The Department of Water (DoW) has provided advice relating to a Scheme Amendment Request for the subject Lot previously, and consistent with that advice provides the following comments:

**Foreshore Reserve**

The subject land is located adjacent to Oyster Harbour and the mouth of the Kalgan River. A suitable foreshore reserve and development setback will need to be established from the waterway, determined by environmental factors and the density of development proposed.

Section 4.1 of the proposal acknowledges that a suitable width for the proposed foreshore reserve needs to be determined, based upon a Land Capability Assessment (LCA). The DoW supports this and confirms that in addition to the LCA, additional factors such as extent of flood prone land and fringing vegetation will need consideration in determining the extent of the foreshore reserve.

**Foreshore Management**

Once the full extent of the foreshore reserve has been determined, the DoW would recommend the preparation of a Foreshore Management Plan, that details issues such as access, revegetation and weed management, fire management and removal of material including old fence lines.

**Stormwater management**

Section 5.3 of the proposal confirms that a detailed drainage design will be undertaken at the time of subdivision to ensure that the drainage of the subject land is managed in accordance with water sensitive design principles, and this is supported by the DoW.



However, in accordance with "Better Urban Water Management" the new planning framework recently released by the WAPC to incorporate water cycle management into the land use planning process, scheme amendments and rezonings should be accompanied by a Local Water Management Strategy (LWMS). This document will guide the detailed Urban Water Management Plan required at subdivision. The requirements of the LWMS will largely be satisfied by the detail provide in the LCA, including soils mapping, and any other hydrographic data such as flood zones, wetlands and creeks that may be available.

Details of the requirements of this strategy can be found at: [www.water.wa.gov.au/WaterManagement/waterandlanduseplanning/LWMSGuideline](http://www.water.wa.gov.au/WaterManagement/waterandlanduseplanning/LWMSGuideline)

In addition, the DoW notes that the preliminary drainage detention areas detailed on the subdivision sketch indicates that the north-eastern and south western basins may be located in wetland areas. The LWMS needs to consider the location of these detention areas away from any wetland vegetation or areas of shallow groundwater, as determined by the LCA.

### **Land Capability**

Land capability information should be provided to demonstrate the land's capability and suitability for the development, including the appropriate lot sizes that the land can support. This study should also address potential flooding, nutrient retention, distance to groundwater and the suitability of effluent disposal amongst other things. The DoW notes that section 4.1 of the proposal commits to undertaking a detailed LCA as part of the preparation of the formal Scheme Amendment documentation.

### **Remnant Wetland Vegetation**

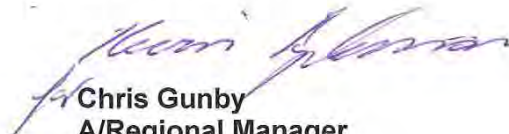
Part of the Lot 422 appears to contain wetland vegetation that occurs as a response to perched or shallow groundwater table. The DoW would recommend minimal disturbance to these areas including utilizing bollards to demarcate lot boundaries.

In addition, the DoW objects to the principle of lots that are created entirely within areas of remnant vegetation, given the possible impact to the hydrology of adjoining wetland and foreshore areas that may result from clearing of vegetation for fence lines and building envelopes.

In particular, Lots 22,23,24 and 27-31 appear to be entirely vegetated and it is therefore recommended the DEC are further consulted in relation to the possible impact of these lots on the remnant vegetation on the site.

Should you require further information please do not hesitate to contact Kevin Hopkinson.

Yours sincerely

  
Chris Gunby  
A/Regional Manager  
South Coast Region

7 January 2009



**Government of Western Australia  
Department for Planning and Infrastructure**

Great Southern Region

7 January 2009

Chief Executive Officer  
City of Albany  
PO Box 484  
ALBANY WA 6330

Attention: Jan van der Mescht

Dear Sir

**RE: SAR 140 AT 16 AFFLECK ROAD, SWAN POINT, KALGAN**

Thank you for your letter of 19 Dec 2009 and the opportunity to comment on the above.

DPI considers the rezoning of the land to Special Rural as appropriate for the site. In consideration of this and other Special Rural proposals within the residential form of the city, Council should give consideration to the mechanisms required to ensure that the zoning of the land required for the development of additional Special Rural developments is also responsive to the need to confine the residential form of the city to within discrete and confined boundaries in the long term.

DPI would not support the proposed Subdivision Guide Plan submitted with the SAR as it does not respond to the preservation of the environmental or amenity values afforded by the existing vegetation on site. DPI would support a Subdivision Guide Plan similar to that enclosed which demonstrates development of the site in accordance with these parameters.

In relation to the future redevelopment of the land to fully serviced urban residential land as anticipated in the SAR, DPI considers that all the land in the locality to the south of Nanarup Road should be identified as Special Rural, with the future urban residential land confined to the land to the locality north of Nanarup Road. This is in recognition of the existing land uses, existing lot pattern, and existing Special Rural approvals in the locality to the south of Nanarup Road.

Do not hesitate to contact this office should you wish to discuss this matter.

Yours faithfully

**STEPHEN PETERSEN  
MANAGER, REGIONAL PLANNING  
GREAT SOUTHERN REGION  
STATUTORY PLANNING DIVISION**

Encl.




City of Albany Records  
Doc No: ICR8073184  
File: SAR140  
Date: 08 JAN 2009  
Officer: PLAN16  
Your ref:  
Our ref: 853/5/21/2PV6  
Enquiries: Stephen Petersen





Department for  
Planning and Infrastructure

 Cadastre

 Country

2007 Albany Townsite Aerial Photography

Scale 1:4,667



Prepared by: spetersen

Prepared for:

Date: Tuesday, January 06, 2009 16:03

Plot identifier: P20090106\_1603



**DPI INTERNAL USE ONLY**

**CITY OF ALBANY  
SCHEME AMENDMENT REQUEST**

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**REZONING OF  
LOT 422 SWAN POINT ROAD, SWAN POINT**



Prepared for: Golden Eight (WA) Pty Ltd  
Prepared by: Henry Dykstra  
Reviewed by: .....  
Date: November 2008  
Job No: 07/538  
Ref:  
Status:

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**Disclaimer:**

This report has been exclusively drafted. No express or implied warranties are made by Dykstra Planning regarding the research findings and data contained in this report. All of the information details included in this report are based upon the existent land area conditions, research provided and obtained at the time, Dykstra Planning conducted its analysis. Dykstra Planning will not be responsible for the application of its recommended strategies by the Client.

Please note that these strategies devised in this report may not be directly applicable towards another Client. We would also warn against adapting this report's strategies/contents to another land area which has not been researched and analysed by Dykstra Planning. Otherwise, Dykstra Planning accepts no liability whatsoever for a third party's use of, or reliance upon, this specific report.

# Table of Contents

Scheme Amendment Request  
Lot 422 Swan Point Road, Swan Point

<b>1.0</b>	<b>Overview of Scheme Amendment Request.....</b>	<b>1</b>
1.1	Summary of Proposal.....	1
1.2	Background to Proposal .....	1
1.3	About the land .....	2
<b>2.0</b>	<b>Strategic Planning Considerations .....</b>	<b>3</b>
2.1	Long Term Strategy.....	3
2.2	Strategic suitability for “Special Rural”.....	3
2.3	Comparison with other “Special Rural” areas .....	3
2.4	Structure Planning.....	4
<b>3.0</b>	<b>Integration of Design and Land Uses .....</b>	<b>5</b>
3.1	Design .....	5
3.2	Land use.....	5
<b>4.0</b>	<b>Other Planning &amp; Environmental Considerations .....</b>	<b>6</b>
4.1	Land Capability Assessment .....	6
4.2	Fire Management .....	6
4.3	Vegetation Protection .....	6
4.4	Precedent .....	6
<b>5.0</b>	<b>Servicing of Special Rural Subdivision.....</b>	<b>7</b>
5.1	Roads.....	7
5.2	Effluent Disposal.....	7
5.3	Drainage.....	7
5.4	Water .....	7
5.5	Power and Telecommunications.....	7
<b>6.0</b>	<b>Urban Overlay Concept.....</b>	<b>8</b>
6.1	Overview .....	8
6.2	Overlay Design.....	8
6.3	Infrastructure to facilitate the Urban Overlay .....	9
6.4	Special Control Area Requirements .....	10
<b>7.0</b>	<b>Conclusion.....</b>	<b>12</b>

# 1.0 Overview of Scheme Amendment Request

Scheme Amendment Request  
Lot 422 Swan Point Road, Swan Point

## 1.1 Summary of Proposal

This submission seeks to gain an indication of Council support for a Scheme Amendment that would relate to Lot 422 Swan Point Road, Swan Point, namely:-

- a) To rezone the land from “Rural” to “Special Rural”; and
- b) To include the land within a Special Control Area relating to Subdivision Overlay Guidelines.

This proposal provides for a well serviced “Special Rural” subdivision that “rounds off” the existing Swan Point Special Rural zone, and provides for a logical use of the land in the medium to long term. The proposal also incorporates a robust design and special zoning provisions that will facilitate the transition of the land into urban development in the much longer term.

The Scheme Amendment request is supported by a subdivision sketch that depicts an internal subdivisional loop road servicing thirty-four (34) lots of 1.0 ha and larger, accessed from the existing Swan Point Road, with strategic exits linking to Nanarup Road. The “Special Rural” subdivision would incorporate a higher standard of roads, drainage and water infrastructure than would normally be applicable to such subdivisions, thereby providing for an easier transition to future urban services in the longer term. The robustness of the “Special Rural” subdivision design is depicted by a supporting overlay subdivision plan that illustrates and protects the future urban roads and Public Open Space network.

## 1.2 Background to Proposal

At its meeting of June 2007, Council considered an earlier proposal for a conventional “Special Rural” rezoning and subdivision over the land. Council declined this request on the grounds that standard “Special Rural” subdivision has the potential to undermine the future long term residential land use of this land, as identified in the Albany Local Planning Strategy.

Following several consultations and correspondence with Council Town Planners, the City has indicated that it remains open to the idea of interim Special Rural, on the following basis:-

- *An Overlay Plan being prepared to ensure dwellings and outbuildings are located in specific areas to allow for future Public Open Space, residential roads, community sites etc;*
- *The Special Rural development would need to be provided with full urban infrastructure inclusive of drained, kerbed and bitumen sealed roads, a comprehensive drainage system to cater for full development, dual use paths, landscaping, street lighting etc; and*
-

- *The sewer infrastructure to support connection to reticulated sewer in the future needs to be installed. To this end detailed sewerage plans may need to be produced to calculate the sewer catchment in the locality (not just for this landholding), likely location of pumping facilities, piped depths and sizes and connection points of such infrastructure.*

Consequently, Opus International Consultants, Albany office was appointed to undertake a comprehensive servicing assessment of both the interim “Special Rural” development needs, and the much longer term “Residential Development” needs. The Opus report is *attached* as a separate document to this Scheme Amendment Request.

### **1.3 About the land**

Lot 422 Swan Point Road has an area of just over 40 hectares and fronts the foreshore reserve on the eastern bank of the Oyster Harbour near the Kalgan River Bridge. The land rises gently from an elevation of less than 5m up to a flatter area of approximately 25m AHD in the central and south eastern part of the subject land. Over half of the property has been subject to past clearing and is currently used as open pasture, with natural vegetated areas remaining in the central and southern parts of the property.

The land is surrounded on the northern, eastern and southern sides by the existing Swan Point Special Rural Zone No. 6, which comprises special rural lots of 2 hectares and above. The western boundary of the property abuts the foreshore reserve of the Oyster Harbour at the mouth of Kalgan River.

The subject land is accessed from Nanarup Road directly via Affleck Road, which is a constructed road within Vacant Crown Land adjacent to the Kalgan River. The southern boundary of the property also fronts Swan Point Road Reserve, where the road construction stops some 180m short of the property boundary. A 10m wide Right of Way also connects the north eastern corner of the subject land back to Nanarup Road.



## **2.0 Strategic Planning Considerations**

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Scheme Amendment Request  
Lot 422 Swan Point Road, Swan Point

### **2.1 Long Term Strategy**

The Albany Local Planning Strategy, whilst originally earmarking the subject land as suitable for “Special Rural” development, has signalled a much longer term intent for future urban development. However, the current provision and take-up of future urban land around Albany would indicate that the subject land will not be required for urban expansion for many, many years to come. Accordingly, the use of the land at Lot 422 Swan Point Road for “Special Rural” lifestyle lots is the most realistic and compatible land use option in the short to medium term.

The “Special Rural” rezoning of Lot 422 effectively represents the final stage to “rounding off” the Swan Point Special Rural zone. To utilise very long term planning horizons to withhold a development option that has for many years been recognised in strategic plans as being perfectly logical is considered unreasonable in this instance.

### **2.2 Strategic suitability for “Special Rural”**

Whilst the subject land is zoned Rural it does not support productive agricultural activity, primarily due to the limited area of arable land that is available on Lot 422. In addition to this, the proximity of surrounding “Special Rural” housing lots provides another constraint to utilising the property for agricultural purposes. Accordingly, there is no strategic rationale to protect Lot 422 specifically for agricultural purposes.

Council’s Planning Strategy promotes a cautious approach to identifying additional areas for “Special Rural” purposes, primarily due to the potential impact on agriculture and the natural environment. Given that Lot 422 is surrounded by an existing developed “Special Rural” area, this effectively does not represent a new “Special Rural” area. Further, the land does not serve any productive agricultural purpose and hence there is no impact on agricultural production.

### **2.3 Comparison with other “Special Rural” areas**

Whilst there may be other land in the locality that is identified for “Special Rural” development or consolidation, these other sites do not have the same prospects of offering a higher quality of infrastructure, and in particular reticulated water supply.

This proposal for highly serviced 1.0 ha “Special Rural” lots recognises that consumer demand is moving away from larger lots towards smaller lots with better infrastructure. Scheme water, kerbed roads and piped drainage are all responsive to consumer demands for high quality “Special Rural” developments.

## 2.4 Structure Planning

Lot 422 is not effected by any local or district structure plan, although the surrounding special rural zoned land has been planned in accordance with the adopted Subdivision Guide Plan for the Swan Point “Special Rural” zone. The proposed rezoning of lot 422 will facilitate the integration of a water serviced special rural estate that utilises an existing access point of Swan Point Road, whilst also providing strategic links back to Nanarup Road.

The subdivision sketch provided at **Appendix 1 Figure 1**, and aerial overlay at **Appendix 1 Figure 2**, illustrate the physical features of the subject land, and also shows the integration of the possible subdivision pattern with the surrounding road structure and “Special Rural” areas.

## **3.0 Integration of Design and Land Uses**

**Scheme Amendment Request  
Lot 422 Swan Point Road, Swan Point**

### **3.1 Design**

In terms of traffic network, the subject land offers three (3) potential access points from the subdivision to the existing road network, namely:

- Strategic emergency connection to Affleck Road linking to Nanarup Road in the north western corner of the land
- Strategic emergency connection to a 10m Right of Way linking to Nanarup Road in the north eastern corner; and
- Connection to Swan Point Road along the central southern boundary of the land.

The suggested subdivision layout seeks to integrate access with each of these three existing connections, and also provides for a hard edge with a foreshore road generally separating the development from the Oyster Harbour recreation reserve area. This integration with existing road structures provides for a much improved road and strategic fire access network for the entire Swan Point locality.

In terms of the general proposed lot design, the majority of lots have their frontage orientated internally, with rear boundaries of the lots abutting the existing special rural areas. This will facilitate an ultimate development pattern where the majority of new homes within this estate will be well separated from the boundaries with the existing special rural lots that surround the subject land.

### **3.2 Land Use**

The proposal is to include the subject land within the “Special Rural” zone, and hence the overall land use permissibility within the new subdivision will be similar to all of the surrounding special rural lots. As with the surrounding land, the proposal is for lots in this new subdivision to be rural lifestyle properties, where the emphasis is on protection of the natural environment.

With a lot size of 1 ha and larger there will be only very limited opportunity for keeping of any livestock. Whilst the surrounding “Special Rural” properties are somewhat larger and therefore can accommodate limited livestock, under the existing Town Planning Scheme Provisions for the Swan Point “Special Rural” zone, there are controls on the intensity of livestock keeping, to ensure minimal environmental impact. In view of this, and given the substantial internal orientation of the proposed subdivision design for lot 422, there is unlikely to be any conflict in terms of land use compatibility with adjoining land holdings.

## 4.0 Other Planning & Environmental Considerations

Scheme Amendment Request  
Lot 422 Swan Point Road, Swan Point

### 4.1 Land Capability Assessment

A detailed land capability assessment will be undertaken over the subject land as part of the preparation of formal Scheme Amendment documentation. Such a land capability assessment will evaluate matters such as land capability for effluent disposal, drainage opportunities and constraints, vegetation quality and protection measures, and suitable width and management for the proposed foreshore reservation.

### 4.2 Fire Management

A fire management plan will be prepared for the proposed subdivision and will seek to introduce a number of fire management measures, including the placement of strategic fire break systems that may replace the requirement for numerous boundary firebreaks.

### 4.3 Vegetation Protection

Improved vegetation protection measures will be introduced via scheme provisions, the introduction of building envelope locations and the provision of strategic firebreak systems to replace the usual numerous boundary firebreak requirements.

### 4.4 Precedent

As Lot 422 is the final stage of the Swan Point “Special Rural” zoning, and the subject land is surrounded by existing “Special Rural” zoned land, this proposal represents a logical completion of the special rural land use and development pattern of locality. Given that this proposal completes the zoning pattern, there is no opportunity for the proposal to set a precedent for new or additional special rural development in the locality.

One of the objectives of the Albany Local Planning Strategy is to review existing special rural areas to identify opportunities for limited consolidation and/or sustainable land use and development prospects. The introduction of 1 ha water serviced development into this part of Swan Point may indeed set a precedent for other parts of the Swan Point “Special Rural” zone to be viewed with the prospect of limited “Special Rural” consolidation opportunities. Such a precedent however would not be undesirable as it accords with the strategic objectives of the Albany Local Planning Strategy, and will also facilitate improved servicing, fire management and sustainability of land use.

## **5.0 Servicing of Special Rural Subdivision**

**Scheme Amendment Request  
Lot 422 Swan Point Road, Swan Point**

### **5.1 Roads**

Affleck Road currently links from Nanarup Road to service the subject land, and is a constructed roadway on Vacant Crown Land. This Vacant Crown Land still needs to be formally dedicated as a road reserve. The intersection of Affleck Road with Nanarup Road offers excellent sight distances, and whilst it is located close to the Kalgan River Bridge, as strategic emergency access only, this is considered acceptable.

Swan Point Road, which stops some 180m short of the southern boundary of the subject land, would need to be upgraded and connected to the new road infrastructure that will be provided within the subdivision itself. All internal roads within the subdivision would be constructed to Council specifications.

### **5.2 Effluent Disposal**

Given the combination of larger lot sizes, soil types, elevation and slope of the subject land, it is envisaged that onsite effluent disposal systems on each of the lots would be adequate to service the proposed subdivision. Further details in regard to suitability for onsite effluent disposal will be provided in a full land capability assessment, to be provided as part of the Scheme Amendment documentation.

### **5.3 Drainage**

Drainage is to be accommodated onsite via a slotted pipe drainage system within the road reserve, which is to be directed to landscaped nutrient stripping detention areas located within several of the lots, as depicted on the subdivision sketch and recommended by Opus International Consultants.

Soak wells can be utilised on individual properties to manage stormwater from roof areas. Alternatively, landowners may seek to preserve water usage by capturing roof water in rain water tanks. At the time of subdivision a detailed drainage design will be undertaken to ensure the drainage of the subject land is managed in accordance with water sensitive design principles.

### **5.4 Water**

Consultation with the Water Corporation has confirmed that provision of water supply is possible via extension of the existing reticulation main on the western side of the Kalgan River Bridge (refer to report by Opus International Consultants). This main extension would be installed by the subdivider and connected to each lot, and fire hydrants would be installed within the road reserve of the proposed subdivision.

### **5.5 Power and Telecommunications**

Power and Telecommunications are currently available to the subject site and will be provided to all proposed lots.

## 6.0 Urban Overlay Concept

Scheme Amendment Request  
Lot 422 Swan Point Road, Swan Point

### 6.1 Overview

This submission, including the subdivision sketches and engineering report, demonstrate that the long term possibility of future urban development over the land is not at all compromised by allowing Special Rural subdivision in the short to medium term. There are practical and realistic solutions to allowing a robust “Special Rural” subdivision that can in the longer term make the transition to urban land use. These solutions include the following:-

- a) A grid pattern Special Rural road network and regular shaped lots that can be overlaid with a residential subdivision pattern (as clearly illustrated by **Appendix 1 Figures 3 & 4**);
- b) Installation of higher standard of road, drainage and water reticulation infrastructure than would normally apply to “Special Rural” subdivisions, thereby providing for an easier transition to full urban services in the long term;
- c) Adoption of a Subdivision Guide Plan for the “Special Rural” subdivision, that illustrates and protects the future urban road and Public Open Space network (utilising easements, building envelopes or Notifications on Title where applicable); and
- d) Incorporating technical guidelines as provisions into the Town Planning Scheme to prescribe the manner in which the land use transition to urban development is to take place in future.

### 6.2 Overlay Design

The subdivision sketch at **Appendix 1 Figure 3** illustrates the potential longer term residential layout over the subject land. This represents just one urban design option for the land, and it demonstrates that the “Special Rural” subdivision design outlined in **Appendix 1 Figures 1 & 2** are sufficiently robust to allow for a future Urban Overlay Design.

The Urban Design at **Appendix 1 Figure 3** provides for a regular grid patterned subdivision that follows the principles of Liveable Neighbourhoods, whilst also respecting the topography of the land and the need to cater for drainage flow paths and detention areas in suitable locations. The central Public Open Space area becomes a focal point that is equally accessible to the furthest parts of the subdivision, with a suitable Public Open Space linkage to connect this central area to the Kalgan River Foreshore Reserve.

In the longer term this particular residential subdivision design will need to be placed within a broader urban structure planning context, which will address matters including external road linkages/hierarchy, community sites, school sites, etc.

### 6.3 Infrastructure to facilitate the Urban Overlay

Opus International Consultants – Albany Office, have examined the infrastructure needs for the interim “Special Rural” subdivision and the long term Urban Overlay. The infrastructure table presented below outlines how a higher standard of infrastructure will be provided to this “Special Rural” subdivision thereby providing an easier transition to full urban services in the long term.

Infrastructure Detail	Special Rural (Standard)	Special Rural (Overlay)	Residential (long term)
1. Water Headworks	150mm Water Main extension across the Kalgan Bridge	300mm Water Main extension across the Kalgan Bridge	Standard Residential headworks contribution
2. Water Reticulation	100mm internal water pipe reticulation	150mm internal water pipe reticulation, with provision for future internal extensions.	100mm water pipes extending into new residential roads.
3. Sewer Connection	No sewer provision required, as Sewerage Policy provides for on-site effluent disposal options on Lots of 1.0 Ha size	No preliminary sewer headworks are proposed given that:- a) Any sewer extension for such few lots would be cost prohibitive; b) Placement of ‘dormant sewers’ is wasteful and inefficient. Such unused infrastructure will deteriorate and become outdated over time, and therefore require upgrade, repair or replacement prior to future use; c) Responsibility and care of any “dormant” system is prohibitive as the Water Corporation would not include this area within its operating catchment at this time.	8km sewer extension from Lower King to the development area east of Kalgan River. Pumping station to be located in the western end of the subdivision, servicing an internal sewer network along all subdivisional roads.

Infrastructure Detail	Special Rural (Standard)	Special Rural (Overlay)	Residential (long term)
4. Power	Underground power provided from Nanarup Road and reticulated through the subdivision.	Underground power provided from Nanarup Road and reticulated through the subdivision.  No additional works or upgrades would be necessary at this time.	Upgrading of external service along Hunton Road may be required for the wider area.  Internally, all new residential roads to be fully serviced with underground power.
5. Roads	Standard un-kerbed roads.	Kerbed roads to be residential construction standard.	Additional residential roads kerbed and constructed to residential standard.
6. Drainage	Open roadside table drains and detention basins for each catchment.	Full piped drainage within roadways, connected to detention basins for each catchment.	All additional residential roads to be pipe-drained, with additional landscaped detention areas integrated within Public Open Space areas.

### 6.3 Special Control Area Requirements

To ensure that the transition from “Special Rural” to “Urban Land Use” is facilitated in the longer term, it is proposed to introduce a Special control Area over Lot 422 that introduces Special Provisions dealing with the urban overlay mechanism. These Special Provisions shall include, but not necessarily be limited to, the following:-

- a) *The Council shall not support any application for subdivision of the land into Residential lot sizes unless the land has been rezoned to “Residential Development Zone” and the subdivision is consistent with an Outline Development Plan adopted pursuant to the Provisions of the “Residential Development Zone”;*
- b) *The Outline Development Plan referred to in Clause (a) shall include and be accompanied by technical guidelines that provide a prescription for the development and implementation of subdivision in areas of: planning; road works; drainage; sewer and water reticulation; protection of environment; Public Open Space; landscaping; easements; landowner coordination; infrastructure; and cost sharing;*
- c) *Prior to the rezoning of the land from “Special Rural” to “Residential Development Zone”, any Plan of Subdivision or Development Application shall demonstrate that the development and use of the land will not compromise the implementation of the urban overlay subdivision, as depicted on the endorsed Subdivision Guide Plan; and*



- d) *At the time of the Building Application for each "Special Rural" lot, a Plan of the site shall be submitted by the Applicant to the satisfaction and specifications of the Council, which shall show site contours, existing trees and stands of vegetation, those trees and vegetation to be removed and retained, and proposals for tree planting and maintenance. In addition to this, the site Plan and proposal shall demonstrate that the development and use of the land will not compromise the implementation of the urban overlay subdivision, as depicted on the endorsed Subdivision Guide Plan.*

The above Special Control Area provisions will be in addition to the normal "Special Rural" Scheme provisions that would apply to this type of "Special Rural" under the City of Albany Town Planning Scheme. It is envisaged that either the existing Swan Point Special Rural Zone provisions would be used, or be adapted to specifically suit the subdivision and development proposal as it relates to Lot 422.

## **7.0 Conclusion**

---

### **Scheme Amendment Request Lot 422 Swan Point Road, Swan Point**

This Scheme Amendment request relating to Lot 422 Swan Point Road, Swan Point provides for a well serviced “Special Rural” subdivision that rounds off the existing Swan Point “Special Rural” zone, and provides for a logical use of the land in the medium to long term. This proposal also incorporates a robust subdivision design and special zoning provisions to facilitate the transition of the land into urban development in the much longer term. The “Special Rural” subdivision is proposed to incorporate a higher standard of roads, drainage and water infrastructure than would normally be applicable to such subdivision, thereby providing for an easier transition to future urban services in the longer term.

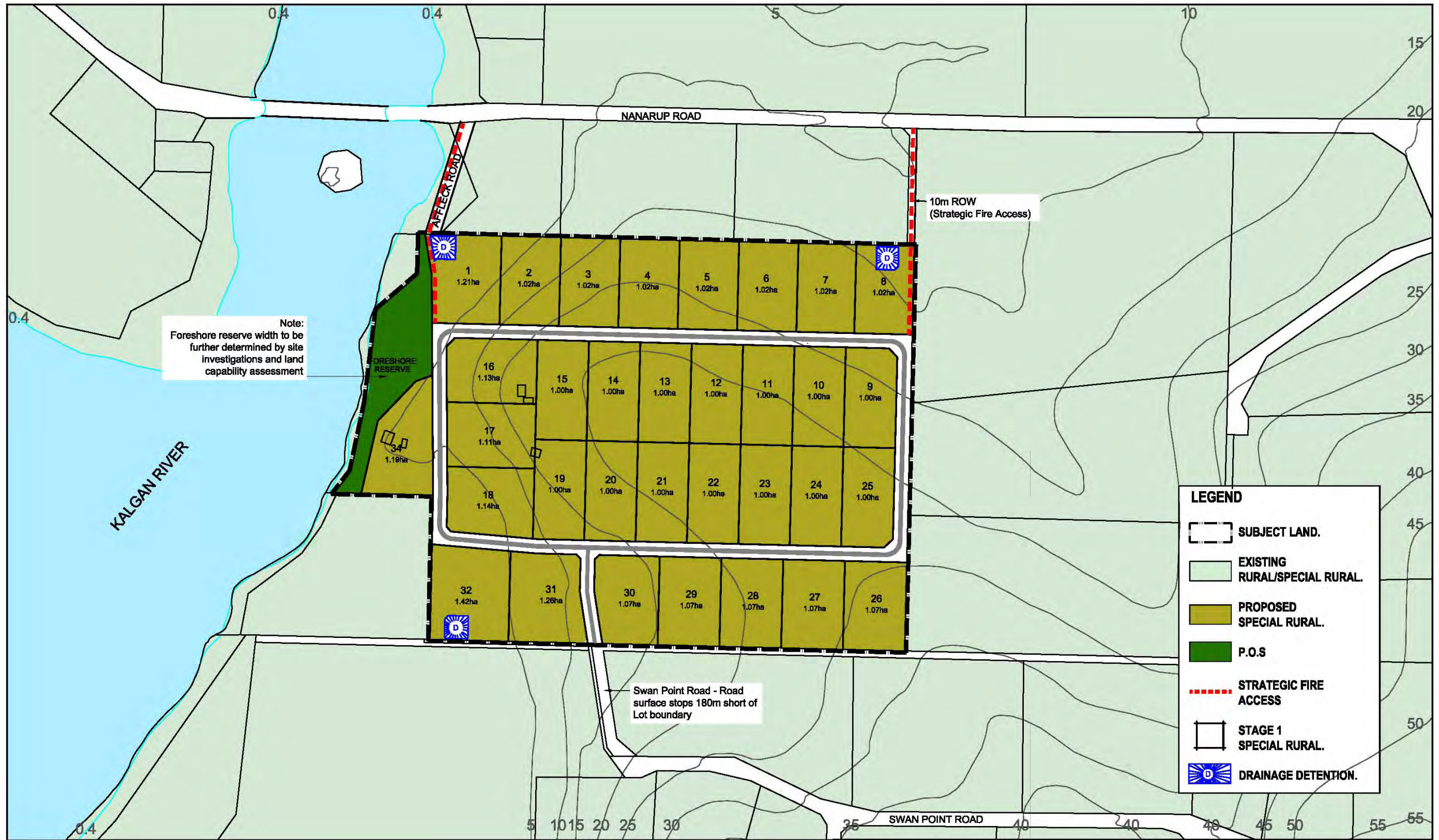
The practical aspects relating to servicing the subdivision, both in terms of the interim “Special Rural” needs and the much longer term “Residential” development needs, has been addressed in a separate document prepared by Opus International Consultants – Albany Office.

In summary, this proposal is considered to be a logical medium to long term solution for land that is already surrounded by existing “Special Rural” subdivision. The various design and planning mechanisms that facilitate the longer term transition of the land to urban subdivision are considered entirely compatible with the long term objectives for this land under Council’s Local Planning Strategy.

In consideration of the details and information provided, it is respectfully requested that Council provide an indication of its support for the requested rezoning, and Special Control Area requirements, after which the formal amendment documentation and associated land capability assessment will be prepared and submitted for Council’s determination.

	<b>Appendix 1: Figures</b>
	Scheme Amendment Request Lot 422 Swan Point Road, Swan Point

- Figure 1      Subdivision Sketch – Special Rural**
- Figure 2      Aerial Overlay Plan**
- Figure 3      Subdivision Sketch – Long Term Residential**
- Figure 4      Special Rural & Residential Overlay Plan**



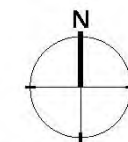
# SUBDIVISION SKETCH - SPECIAL RURAL

Lot 422 Swan Point Road  
KALGAN



Subdivision, Rezoning, Structure Planning, Development Planning, Design, Advocacy  
2953 Albany Highway, Kelmscott, WA 6111  
T: 9495 1947  
F: 9495 1946  
admin@dykstra.com.au

26 November 2008



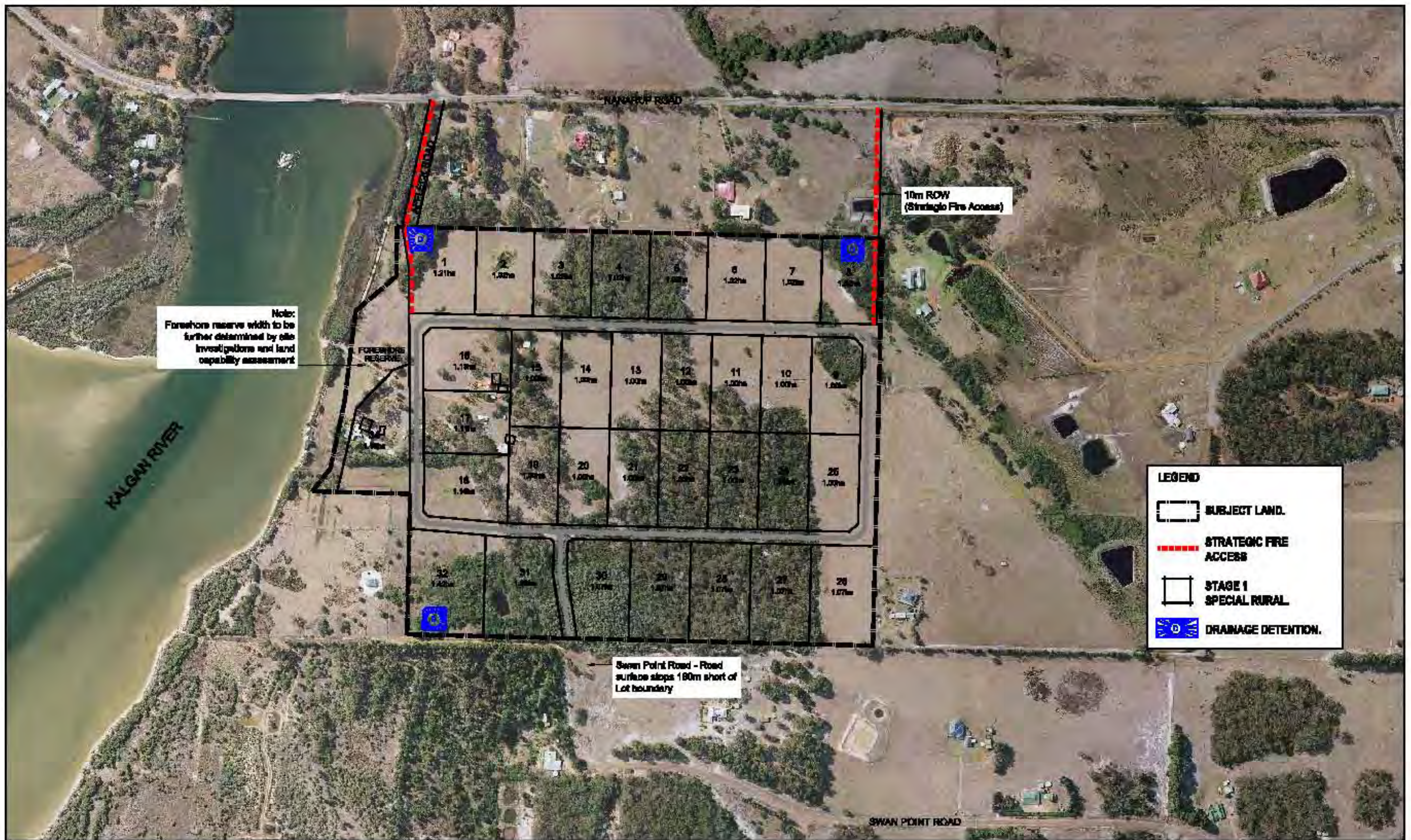
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**Figure 1**

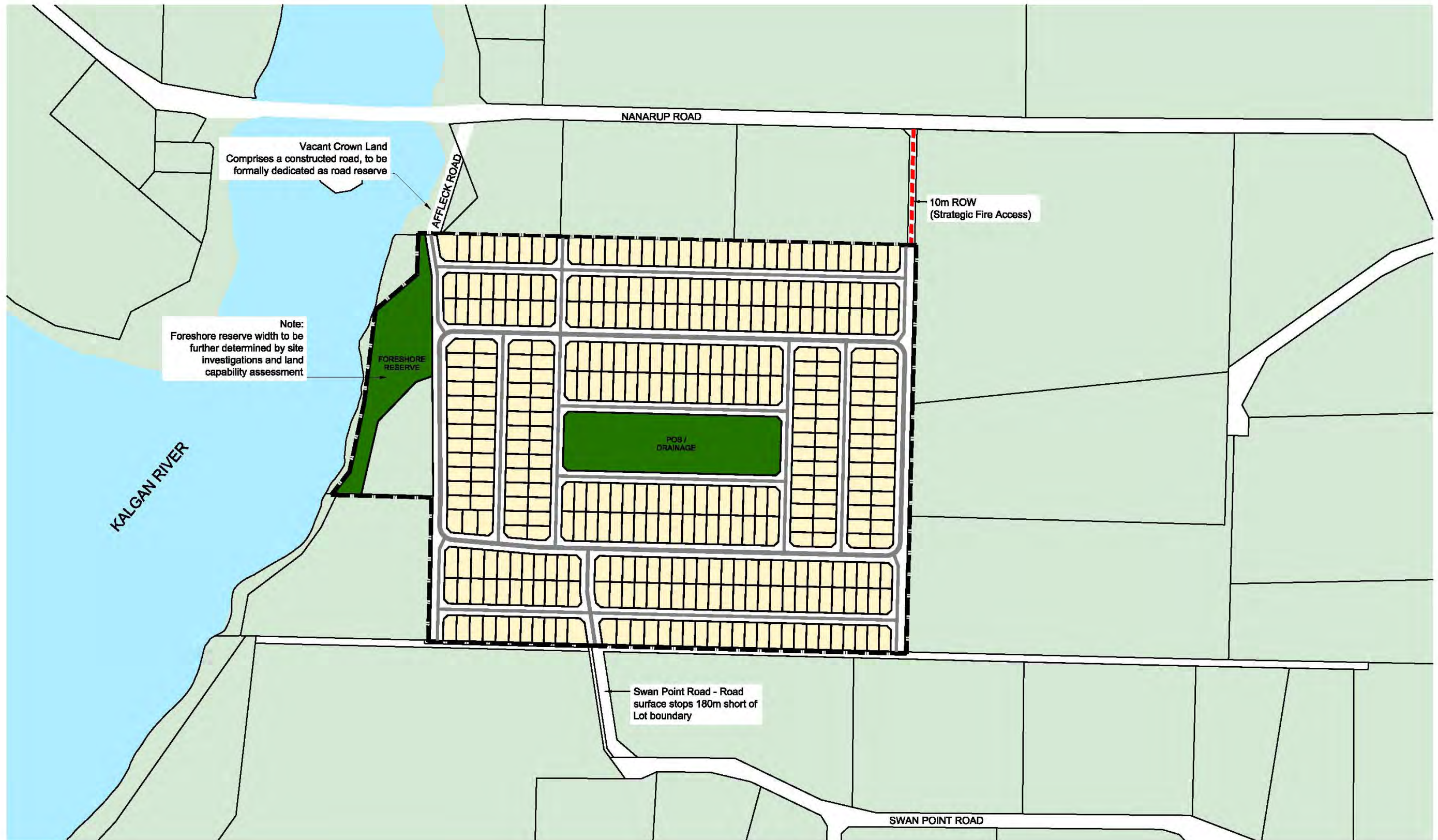
**Notes:**

- This document may only be used for the purpose for which it was commissioned and in accordance with the Terms of Engagement.
- The dimensions, areas and number of lots are subject to survey and also the requirements of all authorities.

07538-SOP-F1-0810208



<p><b>AERIAL OVERLAY PLAN</b>  <b>Lot 422 Swan Point Road</b>  <b>KALGAN</b></p>	<p><b>DYKSTRA PLANNING</b>          Subdivision, Rezoning, Structure Planning, Development Planning, Design, Advocacy          2653 Albany Highway, Kalamack, WA 6111          T: 0485 1847          F: 0485 1848          admin@dykstra.com.au</p>	<p>28 November 2006</p> <p><b>Figure 2</b></p> <p>Note:</p> <ul style="list-style-type: none"> <li>This document may only be used for the purpose for which it was commissioned and is executed under the Terms of Engagement.</li> <li>The dimensions, areas and number of lots are subject to survey and also the requirements of all authorities.</li> </ul> <p>07836-ADP/081185-A</p>
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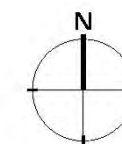


**SUBDIVISION Sketch - Long - Term Residential**  
**Lot 422 Swan Point Road**  
**KALGAN**



Subdivision, Rezoning, Structure Planning, Development Planning, Design, Advocacy  
 2953 Albany Highway, Kelmescott WA 6111  
 T: 9495 1947  
 F: 9495 1946  
 admin@dykstra.com.au

26 November 2008

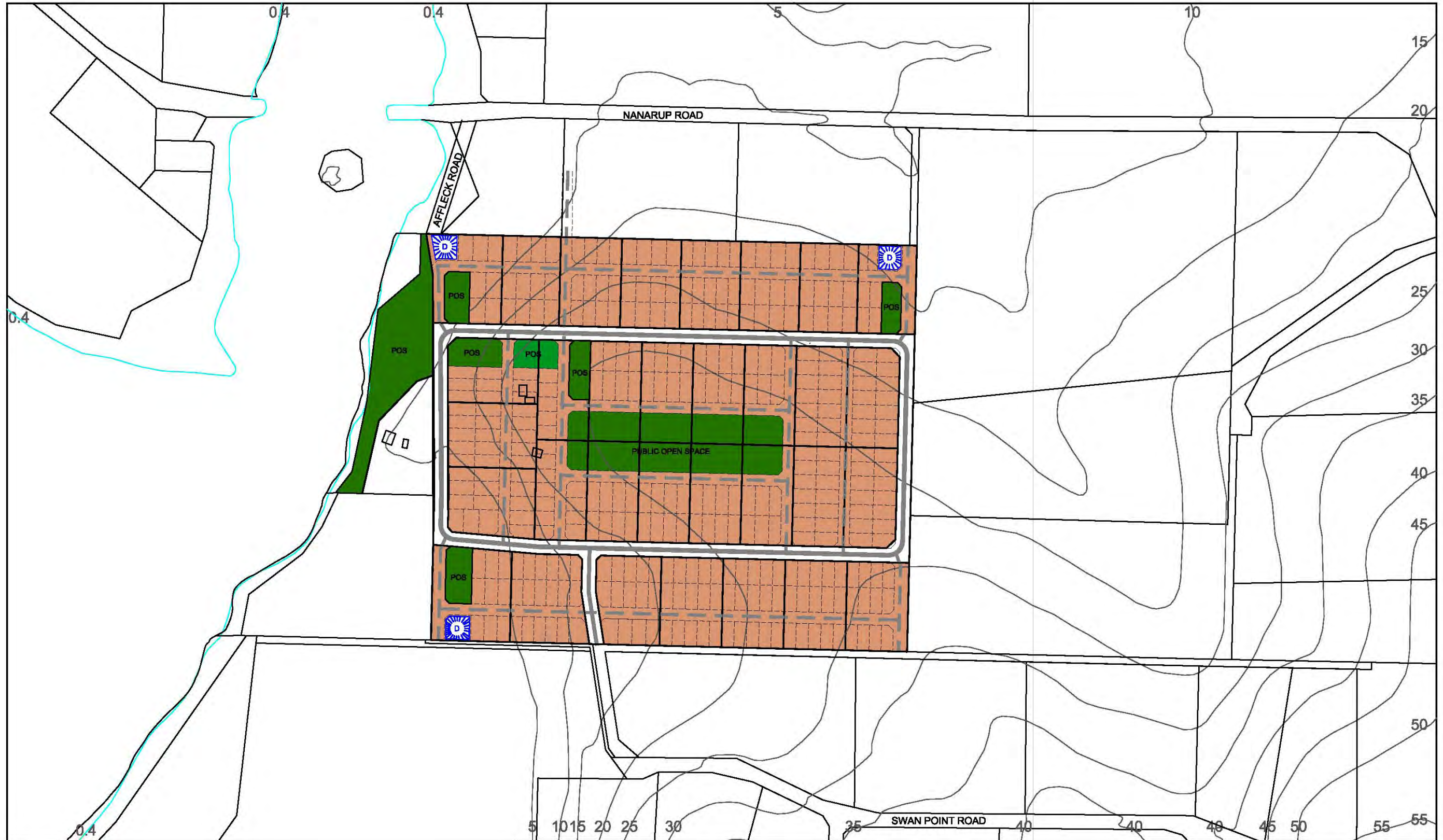


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**Figure 3**

- Notes:
- This document may only be used for the purpose for which it was commissioned and in accordance with the Terms of Engagement.
  - The dimensions, areas and number of lots are subject to survey and also the requirements of all authorities.

07538-SOP-F3-0810208



# SPECIAL RURAL & RESIDENTIAL OVERLAY PLAN

Lot 422 Swan Point Road  
KALGAN

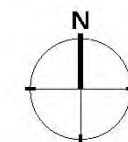


Subdivision, Rezoning, Structure  
Planning, Development Planning,  
Design, Advocacy

2953 Albany Highway,  
Kalmecott, WA 6111

T: 9495 1947  
F: 9495 1946  
admin@dykstra.com.au

26 November 2008



1:5000

**Figure 4**

- Notes:
- This document may only be used for the purpose for which it was commissioned and in accordance with the Terms of Engagement.
  - The dimensions, areas and number of lots are subject to survey and also the requirements of all authorities.

D7538-SRD-F4-081128-A



# Environmental Protection Authority

The Atrium,  
Level 8, 168 St Georges Terrace,  
Perth, Western Australia 6000.  
Telephone: (08) 6364 6500.  
Facsimile: (08) 6467 5557.

Postal Address: Locked Bag 33,  
Cloisters Square, Perth, Western Australia 6850.  
Website: [www.epa.wa.gov.au](http://www.epa.wa.gov.au)



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

Att: Kevin Hughes



City of Albany Records  
Doc No: ICR7043832  
File: AMD267  
Date: 28 NOV 2007  
Officer: PLAN13  
Our Ref CRN221181  
Enquiries Alice O'Connor

Dear Sir/Madam

**SCHEME AMENDMENT TITLE:** City of Albany TPS 3 Amendment 267 rezoning from Special Rural to Residential Development  
**SCHEME AMENDMENT LOCATION:** Lot 124 Gladville Road  
**LOCALITY:** McKail  
**RESPONSIBLE AUTHORITY:** City of Albany  
**LEVEL OF ASSESSMENT:** Scheme Amendment Not Assessed - Advice Given Under Section 48a(1)(A) (no appeals)

Thank you for your letter of 25 September 2007 referring the above proposed scheme amendment.

After consideration of the information provided by you, the Environmental Protection Authority (EPA) considers that the proposed scheme amendment should not be assessed under Part IV Division 3 of the *Environmental Protection Act 1986* (EP Act) but nevertheless provides the following advice and recommendations.

## ADVICE AND RECOMMENDATIONS

### 1. Environmental Issues

- Separation distance - noise

### 2. Advice and recommendations regarding Environmental Issues

#### Separation distance - noise

The proposed amendment area, Lot 124 Gladville Road, lies within the City of Albany's "Speedway Noise Buffer Area Policy", but no noise study was included in the Scheme Report. The EPA has serious concerns that the recommendations of the City's Policy will not achieve acceptable noise levels for new residences so close to a speedway, particularly given the non-mandatory nature of the Policy.

The EPA's concerns are based on the following facts and technical advice:

The nearest point of the Atwell Park Speedway racetrack is located some 220m from the north-eastern corner of the subject land. The Scheme Report relies on the City of Albany's "Speedway Noise Buffer Area Policy". The Policy does not exclude residential development in the buffer, but instead encourages residents to consider information relating to "quiet house" design, based on:

- Locating habitable rooms away from the speedway and facing non-habitable rooms towards the speedway;
- Protecting the main entrance from speedway noise; and
- Insulation, including enclosed eaves, insulation of the roof space and double brick walls.



The Policy also refers to the internal noise levels in AS2107:2000, specifically  $L_{Aeq}$  (average) noise levels of 40dB(A) in bedrooms, 45dB(A) in living areas and 55dB(A) in common areas. (On a technical point the  $L_{Aeq}$  (average) noise levels are interpreted as being taken over a short period, in this case, for example, one minute during a race; the definition should be made clear in any Scheme documentation.)

The following scenario gives rise to the concerns that the Policy recommendations will not achieve acceptable noise levels for new residences so close to the speedway.

If one works back from the acceptable indoor noise levels, the outside noise level on the speedway side of a house would need to be about 65dB(A) in order to achieve a noise level of 40 dB(A) inside a bedroom facing away from the speedway and with windows closed. If sprint cars (one of the noisiest classes of racing car) were operating at the speedway, the house would need to be located at a distance of some 500-600 metres from the race track to achieve this result. Such a buffer would take up at least the north-eastern half of the subject land.

If a smaller buffer is desired, the acoustic insulation requirements of the new dwellings would need to be upgraded. The most obvious area for upgrading of the residences would be through heavier glazing: 6mm laminated glass instead of the standard 4mm glass. (One could even go to 10mm glass. However, it would be hard to justify the extra expense of an item like 10mm glass to reduce noise from an occasional venue such as a speedway.)

If 6mm glass were included in the insulation requirements, the buffer could be reduced somewhat, perhaps to 300m, which would alienate only a small portion of the north-east corner of the site.

Therefore, the EPA recommends that, before the amendment is finalised, a report be prepared by an acoustic consultant, detailing a suitable combination of:

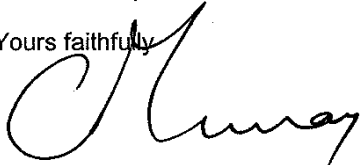
- a buffer distance; and
- mandatory acoustic insulation/quiet house design parameters, to achieve the indoor noise criteria listed in the City's Policy.

Finally, in a more general vein, if the City is seeking to provide a sustainable long-term environment for the speedway, then the EPA recommends that Council considers converting the quiet house policy into a statutory scheme provision for all residences within a specified buffer distance.

### 3. General Advice

- For the purposes of Part IV of the EP Act, the scheme amendment is defined as an assessed scheme amendment. In relation to the implementation of the scheme amendment, please note the requirements of Part IV Division 4 of the EP Act.
- There is no appeal right in respect of the EPA's decision on the level of assessment of scheme amendments.
- A copy of this advice will be sent to the relevant authorities and will be available to the public on request.

Yours faithfully



C J Murray  
A/Director  
Environmental Impact Assessment

26 November 2007

cc: Department for Planning & Infrastructure

AMD 267  
Plan 18



Your Ref: A179003/PA27912/AMDAMD267(3)  
Our Ref: Grange No 4543391  
Enquiries: R C Collins  
Telephone: (08) 9842 4214



City of Albany Records  
Doc No: ICR8079563  
File: AMD267  
Date: 16 APR 2009  
Officer: PLAN18  
Attach:

15 April 2009

Craig McMurtrie  
City of Albany  
PO Box 484  
Albany WA 6331

Great Southern Regional Office  
215 Lower Stirling Terrace  
ALBANY WA 6330

PO Box 915  
ALBANY WA 6331

Tel (08) 9842 4211  
Fax (08) 9842 4255

[www.watercorporation.com.au](http://www.watercorporation.com.au)

Dear Craig,

**PROPOSAL TO REZONE LOT 124 Gladville Road, McKAIL FROM THE 'SPECIAL RURAL' ZONE TO THE RESIDENTIAL DEVELOPMENT ZONE.**

Thank you for your letter dated 6 April 2009 and Town Planning Scheme No 3 amendment No 267.

I am pleased to advise that Lot 124 Gladville Road is located within the Water Corporation's Water Operating License Area. However Lot 124 is outside the Corporation's Sewerage Operating License Area (SOLA).

The Water Corporation has no objection to the proposed amendment No 267 to the Town Planning Scheme No 3 and water and wastewater services can be provided to Lot 124 subject to the following:-

The West Australian Planning Commission requires reticulated water to be supplied to lots 4 ha or less and reticulated sewerage to lots of 2000m<sup>2</sup> or less.

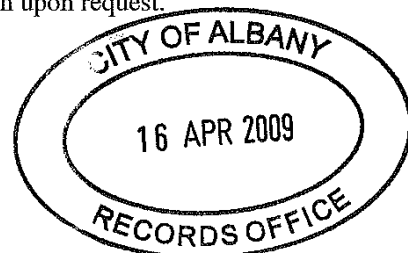
If a sewerage service is required the developer will need to write to the Corporation with a request that the Water Corporation is given preferred wastewater supplier status. The Corporation will consider the request and if it is economically viable and practical will contact the Economic Regulation Authority (ERA) requesting the SOLA be extended to include Lot 124. Should the ERA approve the change to the SOLA, sewerage services will be made available.

For Albany water mains of NB 250mm and under and sewers of NB 300 and under are classed as reticulation and are fully funded by the developer. A prefunding agreement may be available for water mains or sewers classed as headworks or of larger diameter should they be deemed necessary by the Corporation. As the development is currently non-frontal, the developer would be required to fully fund any additional infrastructure required. The developer would be required to pay a standard headworks contribution and connection fee for each new lot created. Further details are available from the Corporation's Development Services Branch upon request.

Yours sincerely,

*R.C. Collins*

R C Collins  
Manager Assets GSR  
Asset Management Division





City of Albany Records

Doc No: ICR8079892  
File: AMD267

# Facsimile

12-14 The Esplanade  
PERTH WA 6000

**Postal Address**  
P.O. Box 8491  
Perth BC 6849

**Contact Numbers**  
Ph (08) 6213 7000  
Fx (08) 6213 7400

Date: 22 APR 2009  
Officer: PLAN16

Attach:

**To:** Craig Mcmurtrie  
City of Albany

**Fax No:** 08 9841 4099

**From:** Eileen Gillibrand  
Business Support Officer

**No. of pages:** 2 (including this page)

**Date:** 22 April 2009

**For any queries regarding the transmission of this facsimile please telephone: 6213 7000**  
**Please reply on facsimile number: 6213 7400**

**Our Ref:** A179003/PA27912/AMDAMD267(3)

**Your Ref:** A179003/PA27912/AMDAMD267(3)

**RE: PROPOSAL JTO REZONE LOT 124 GLADVILLE ROAD, MACKAIL FROM THE "SPECIAL RURAL" ZONE TO THE "RESIDENTIAL DEVELOPMENT" ZONE**

Thank you for your letter dated 6 April, 2009 concerning the above mentioned proposal.

A plan will be attached to this fax if there are gas mains in the area. In any case you or the developer must contact **Dial Before You Dig (1100)** to reference Gas Network changes immediately prior to the proposal going ahead.

If the Gas Network is affected by the proposal and WestNet Energy works are required, then the following conditions must be met.

- All work carried out on WAGas Networks existing Network to accommodate the proposed subdivision /amalgamation or any development will be at the proponents expense.
- WestNet Energy requires one month's notice prior to the commencement of the work on site. Notice should be given to the Project Coordinator on Ph.9499 5166.

Should you have any further queries, please do not hesitate to contact our office.

Yours Faithfully

Eileen Gillibrand  
**Business Support Officer**



Lot 124 Gladville Road, McKail



From: +61 8 6231 7075 Page: 2/2 Date: 22/04/2009 1:14:01 PM

Printed from GNIS at: Apr 22, 2009 1:05:18 PM  
Operator: eg/llb  
Scale = 1:13,358  
10 Metres

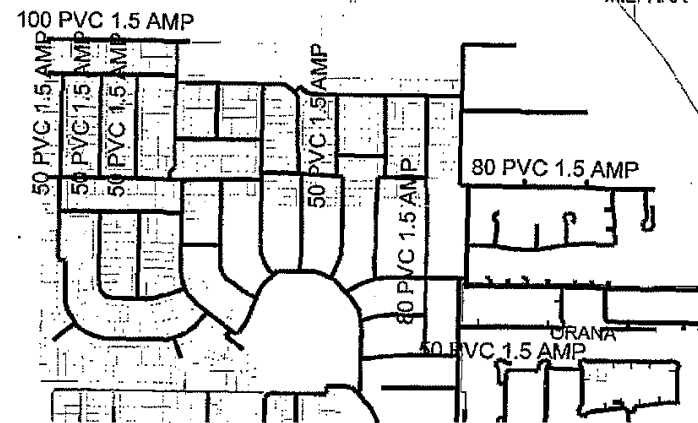
**WARNING BEWARE**

The location of pipes and services are approximate only, and show an indicative position at time of construction. No guarantee can be given to the accuracy or completeness of information due to the age of some pipes and records. Refer to "Occupational Health & Safety" Regulation 3.21 and Utility Providers "Code of Practice" for further useful information.

Copyright 2008 WA Gas Networks Datum GDA94

**WARNING !**

**Refer to WA Gas Networks Cover Sheet for Further Information**



MCKAIL

WARRENUP

MILPARA



Department of Environment and Conservation

Your ref: A179003/PA27912/AMDAMD267(3)
Our ref: 27.2. 1.3..267
Enquiries: John Watson
Phone: (08) 9842 4500
Fax: (08) 9841 7105
Email: john.watson@dec.wa.gov.au



Craig McMurtie,
Planning Officer
City of Albany
PO Box 484
ALBANY WA 6331

Doc No: City of Albany Records
ICR8080669
File: AMD267
Date: 06 MAY 2009
Officer: PLAN18
Attach:

Dear Sir,

PROPOSAL TO REZONE LOT 124 GLADVILLE ROAD FROM THE 'SPECIAL RURAL ZONE' TO THE 'RESIDENTIAL DEVELOPMENT ZONE' (SCHEME AMENDMENT NO 267)

Thank you for the opportunity to comment on this proposal.

The Albany Office of the Department of Environment and Conservation (DEC) has only minor comment to make on this proposal.

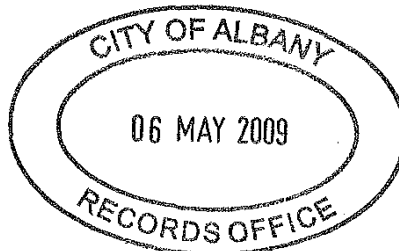
The remnants of native vegetation located in the northern half of the lot are in a degraded condition. It is noted that the proponents wish to retain mature trees for incorporation into the eventual development design where possible and this is supported.

It is also noted that the indicative options for managing speedway noise impacts (Figure 06-53-NOISE(c) April 08 included in Local Planning Scheme Amendment No3 Amendment No 277 Ayton Taylor Burrell) suggest a 'heavily landscaped continuous earthen bund along the (northern) boundary (of Lot 124) integrated into POS and drainage feature'. Although this concept is not included in the proposal under discussion here, it will be necessary for coordination between the two scheme amendment proposals to address this concept further. In the event that revegetation does occur in the area it is recommended that care be taken to avoid any non-endemic species which may spread into native vegetation within the adjoining uncleared Reserve No 23290 which appears to be in Very Good to Excellent condition in its western half away from the speedway section.

Yours sincerely,

[Handwritten signature]

Bruce Bone
Regional Manager
Department of Environment and Conservation
South Coast Region



1 May 2009

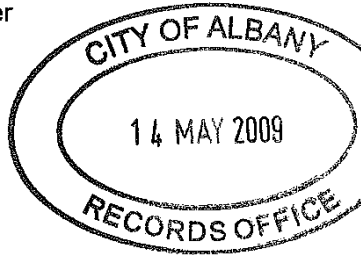
cc Alice O'Connor, Environmental Impact Assessment Division, Perth



Your ref: AMD267  
Our ref: RF1049-03 / SRS 24272  
Enquiries: Karen McKeough, 9841 0128



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



City of Albany Records  
Doc No: ICR8081177  
File: AMD267  
Date: 14 MAY 2009  
Officer: CSTATP

Attach:

Attn: Craig McMurtrie

Dear Sir

**Amendment 267 – Lot 124 Gladville Road, McKail**

Thank you for the opportunity to comment on the above proposal. The Department of Water (DoW) provides the following comments:

**Waterways**

The subject land is located within the upper headwaters of the Willyung Creek catchment, which drains to the regionally significant Oyster Harbour. A tributary to the Willyung Creek is located on the subject site, and will receive runoff from the lots and roads.

The waterway and the adjacent remnant vegetation should be protected through the ceding of this land into public open space. At the subdivision stage, the DoW will be requesting the preparation of a foreshore management plan for this area, which will address issues such as public access, recreation, revegetation and weed control.

The re-zoning proposal will need to demonstrate that the land intensification process will not have a detrimental impact on this waterway and the Willyung catchment. Management of the waterway should be detailed in the Local Water Management Strategy (see below).

**Local Water Management Strategy**

In accordance with *Better Urban Water Management*, the water planning framework to guide the implementation of *State Planning Policy 2.9 Water Resources*, a local water management strategy (LWMS) is required to support a scheme amendment. The LWMS should include the following information:

- land capability assessment (including winter testing and identification of flood risk areas)
- identification and mapping of waterways and wetland areas
- conceptual storm water management plan – which considers such things as land area required to cater for stormwater infrastructure and how infiltration at source will be achieved.

An Urban Water Management Plan (UWMP), will be required at the subdivision stage. The requirement for this should have been noted within the amendment document, section 2.6. The UWMP should be prepared in accordance with the DoW *Stormwater Management Manual for WA* and demonstrate best practice water sensitive urban design. More information is available from [www.water.wa.gov.au](http://www.water.wa.gov.au)

South Coast Region  
5 Bevan Street Albany Western Australia 6330  
PO Box 525 Albany Western Australia 6331  
Telephone (08) 9842 5760 Facsimile (08) 9842 1204  
[www.water.wa.gov.au](http://www.water.wa.gov.au)

The proponents are advised to contact the DoW prior to commencing planning.

Should you wish to discuss this matter further please contact Karen McKeough of this office.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Chris Gunby', written in a cursive style.

for **CHRIS GUNBY**  
**ACTING REGIONAL MANAGER**  
**SOUTH COAST REGION**  
13 May 2009



Government of  
Western  
Australia



ABN: 50 860 676 021

Enquiries: Don Parker on 9892 0559  
Our Ref: 04/13070-10  
Your Ref: A179003/PA27912/AMDAMD267(3)

12 May 2009



Planning Division  
City of Albany  
PO Box  
ALBANY WA 6330

City of Albany Records  
Doc No: ICR8081263  
File: AMD267

Date: 15 MAY 2009  
Officer: PLAN18

ATTENTION: Planning Officer  
Craig McMurtrie

Attach:

Dear Sir,

**PROPOSAL TO REZONE LOT 124 GLADVILLE ROAD, MCKAIL FROM "SPECIAL RURAL" ZONE TO "RESIDENTIAL DEVELOPMENT" ZONE.**

Thank you for your letter dated 6 April 2009 regarding the above location.

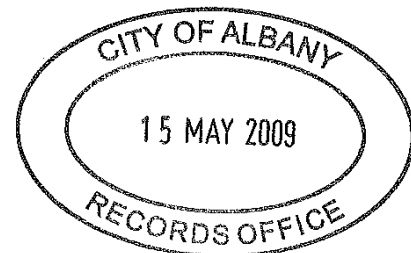
Main Roads raises the following concerns regarding the proposed REZONING of Lot 124 Gladville Road, McKail:

- The additional traffic generated by development of the rezoned land, from Special Rural to Residential Development will severely impact the level of service for the Federal Street and Gladville Road intersections with Albany Highway.
- Safe intersection sight distances for an 80 km/h speed zone are not met by traffic exiting north along Albany Highway from Gladville Road and, traffic exiting south from Federal Street along Albany Highway.
- There is no Structure Plan showing connectivity with adjacent properties suitable for future development, integrated with an arterial road network.

If you require any further information please contact Don Parker on (08) 9892 0559. In reply please quote file reference 04/13070-10.

Yours faithfully,

ARJ Duffield  
REGIONAL MANAGER





AMD 267  
Plan 18

## Records

---

**From:** OZARCZUK Taras [Asset& Administrative Services] [Taras.Ozarczuk@det.wa.edu.au]  
**Sent:** Wednesday, 20 May 2009 3:52 PM  
**To:** Records  
**Subject:** Proposal to Rezone Lot 124 Gladville Road, McKail from the 'Special Rural' Zone to the 'Residential Development' Zone - Craig Mcmurtrie.

*Dear Mr Mcmurtrie*

*Thank you for the opportunity to comment on the above scheme amendment.*

*The Department of Education and Training has no objections to this proposed amendment.*

*If you require further information please do not hesitate to contact me on 9264 5785 at the Asset Planning Branch.*

*Compliments from Sharmini Wijay.*

*Regards*

**Taras (Terry) Ozarczuk**  
Support Officer  
Asset & Administrative Services  
Department of Education and Training  
Tel: 92645785  
E-mail: [Taras.Ozarczuk@det.wa.edu.au](mailto:Taras.Ozarczuk@det.wa.edu.au)

CITY OF ALBANY  
TOWN PLANNING SCHEME NO.3

AMENDMENT NO.267



Prepared by:

Harley Survey Group  
Planning Consultants

## TOWN PLANNING SCHEME NO.3

### AMENDMENT NO. 267

#### CONTENTS

1. RESOLUTION
2. REPORT
  - 1.0 Introduction
  - 2.0 Site Details
  - 3.0 Planning Context
  - 4.0 Site/Development Constraints & Structure Planning
  - 5.0 Amendment Proposal
  - 6.0 Justification
  - 7.0 Conclusion
3. EXISTING ZONING
4. PROPOSED ZONING
5. EXECUTION
6. APPENDICES

PLANNING AND DEVELOPMENT ACT 2005

RESOLUTION DECIDING TO AMEND A LOCAL PLANNING SCHEME

CITY OF ALBANY

LOCAL PLANNING SCHEME NO.3

AMENDMENT NO. 267

**Resolution:**

RESOLVED that the Council, in pursuance of Section 75 of the Planning and Development Act 2005, amend the above local planning scheme by:

1. Rezoning Lot 124 Gladville Road from the 'Special Rural' zone to the 'Residential Development' zone
2. Amending the Scheme Maps accordingly.

Dated this 21 day of AUGUST 2007

  
CHIEF EXECUTIVE OFFICER

**MINISTER FOR PLANNING & INFRASTRUCTURE**

**PROPOSAL TO AMEND A TOWN PLANNING SCHEME**

LOCAL AUTHORITY:	CITY OF ALBANY
DESCRIPTION OF TOWN PLANNING SCHEME:	TOWN PLANNING SCHEME NO. 3
TYPE OF SCHEME:	DISTRICT SCHEME
SERIAL NO. OF AMENDMENT:	AMENDMENT NO. 267
PROPOSAL:	REZONE LOT 124 GLADVILLE ROAD, MCKAIL FROM THE 'SPECIAL RURAL' ZONE TO THE 'RESIDENTIAL DEVELOPMENT' ZONE.

---

**SCHEME REPORT**

**1.0 INTRODUCTION**

The purpose of this amendment to Town Planning Scheme No.3 (TPS 3) is to rezone:

Lot 124 Gladville Road, McKail from the 'Special Rural' zone (Special Rural Area No.1D) to the 'Residential Development' zone with the intent of enabling the future development of the lot for fully serviced (sewered) residential purposes in accordance with an adopted structure plan.

The rezoning will:

- Enable the residential development of the land in the future; acknowledging the site constraints and statutory planning requirements;
- Protect this future residential land from inappropriate interim land uses and development;
- Allow for the subdivision of Lot 124 to be coordinated with the neighbouring lots through inclusion in a comprehensive structure planning for the locality at some time in the future; and
- Remove the zoning of the land which is inappropriate given the ideal location and availability of services of the subject land and the current demand for residential land.

Lot 124 Gladville Road, McKail is on the urban fringe of Albany and is part of an area that would be part of the logical extension of the urban front. A 'Residential Development' zoning will secure the property for future residential purposes and require structure planning to be put in place prior to subdivision or development.

A future structure planning exercise will address the detailed planning for the site including:

- i) Addressing site constraints discussed within this document; and
- ii) Ensuring that the property is developed in a coordinated fashion with the neighbouring properties to create an organised extension to the urban front.

This scheme amendment document shows that the rezoning of Lot 124 Gladville Road will secure land for the future urban front in accordance with state and local government planning strategies. This document provides sufficient information to show that the land is suitable and capable for future residential development but leaves the detailed land capability assessments to the Structure Planning stage, where they are most appropriately handled.

## **2.0 SITE DETAILS**

### **2.1 Location**

Lot 124 is located approximately 7.5 kilometres north of the Albany CBD and has road frontage to both Gladville Road and Federal Street. Lot 124 is approximately 15.568 hectares in area. Refer to Map 1 for details.

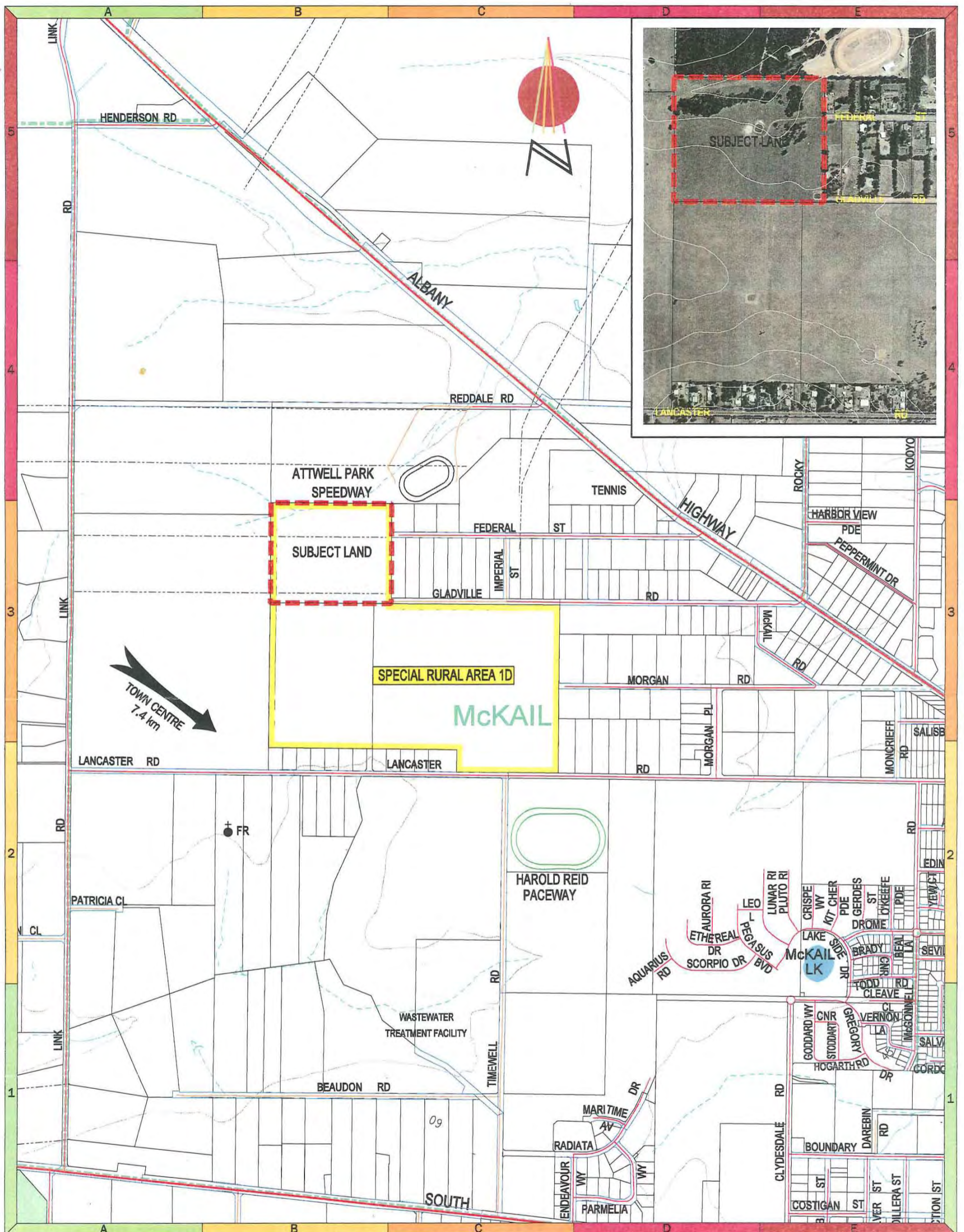
### **2.2 Title Details**

Lot 124 Gladville Road, McKail is held on Certificate of Title Volume 2520 Folio 702, the owner of which is Mr Roberto Forgione.

### **2.3 Access**

Access to Lot 124 is maintained from Gladville Road and Federal Street. Federal Street is a fully sealed rural road, with open drains, whilst Gladville Road is only sealed as far as Imperial Street and is then gravel from that point onward to the intersection with the subject site. Both roads form temporary cul-de-sacs adjacent to the subject site.

There are currently no public transport, pedestrian or cycling facilities provided to the subject site. However it is envisioned that this transport infrastructure will be accounted for and provided when structure planning and final subdivision of the subject land occurs.



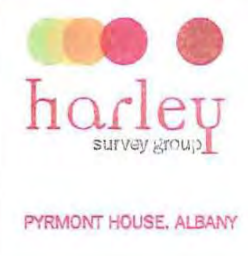
note:  
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PLAN 1		
rev	details	date
A	Original drawing	31-10-06

survey	COMPILED	cad file	14062-01A.dgn
drawn	ABS 31-10-06	checked	CP 31-10-06
horiz datum		level datum	
scale at A3 all distances are in metres			
1 : 12500			
0 100 200 300 400			

description		LOT 124 FEDERAL STREET McKAIL
client	SUSTAINABLE PROPERTY DEVELOPMENTS	
drawing no	14062-01A	



#### 2.4 Description of the Site

Lot 124 slopes downward to the north, from a height of approximately 67m AHD on the southern boundary, to approximately 54m AHD on the northern boundary. An intermittent drainage line is located close to the northern boundary of the subject land.

Some remnant vegetation does exist on the subject site, the majority of which is located in proximity to the drainage line. This vegetation is parkland cleared and in poor condition. There are two dams on the subject site along with a shed and small-scale horticultural activities.



Standard of native vegetation on the site



Vegetation near to the intermittent drainage line



## 2.5 Surrounding Land Uses

Lot 124 is surrounded by a variety of land uses. To the south of the subject land is the remainder of Special Rural Area 1D (Lots 507 & 526 Lancaster Road, McKail). These lots are also in the process of being rezoned to 'Residential Development'.

It is anticipated that Lots 507 & 526 will be developed prior to the subject site and that the subject site will form the continuation of an urban front extending to the north from the existing suburb of McKail. Lots 507 & 526 are to be structure planned in conjunction with the subject site, arrangements have been made to ensure that all lots currently zoned Special Rural Area 1D are part of a greater structure plan.

To the west and east of the subject site lies 'Rural' zoned land, the majority of which is utilised for small rural residential retreats.

To the north of the subject site is the Atwell Park Speedway reserve, which has a 'Private Clubs and Institutions' zoning and the City of Albany's Speedway Noise Buffer Area Policy is applicable. This reserve contains the speedway and a large area of native vegetation in good condition.

## 2.6 Services

Lot 124 is currently serviced by reticulated water, power and telecommunications. Overhead power lines run through the property. This power line brings power from the west through Lot 124 and connects with the Federal Street road reserve.

### Sewer

Although there is not currently a deep sewer service provided to the subject land, the service will be provided and the cost sharing arrangements determined in future structure planning documents.

Early consultation with the Water Corporation supported the fact that the land is capable of being connected to the deep sewer system and that a waste water pump station will need to be installed on the subject land, which will pump effluent directly into the Timewell Road Waste Water Treatment Plant. This pump station will service the subject site and the surrounding locality and be coordinated with the development of sewerage service to the lots immediately to the south of the subject site.

The land falls to a low point adjacent to the northern boundary of the subject site. This is one of the lowest points in the general locality and is a natural site for a sewer pump station in this locality.

The final location of the sewer pump station will be coordinated with surrounding properties as part of future structure planning.

### Drainage

As previously mentioned, there is an onsite drainage line that is described as an intermittent creek running through the northern portion of the site.

Future structure planning over this area will make provision for the protection of the creek line, incorporating water sensitive design measures to ensure that "pre-development flows" are maintained after subdivision. This planning is most appropriately done at the structure planning stage as the drainage plans will address not only the site constraint but a subdivision pattern as well.

## 2.7 Landform and Soils

The land falls entirely into the Dc 'Dempster' soil type. The land quality assessment from the Shire of Albany Local Rural Strategy – 'Physical Assessment and Hazards' publication produced by AGC Woodward – Clyde describes the Dc soil type as *"broad convex crests of spurs and ridges with gravely yellow duplex soils and some lateritic boulders."*

The following is the land quality assessment table from the Shire of Albany Local Rural Strategy – 'Physical Assessment and Hazards' publication produced by AGC Woodward – Clyde.

LAND QUALITIES	MAP UNIT DEMPSTER (DC)
Water Erosion Risk	V_Low
Wind Erosion Risk	Moderate
Microbial Purification Ability	Low
Water Pollution Risk O.F.	Moderate
Water Pollution Risk S.D.	Low
Ease of Excavation	Low
Inundation Risk	Moderate
Flood Risk	Nil
Foundation Soundness	Fair
Slope Instability	Nil
Soil Absorption Ability	Low
Subsoil Water Retention	High
Soil Workability	Poor
Nutrient Availability	Low
Nutrient Retention Ability	Moderate/High
Topsoil Nutrient Retention	Moderate
Moisture Availability	Moderate
Rooting Condition	Moderate
Salinity Risk	NS
Exposure Factor	Low
Wind Erodibility	High
Water Erodibility	Moderate
Soil Resistance	Moderate
Rain Acceptance	Moderate

This document describes the Dempster (Dc) soil type has a 'fair capability' for supporting on-site effluent disposal, however as the site is to be connected to the deep sewerage system as part of any subdivision of the property, this is largely irrelevant.

Importantly the study indicates the Dc Unit has a high capability for housing development.

A site inspection confirms that the site clearly has a high capability for housing development as it is gently sloping and has well draining, sandy soils that are highly likely to be suitable for providing sound housing foundation consistent with the general mapping described above.

The only area of concern is a small intermittent creek in the northern portion of the lot. This 'creek' is located at the very top of the catchment and has little influence on the remainder of the site. Setbacks for development from the existing intermittent creek line will be established in consultation with the Department of Water when a structure plan is prepared.

It is appropriate that detailed geotechnical assessments and reporting are prepared at the time of structure planning. At this stage, this Scheme Amendment document has simply identified that the soil types identified for the area and the site characteristics render Lot 124 clearly capable of being developed for residential purposes.



The northern portion of Lot 124; cleared and free of impediments to development.

### **3.0 PLANNING CONTEXT**

#### **3.1 State Planning Policies**

Applicable State Planning Policies are SPP1 – “State Planning Framework Policy (variation No.2) and SPP3 “Urban Growth and Settlement”.

The purpose of SPP1 is to bring together the State and regional policies that apply to land use and development in Western Australia and to establish the general principles for land use planning and development in WA. SPP1 states *“the primary aim of planning is to provide for the sustainable use and development of land”*. It goes on to quantify this through identifying and expanding upon the five key principles that further define this statement, environment, community, economy, infrastructure and regional development.

The objectives of SPP3 include: *“To promote the development of a sustainable and liveable neighbourhood form which reduces energy, water and travel demand while ensuring safe and convenient access to employment and services by all modes, provides choice and affordability of housing and creates an identifiable sense of place for each community.”*

#### **3.2 Draft Lower Great Southern Strategy (2005)**

This Strategy aims to set the broad strategic direction for planning in the Lower Great Southern for the next 20 to 30 years. Its purpose is to guide regional land use and infrastructure planning and development, especially on matters of regional significance. The strategy is designed to provide the region-wide context and consistency when local governments are setting priorities for their area through local planning strategies and schemes.

Of particular relevance to the subject site is that it makes general recommendations regarding sustainable settlements and community development and makes reference to consolidating settlements and using infrastructure sustainably.

#### **3.3 The Albany Regional Strategy (1994)**

The Albany Regional Strategy includes the following objectives relative to residential growth in the region and in particular Albany:

- To provide for urban growth, and associated services and infrastructure with minimum impact on agriculture, visual amenity, nature conservation, built heritage values, the environment and natural resources;
- To encourage frontal development/growth;
- To provide security/stability in the residential land market through the provision of sufficient land; and
- To promote urban consolidation, choice and affordability and to encourage diversification of housing stock in a manner which recognises the importance of heritage values to the amenity and identity of the region.

### 3.4 Residential Expansion Strategy for Albany (1994)

The subject site is not specifically included in the 1994 Residential Expansion Strategy. However the strategy does make recommendations regarding the drafting of Local Housing Strategies in the region with the following objectives being of particular relevance to this proposal:

- *"To utilise and build on existing community facilities and services..."*
- *To encourage a more contained urban area, by increasing the number of houses in existing urban areas..."*

### 3.5 Draft Local Planning Strategy (2006)

Council recently resolved to adopt and advertise a draft of the Albany Local Planning Strategy for public comment, closing on the 15<sup>th</sup> December 2006. The draft Albany Local Planning Strategy (ALPS) sets out the long term planning direction for the City of Albany and shall have regard to all State and regional planning policies to the City's planning.

The current draft ALPS identifies the subject site as "Rural Residential". However it should be borne in mind that ALPS is a broad brush document that sets the tone for an area generally, not on a specific lot by lot basis. Each site should be assessed on its own merit, taking into account the site characteristics and land capabilities.

#### Settlement Strategy

ALPS recommends consolidation of urban areas and the rationalisation of rural living areas.

ALPS encourages a smaller development footprint and seeks to *"...encourage smaller lot subdivision and development of existing rural living areas, based on land capability and other constraints, to achieve higher sustainable lot yields as the first priority to meet future demands."*

Of relevance to Lot 124, the Settlement Strategy makes particular reference to the protection of *'future fully serviced urban areas from inappropriate land uses, subdivision and development'*.

The Settlement Strategy also has a strategic objective to *'facilitate and manage sustainable settlement growth for the urban area in the City of Albany'*, and goes on to say the fully serviced future residential development will be accommodated by the extension of the existing urban fronts at McKail, Yakamia and Bayonet Head.

ALPS identifies that there is an excess amount of lots to be created in the Albany urban hinterland that are zoned 'Special Rural' and this is the result of a low demand for larger rural residential lots, coupled with the fact that there are still large amounts of 'Special Rural' zoned land which has yet to be subdivided.

#### Environmental Strategy

Given the constraint on many frontal development sites around the City of Albany, due to the presence of remnant vegetation and the priority put on the protection of vegetation over development, it would be considered sensible to rezone the subject land, given the subject land does not face many of these environmental constraints. The proposed amendment will enable the development of a site responsive design which addresses environmental constraints prior to development occurring on the subject site.

The Environmental Strategy also identifies that conflict between land uses needs to be minimised. The location of the subject land in close proximity to the Atwell Park Speedway will not threaten its presence, as design measures and principles will be utilised which will reduce the impact of the noise generating activity. It must also be noted that development of the site will not occur immediately, but over a period of time in which a structure plan is adopted and frontal development and services become available.

### **3.6 Draft City of Albany Housing Position Paper (2005)**

The draft Housing Strategy makes recommendations regarding the residential areas throughout the City of Albany. The Vision of this document is to *“facilitate and encourage the provision and development of a significant variety of housing choice, types, styles, and opportunities through the City of Albany and provide a high standard of residential amenity and facilities for the benefit of the residents of the City.”*

The strategy makes general recommendations applicable to the entire Local Government area and specific recommendations based on a precinct basis.

In regard to residential densities, the strategy recommends

- Higher Densities within 800m of the Central Business District.
- Medium densities around major commercial centres, major community or recreation facilities such as the beaches, shopping centres and local centres.
- R20 base density applying to all other areas.

In terms of appropriate residential densities for the subject site, the subject site falls within the 4A sub-precinct. The document identifies that McKail is urban growth front for the northwest corridor of the City of Albany and that development within this suburb should be connected to deep sewer. The document strongly encourages structure planning of all land developments prior to the development of Residential, Special Residential and Special Rural uses in the suburb.

The strategy also notes that there needs to be adequate buffers and designs to accommodate the various land uses within/bordering the precinct, being the Atwell Park Speedway and the Albany Ring Road.

Since the adoption of this strategy, the City of Albany has encouraged a rationalisation of the extensively zoned special rural and special residential areas.

### **3.7 Liveable Neighbourhoods 2004 (Edition 3 – Draft)**

This document is not a statutory document at this stage. However, it is a strategic document and a 'best practice' document that may be considered by Council to assist in its consideration of planning related matters.

The Liveable Neighbourhoods is intended to operate as a policy to facilitate the development of sustainable communities. It is to be used in the preparation of structure plans and subdivisions but many of the principles of the document are pertinent in outlining the benefits of consolidating existing residential areas. The following Liveable Neighbourhood aims are relevant to this proposed change of zoning:

- *To ensure cost-effective and resource efficient development to promote affordable housing;*
- *To maximise land efficiency wherever possible; and*
- *To provide a variety of lot sizes and housing types to cater for the diverse housing needs of the community at a density that can ultimately support the provision of local services. Higher density housing should be concentrated in areas closer to town and neighbourhood centres, near public transport stops and in areas with high amenity such as next to parks.*

Liveable Neighbourhoods advocates a mix of densities and housing types as elements of sustainable development.

### **3.8 City of Albany – Speedway Noise Buffer Area Policy**

Lot 124 lies within the Speedway Noise Buffer Area. This particular policy does not recommend against residential development in the buffer area, rather recommends methods which will enable residents in these noise prone areas to be protected. For example the policy makes specific reference to the use of 'quiet house' design and makes recommendations such as:

- Locating habitable rooms in dwellings on the opposite side of the dwelling to the speedway;
- Protecting the main entrance from speedway noise; and
- Insulation of the dwelling, including enclosed eaves, insulated roof spaces and double brick construction.

The location of the Atwell Park Speedway next to the subject land does not limit its potential to be used for residential purposes, rather creates some limitation in terms of construction and building design to limit noise exposure.

A copy of the planning policy adopted by Council at its meeting of October 2004 is at Appendix 1.

### **3.9 City of Albany Local Rural Strategy**

Lot 124 is not specifically referred to in the Local Rural Strategy. However directly adjacent to the subject site is Policy Area Oyster Harbour 3. Policy statements for this area include that

*'Council may initiate/consider proposals for rezoning of the area to...residential in accordance with the availability of sewer and existing lot sizes'*

The Local Rural Strategy mentions that current uses are inconsistent with the objectives of the rural zone, that there are a lack of controls through existing zoning to protect environmental and amenity values, and that the area is ideally located close to Albany.

### **3.10 City of Albany Town Planning Scheme 3**

The current zoning of the subject site is 'Special Rural'. This zoning would allow for the site to be developed for rural residential retreats, with lot sizes of approximately 1 hectare. Special Rural Area No.1D was one of the first special rural zoned areas in the City of Albany and its scheme provisions are inadequate for dealing with the development of the subject site. Special Rural Area 1D was originally established to allow the development of a subdivision for people with horses. Due to the quickly approaching urban front, this zoning and purpose are no longer desirable or seen as appropriate.

Under this proposal, the subject land would be rezoned to 'Residential Development'. This would provide the opportunity for the subject site to be involved in the coordinated development and structure planning of residential land on the City of Albany's northwest urban front. Lots directly adjoining the south of the subject lot have also been recommended for fully serviced residential, making it an ideal opportunity to structure plan these lots.

#### 4.0 SITE/DEVELOPMENT CONSTRAINTS & STRUCTURE PLANNING

Further development of Lot 124 Gladville Road, once rezoned to the 'Residential Development' zone, will require a structure plan to be adopted over Lot 124 and the surrounding properties showing how they will be developed in a coordinated manner.

A full structure plan has not been provided as part of this Scheme Amendment. It is the intention of the landowner to include the structure planning of Lot 124 in an overall structure plan currently being drafted for Lot 124 Gladville, and Lots 526 and 507 Lancaster Road immediately to the south. These three lots are all of the lots currently zoned Special Rural Area 1D and in the process of being rezoned to 'Residential Development'.

Lot 124 Gladville Road is virtually cleared, well connected to the local road system, is uniform in shape and has a gently undulating topography. All of these characteristics will allow the site to be simply and efficiently subdivided at some time into the future. There are a number of opportunities and constraints that need addressing as part of future structure planning, these are shown in Plan 3 of this report as an 'Opportunity and Constraints Plan'.

The key site and development constraints include:

- i) The requirement to connect to deep sewer.

It is intended that the site form part of the Albany urban front and be subdivided at some time in the future to create fully serviced residential lots in accordance with the recommendations of all strategic planning documents of Council and the WAPC.

It is acknowledged that unsewered subdivision of Lot 124 will not be supported in this location. Therefore the first and foremost development constraint to future development of Lot 124 is that the deep sewerage system be available to the site.

A benefit of extending the deep sewerage system to Lot 124 is that it will become available to the surrounding existing residential lots, providing these properties the opportunity to connect to deep sewer and decommission the existing septic tanks in this area.

- ii) Coordinating development with the adjacent lifestyle lots to the east, rural land to the west and proposed residential development to the south.

Future structure planning for this immediate locality will need to show how the residential development of Lot 124 links to the existing lots immediately to the east and the urban front approaching from the south. Links to local community facilities, schools, shops and regional public open space opportunities should be clearly shown in future structure planning for Lot 124.

The farm land to the west of the subject site creates an effective buffer to the proposed Ring Road that is planned along the Link Road alignment 700m to the west of Lot 124. This land is currently identified for Rural Residential purposes in the draft ALPS document. Future structure planning for Lot 124 and surrounding lots should treat this interface between rural and urban sensitively with potential controls on fencing types and lot sizes along this boundary.





Development must be connected to the deep sewerage system.

A pump station is likely to be required in the low point of Lot 124.

Lot 124 is to be included in future detailed Structure Planning in conjunction with surrounding lots.

All of Lot 124 is within the Speedway buffer area, 'Quiet House' principles apply in accordance with Council policy.

A	Original drawing	22-03-07
rev	details	date

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**Harley Survey Group Pty Ltd**  
 116 Serpentine Road. ALBANY WA 6330  
 T: 08 9841 7333 F: 08 9841 3643  
 E: hsgalb@harleygroup.com.au

survey	COMPILED	cad file	14062 05A site constraints.dgn
drawn	JBdS 22-03-07	checked	
horiz datum	MGA94	level datum	AHD

scale at A3 all distances are in metres  
**1 : 2000**  
 0 20 40 60 80

client  
**SUSTAINABLE PROPERTY DEVELOPMENTS**

description  
**OPPORTUNITY & CONSTRAINTS PLAN**

drawing no  
**PLAN 3**

PYRMONT HOUSE  
ALBANY

iii) Atwell Park Speedway.

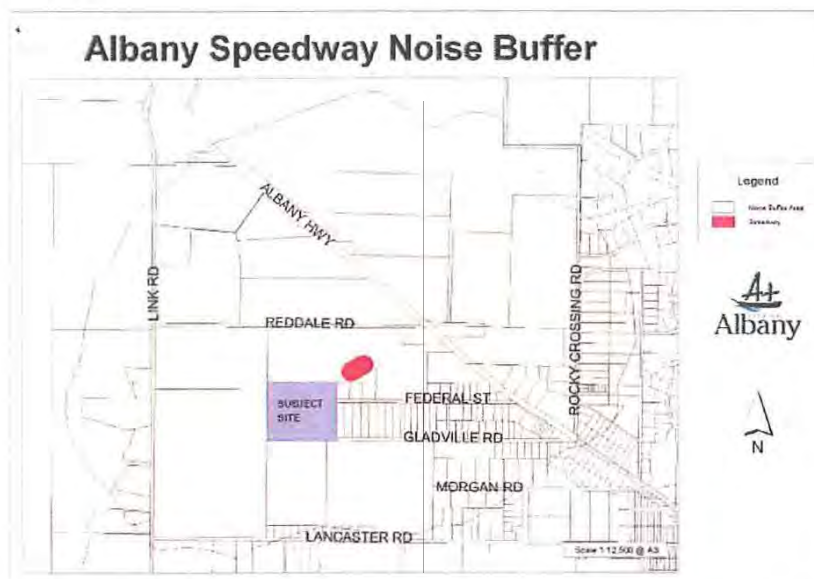
The Atwell Speedway adjoins Lot 124 on it's a small portion of its northern boundary. The Speedway operates approximately once a month and at this time generates noise levels in excess of the levels recommended by the Environmental Protection (Noise) Regulations 1997. To address this issue the City of Albany has adopted a planning policy that seeks to:

*"Allow for the ongoing operations of the speedway at Atwell Park and encourage the operators to incorporate additional noise attenuation measures to reduce noise impacts into adjoining residential developments.*

*Acknowledge and recognise existing approved residential developments within the buffer area.*

*Ensure that new developments incorporate measures to advise purchasers within the buffer area of the speedway operations and noise generated during their events."*

Lot 124 falls within the buffer area identified in the City of Albany's policy as shown over the page.



The ramifications for the rezoning of this property are that the future structure planning of Lot 124 are that a future subdivision pattern should allow for dwellings to be constructed in accordance with 'quiet house' principles. There is no requirement under the Policy to put buffer zones or additional infrastructure for noise attenuation in place to the speedway.

A full copy of the Albany Speedway Buffer Policy is at Appendix 1.

iv) Existing creek/drainage line.

The head of a catchment for a small intermittent creek are located in the north western corner of Lot 124. Future structure planning will ideally provide reserves or setbacks for development from this creek line and ensure that water sensitive measures are put in place for storm water runoff to ensure that nutrients from future urban areas are adequately controlled.

v) Remnant vegetation.

There are only small pockets of remnant vegetation in the northern portion of the site. These consist of parkland cleared stands of native remnant trees (largely Marri (*Corymbia calophylla*). There is no substantial middle storey or under storey (with the exception of a covering of Inkweed - *Phytolacca octandra* in some areas) and the area has been heavily grazed and is highly degraded.

The healthier stands of vegetation may be kept in future structure planning for the area and incorporated into public open space areas, road reserves or within private property.

## 5.0 AMENDMENT PROPOSAL

The proposal is to rezone Lot 124 Gladville Road, McKail from the 'Special Rural' zone to the 'Residential Development' zone under the City of Albany's Town Planning Scheme No.3.

The proposed amendment will:

- Remove the current 'Special Rural' zoning from the property. The current zoning promotes the low density use of the land for the agistment of horses. Given the subject site's potential to be part of the McKail urban front, the current zoning is deemed inappropriate;
- Secure the land for future residential purposes and protect it from inappropriate interim land uses in accordance with the City of Albany's planning strategies; and
- Require the preparation of a structure plan over the site to ensure that it is developed in a coordinated fashion with other surrounding lots.

Under the proposed rezoning, the land may not be subdivided until such time as a structure plan has been adopted over the land. A Site Constraints and Opportunities plan has been provided at Plan 3 of this document showing the important features that a future structure plan will need to accommodate.

Planning Consultants, Ayton Taylor Burrell, have been commissioned by the relevant landowners to prepare a Structure Plan in the near future that will cover the subject site and at least Lots 507 & 526 Lancaster Road immediately to the south.

## 6.0 JUSTIFICATION

The rezoning of Lot 124 Gladville Road, McKail to the 'Residential Development' zone thus securing it for future residential development guided by a structure plan is supported by the following line of reasoning:

- Lot 124 is part of an area that is a logical extension of the McKail urban front in accordance with the intention of the draft Albany Local Planning Strategy.
- When compared to other urban fronts in Albany Lot 124 Gladville Road has relatively few impediments to development. The site is virtually cleared, reasonably flat and able to be fully serviced once the urban front approaches sufficiently from the south. The shape and dimensions of Lot 124 and the lack of site constraints will allow for a simple, uncomplicated subdivision pattern to be established.
- The rezoning meets the objectives of all of the relevant State and Local Planning Policies. The proposal realises urban consolidation strategies, maximises land efficiency, and will provide for a variety of housing types to cater for the diverse housing needs of the community at a density that can ultimately help support the provision of local services. The creation of residential lots in this locality will result in a smaller development footprint for Albany than if it were developed for Special Rural lots under the current zoning and it will therefore contribute to a reduction in urban sprawl.

A 'Residential Development' zoning requires a structure plan to be in place before the land is developed for residential purposes. This will ensure that Lot 124's future development is coordinated with adjoining land and that the appropriate levels of servicing and community facilities are made available to the area. Structure Planning affords Council the opportunity to ensure that any specific site constraints are accounted for and is more likely to result in a site responsive development.

## 7.0 CONCLUSION

This report has demonstrated that the proposal to rezone Lot 124 Federal Street, McKail from 'Rural' to 'Residential Development' will enable the future coordinated development of suitable land which is capable of supporting urban development.

The proposed amendment is logical, creating an extension of the McKail urban front. As the 'Residential Development' zone requires a structure plan to be adopted over the subject site before further subdivision is possible; the use of structure planning will enable all of the site constraints identified in this document to be adequately dealt with and incorporated into the design of the residential area that eventuates.

Council has supported a scheme amendment request to change the zoning of the lots immediately to the south (Lots 526 & 507 Lancaster Road), also zoned Special Rural 1D, to 'Residential Development'. Planning Consultants have already been engaged to prepare a structure plan on behalf of Council for the subject site. The size and dimensions of the lot, in combination with Lot 526 and 507 will enable a straight forward subdivision to occur at some time in the future.

The proposed amendment secures suitable and capable land for the supply of residential housing lots for development in the City of Albany.

**PLANNING AND DEVELOPMENT ACT 2005**

**CITY OF ALBANY**

**TOWN PLANNING SCHEME NO. 3**

**AMENDMENT NO. 267**

The City of Albany under and by virtue of the powers conferred upon it in that behalf by the Planning and Development Act 2005 hereby amends the above local planning scheme by:

1. Rezoning Lot 124 Gladville Road, McKail from the 'Special Rural' zone to the 'Residential Development' zone; and
2. Amending the Scheme Maps accordingly.

# CITY OF ALBANY

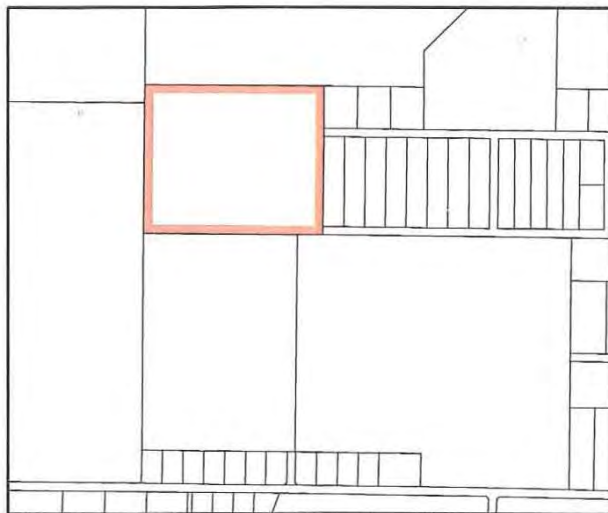
## Town Planning Scheme No. 3

### Amendment No. <sup>267</sup>



**Existing Zoning**

- Important Regional Roads
  
- ZONES**
- Rural
- Special Rural
- Residential Development
- Public Purposes
- Private Clubs and Institutions
- Special Residential



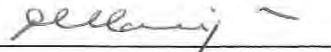
**Proposed Zoning**



Mapping prepared by Harley Survey Group  
 116 Serpentine Road Albany WA 6530  
 Ph 0841 7333 Fax 0841 3643  
 Drawn ABS 4th December 2006. Drg No. 14062-03A.

Adoption Regulation 13 (1)

Adopted by Resolution of Council of the City of Albany at the meeting of the Council held on the 21<sup>st</sup> day of August 2007.



CHIEF EXECUTIVE OFFICER



MAYOR

Final Approval Regulation 21(2),  
Resolution 22(1) and 2

Adopted For Final Approval by the City of Albany at the meeting held on the .....day of .....200.... and the Seal of the Municipality was, pursuant to that Resolution, hereunto affixed in the presence of:

CHIEF EXECUTIVE OFFICER

MAYOR

Recommended/Submitted for final approval delegated under Section 16 of the Planning and Development Act 2005.

FOR CHAIRPERSON OF THE WESTERN AUSTRALIAN PLANNING COMMISSION

Date: \_\_\_\_\_

Final Approval Granted

Minister for Planning and Infrastructure

Date: \_\_\_\_\_

**CITY OF ALBANY  
SPEEDWAY NOISE BUFFER AREA POLICY**

**OBJECTIVE**

The objectives of the policy are to:

- allow for the ongoing operations of the speedway at Atwell Park and encourage the operators to incorporate additional noise attenuation measures to reduce noise impacts into adjoining residential developments.
- acknowledge and recognise existing approved residential developments within the buffer area.
- ensure that new developments incorporate measures to advise purchasers within the buffer area of the speedway operations and noise generated during their events.

**POLICIES**

- 1.1 For existing dwellings, additions/alterations to an existing dwelling or the replacement of an existing dwelling, noise attenuation measures are not mandatory within the buffer area (Map No. 1). Whilst it is expected that those premises will experience noise levels in excess of the provisions contained in the *Environmental Protection (Noise) Regulations 1997* from periodic speedway activity, Council will not seek to modify the 'as existing' conditions.
- 1.2 Residents are encouraged to consider the following information and methods of noise attenuation in planning the construction of new residences within the buffer area:
  - the AS/NZS 2107:2000 Standard 'Acoustics – Recommended design sound levels and reverberation times for building interiors' recommends the following maximum internal noise levels ( $L_{Aeq}$ ):

▪ common areas	55dB(A)
▪ living areas	45dB(A)
▪ sleeping areas	40dB(A)
  - the following techniques known as 'quiet house' design and construction methods/materials should be considered to achieve practical reduction in internal noise levels in new residences:
    - locating habitable rooms such as bedrooms on the opposite side of dwelling to speedway.
    - locating non-habitable rooms such as laundries/bathrooms on same side of dwelling as speedway.
    - protect main entrance from speedway noise.
    - insulation of the dwelling including enclosed eaves, insulate roof spaces or double brick construction.
  - the erection of internal property fences between the speedway and dwelling so that it that forms a continuous and solid barrier (recommended density is a minimum of 10kg/m<sup>2</sup>).
- 1.3 Upon the transfer of land within the buffer area, a notation shall be provided on the zoning certificate issued by the City advising of the relationship of the land to the speedway and of this Policy.



### **ADDITIONAL INFORMATION**

1. *For the purpose of this Policy, an existing dwelling is defined as a dwelling either constructed, under construction or approved for construction at the time of adoption of this Policy*
2. *The information used to formulate this Policy was prepared by Herring Storer Acoustics (Acoustic Consultants).*
3. *The Herring Storer Acoustics report for the speedway contains some recommendations on future works at the speedway including the construction of barrier fencing that would reduce the impact of noise from the speedway and hence buffer zone required. The report recommends that upon completion of these works, additional modelling will need to be undertaken to redefine the buffer zone boundary shown in this Policy. The City has agreed to consider ways of assisting the speedway club to undertake these modifications.*
4. *For information purposes, the approximate density of some commonly used construction materials are:*

<i>6mm compressed cement fence sheeting</i>	<i>11kg/m<sup>2</sup></i>
<i>common brick</i>	<i>180kg/m<sup>2</sup></i>
<i>200mm limestone blocks</i>	<i>350kg/m<sup>2</sup></i>
<i>100mm concrete</i>	<i>260kg/m<sup>2</sup></i>
5. *Preliminary discussion with Council Officers is encouraged for any application likely to be affected by this Policy.*

#### **Policy Status**

Draft Policy Adopted for Advertising (October 2003 - Item 11.3.2 DS)

Final Policy Adopted (October 2004 – Item 11.3.3 DS)

# Albany Speedway Noise Buffer



**Legend**

- Noise Buffer Area
- Speedway



Map No. 1

Rochdale Holdings Pty Ltd A.B.N. 65 009 049 067 trading as:

**HERRING STORER ACOUSTICS**

Suite 34, 11 Preston Street, Como, W.A. 6152

P.O. Box 219, Como, W.A. 6952

Telephone: (08) 9367 6200

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Email: [hsa@hsacoustics.com.au](mailto:hsa@hsacoustics.com.au)



**RESIDENTIAL DEVELOPMENT  
LOT 124 FEDERAL STREET, MCKAIL**

**ACOUSTIC ASSESSMENT – SPEEDWAY NOISE  
EMISSIONS**

FOR

**HARLEY SURVEYING GROUP**

BY

**HERRING STORER ACOUSTICS**

JANUARY 2009

OUR REFERENCE: 9863-3-08129-02



DOCUMENT CONTROL PAGE

**ACOUSTIC ASSESSMENT**

McKAIL

Job No: 08129-02

Document Reference : 9863-3-08129-02

FOR

**HARLEY SURVEY GROUP**

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Date of Issue :	16 Jan. 2008			
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## CONTENTS

1.	INTRODUCTION	1
2.	SUMMARY	1
3.	CRITERIA	2
4.	MEASUREMENTS	2
5.	RESULTS	3
	5.1 Measurements	3
	5.2 Modelling	3
6.	DISCUSSION	4

## APPENDICIES

A	Locality Plan – Measurement / Monitoring Locations
B	Noise Monitoring Results
C	Noise Modelling Results
D	Draft Design Guidelines

## 1. INTRODUCTION

Herring Storer Acoustics was commissioned by the Harley Survey Group to carry out a noise study for the proposed residential developments located on Federal Street, McKail (see Figure A1 in Appendix A for Study Area) with regards to noise received from the adjacent speedway. This study was carried out in June 2008 (reference *HSA 9189-1-08129*).

Following a response from the DEC regarding the aforementioned report, additional noise monitoring and measurements, specific to Lot 124, were undertaken to provide additional information, calibration/verification of noise modelling to Lot 124 and allow the development of "deem-to-comply" building guidelines.

Noise monitoring and observations were conducted of Meeting 4 of the speedway round on the 13<sup>th</sup> December 2008. This round contained the "Late Model" V8 race cars and is considered to be the highest noise emission of any of the speedway events.

We note that the previous assessment was based on noise emissions from "Sprint Cars", however, Sprint Car rarely race at the Albany Speedway. We understand that although they did race at Albany last season, they will not be racing at the Albany Speedway during this season. Therefore, the measurements/monitoring were carried out on what is understood to be the loudest vehicles currently racing at the Albany Speedway, they being the "Late Model" V8 race cars.

## 2. SUMMARY

From the noise level measurements recorded, noise received at the monitoring point (i.e. the previously modelled 73 dB(A) contour) showed that noise received from the Late Model racing cars was an  $L_{Aeq}$  during a race of 67 dB(A). From a comparison of noise level measurements carried out adjacent from the track, noise emissions from Sprint Cars are around 3 dB(A) higher than for the Late Model cars. Therefore, based on an analysis of noise emissions we believe that the previous modelling over predicted noise emissions from the speedway by around 3 dB(A).

From the measurements carried out and observations on site, as noted by the DEC, noise received at a location is dominated by noise emissions from one vehicle and not the accumulative effect of all vehicles racing. Therefore, the noise model was modified to reflect this noise propagation and the resultant noise contours are attached in Appendix C. To provide an indication of the barrier affect of a row of houses would provide, additional modelling was carried out with the first row of houses in place and the results are also attached in Appendix C.

Although, we understand that Sprint Cars rarely race at the Albany Speedway, to be conservative and as recommended by the DEC, the 71 dB(A) contour line from the revised modelling has been used to define the buffer zone.

From the 1/3<sup>rd</sup> octave band hand held measurements recorded on site, the noise received from the Sprint Cars has been determined. From this data, Draft Building Guidelines have been developed to provide "deemed to comply" constructions. These guidelines are attached in Appendix D.

### 3. CRITERIA

From the Albany's "Speedway Noise Buffer Area Policy" the acoustic criteria are the following internal noise level:

- Common areas                      55 dB(A)
- Living areas                        45 dB(A)
- Sleeping areas                    40 dB(A)

We note that the above noise levels are "maximum"  $L_{Aeq}$  recorded over a short period of time during a race.

### 4. MEASUREMENTS

The acoustic environment and noise emissions from the speedway (race cars) were monitored continuously at two locations for the duration of the race meet. The monitoring was carried out using RTA noise data loggers. At each of the measurement locations, an automatic noise data logger was utilised to measure 1 minute intervals due to the short duration of each race.

The first logger was located adjacent to the speedway track, with the second located on the previously modelled 73 dB(A) contour. The monitoring/measurement locations are shown on the locality plan attached in Appendix A.

The logger records statistical noise level data of which the  $L_{Aeq}$  levels are reported.

Observation and hand held noise measurements were conducted both at the edge of the track and in the far field at various locations. Measurements were performed with a Soundbook sound analyser running Samurai software. The Soundbook records third octave and narrow band statistical noise levels as well as recording wav files.

Weather conditions at the time of the monitoring were generally winds from the south west. Wind speeds were 1-2meters per second at the start of the evening (18:30) but died off to calm to no wind from 19:30 onwards. Observations were based on the smoke and dust rising from the speedway providing a clear indication of the weather conditions.

Monitoring of noise emissions from the speedway were conducted on the 13<sup>th</sup> December 2008. Racing consisted of five (5) types of vehicles of which are listed below:

- Junior Sedans
- Late Model Sedans
- Street Stock
- Production
- Super Production

Measurement locations are shown on a locality plan attached in Appendix A.

## 5. RESULTS

### 5.1 MEASUREMENTS

The results of each measurement location summarised in Table 6.1 below and the following data is attached in Appendix B.

Figure B1 – Recorded  $L_{Aeq}$  noise levels from data loggers.

Figure B2 – Comparison of track logger to Federal Road logger,  $L_{Aeq}$  values for specific types of vehicles.

Vehicle Type	Trackside	
	Location 1	Location 2
Junior Sedans	86	57
Late Model	97	67
Street Stock	86	-
Production	86	-
Super Production	91	-

From analysis of these measurements and previous noise level measurements of Sprint Cars, the noise received at the logger location has been determined. These 1/3 octave band levels compared to the noise levels recorded for the Late Model V8 cars are attached as Figure B2 in Appendix B.

From comparison of noise level measurements recorded of the Late Model V8 cars with Sprint Cars adjacent to the track, noise emissions from the Sprint Cars are about 3 dB(A) higher than for the Late Model V8 Cars.

It should also be noted that noise emissions from the Late Model V8 cars are around 3 dB(A) higher than for production and super production cars.

### 5.2 MODELLING

From the measurements recorded and observations on site, as noted by the DEC, noise received at a location is dominated by noise emissions from one vehicle and not the accumulative effect of all vehicles racing. Therefore, the noise model was modified to reflect this noise propagation, by running various scenarios using a single car located at various locations around the track, then combining the results to provide a 'maximum' contour.

To achieve the resultant maximum contour, a single noise source was located at 10 locations around the track and the model run for each location. These scenarios were then combined to provide a 'maximum' contour. We note that the following 2 sets of modelling were carried out :

- Set 1 – Ground contours with the existing buildings/residences.
- Set 2 – As for Set 1, but with the first row of houses located within the development area.

The second set of modelling was carried out to provide an indication of the barrier effect that would be provided to the residence located behind this first row of houses.



From the measurements recorded, it was determined that the sound power level of a single Late Model V8 car at maximum engine speed was 129 dB(A), which related to a sound power level of a single Sprint Car at maximum engine speed was 132 dB(A). This sound power level correlates to that stated by the DEC. The resultant contours relate to the noise emissions from Sprint Cars.

The results are attached in Appendix C as Figures C1 and C2.

## 6. DISCUSSION

Although, we understand that noise emissions from Late Model V8 cars would represent the worst case situation for noise emissions for cars regularly racing at the Albany Speedway, to be conservative and to allow for the possible inclusion of Sprint Cars in the future, we have based the analysis on noise emissions from Sprint Cars. To determine the noise propagations from the sprint car, an analysis of noise emissions from Late Model V8 cars compared to that of sprint cars was undertaken. We note that the spectral make-up of Sprint Cars and Late Model V8 cars is similar.

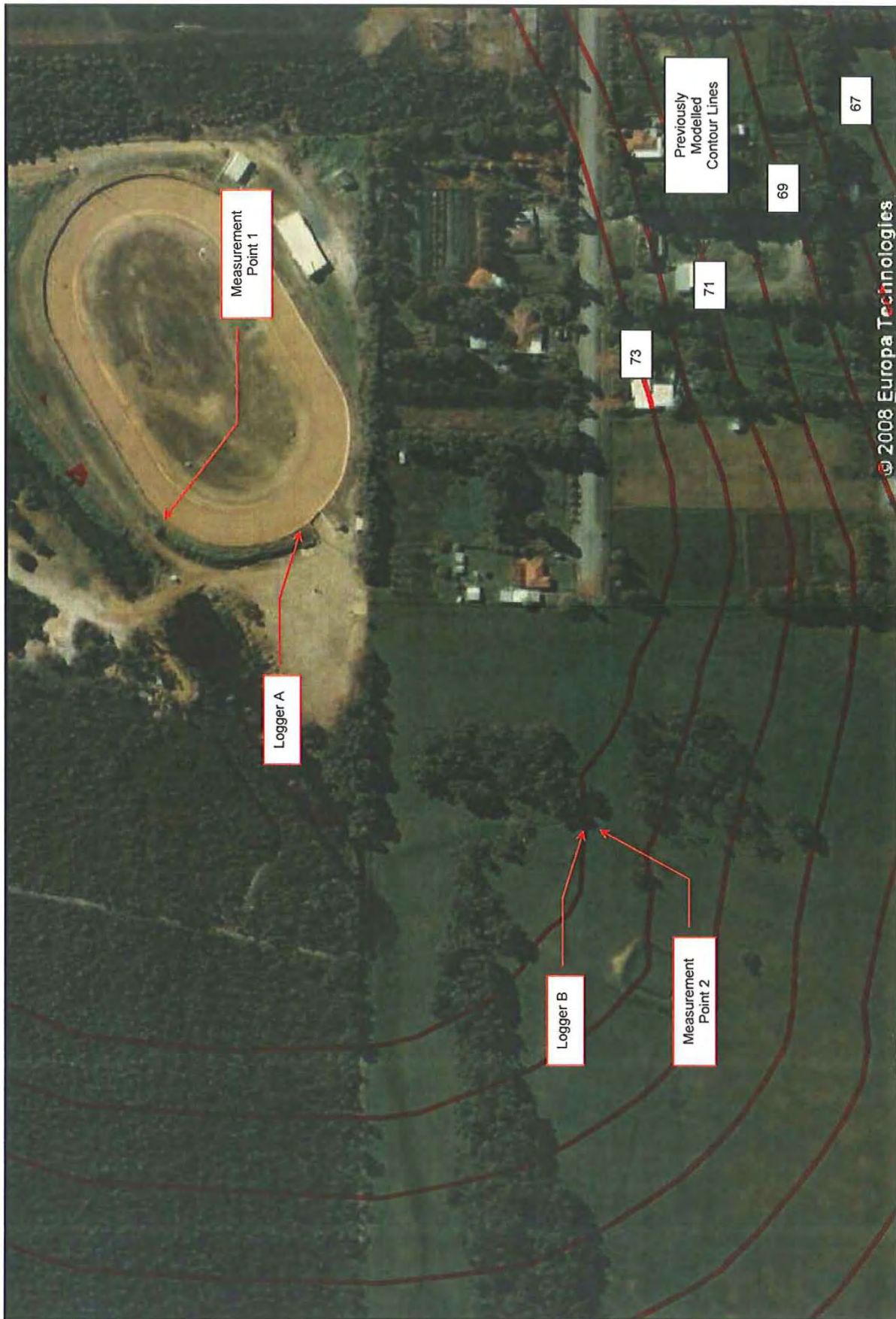
The noise level measurements indicate that the previous noise modelling was conservative by around 3 dB(A), however, although we believe it is being slightly conservative, as stated in the DEC Email and given the new recorded data, it is recommended that the 71 dB(A) contour be used as the buffer from the event activities at the speedway.

From the 1/3<sup>rd</sup> octave band hand held measurements recorded on site, the noise received from the Sprint Cars has been determined. From this data, draft building guidelines have been developed provide "deemed to comply" constructions. These draft design guidelines are attached in Appendix D.

Yours faithfully,  
for **Herring Storer Acoustics**

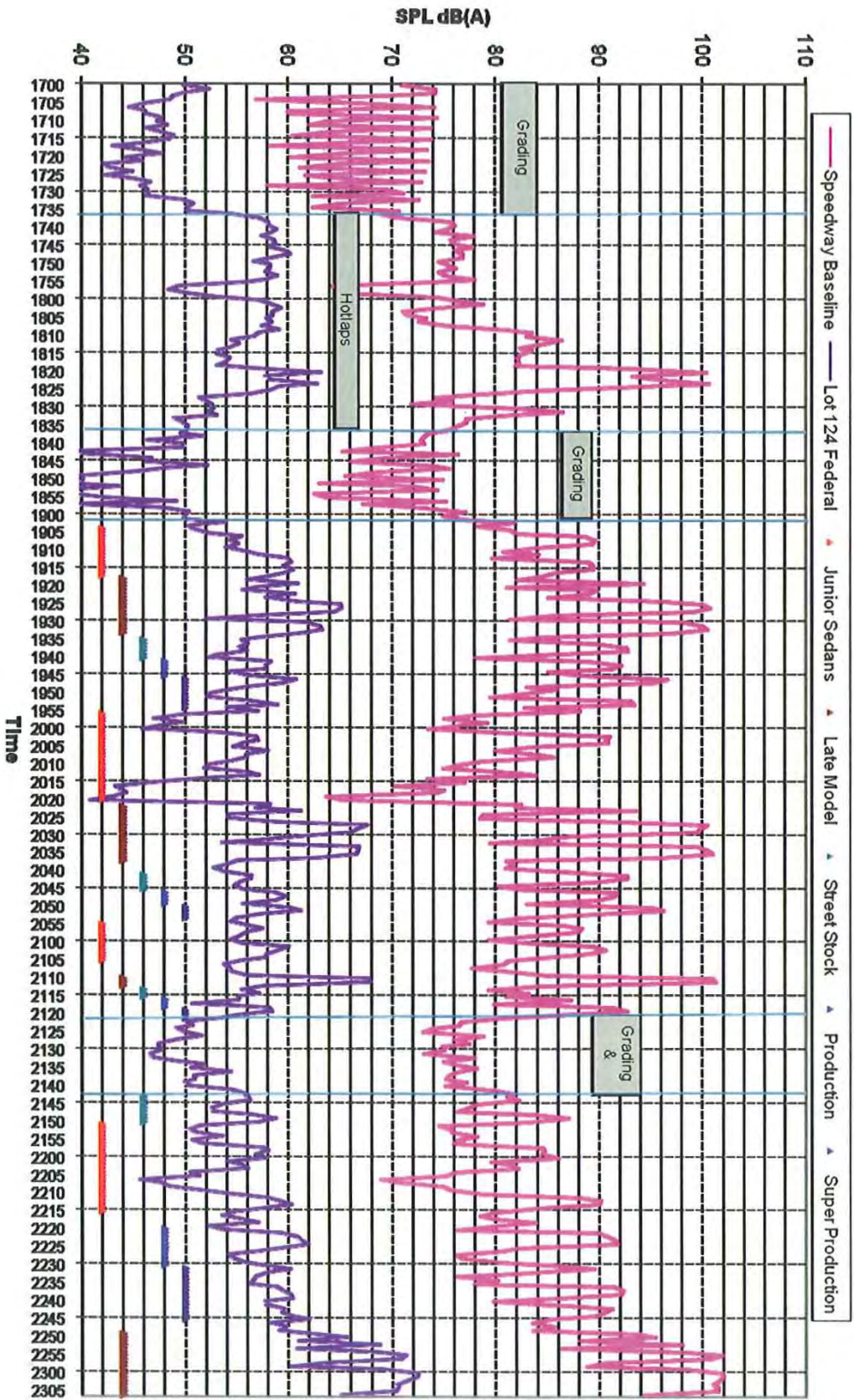
Tim Reynolds

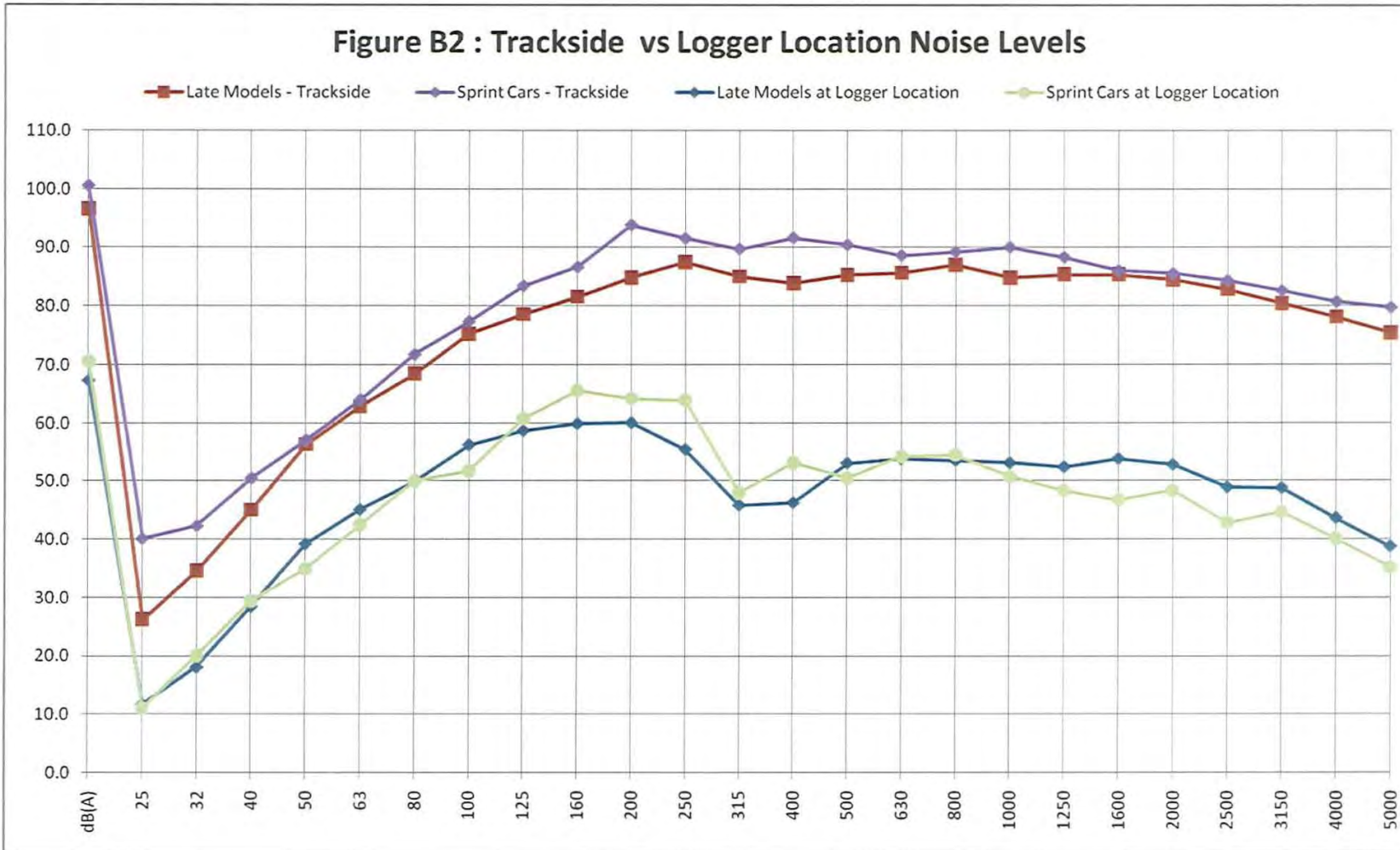
**APPENDIX A**  
LOCALITY PLAN –  
MEASUREMENT / MONITORING LOCATIONS



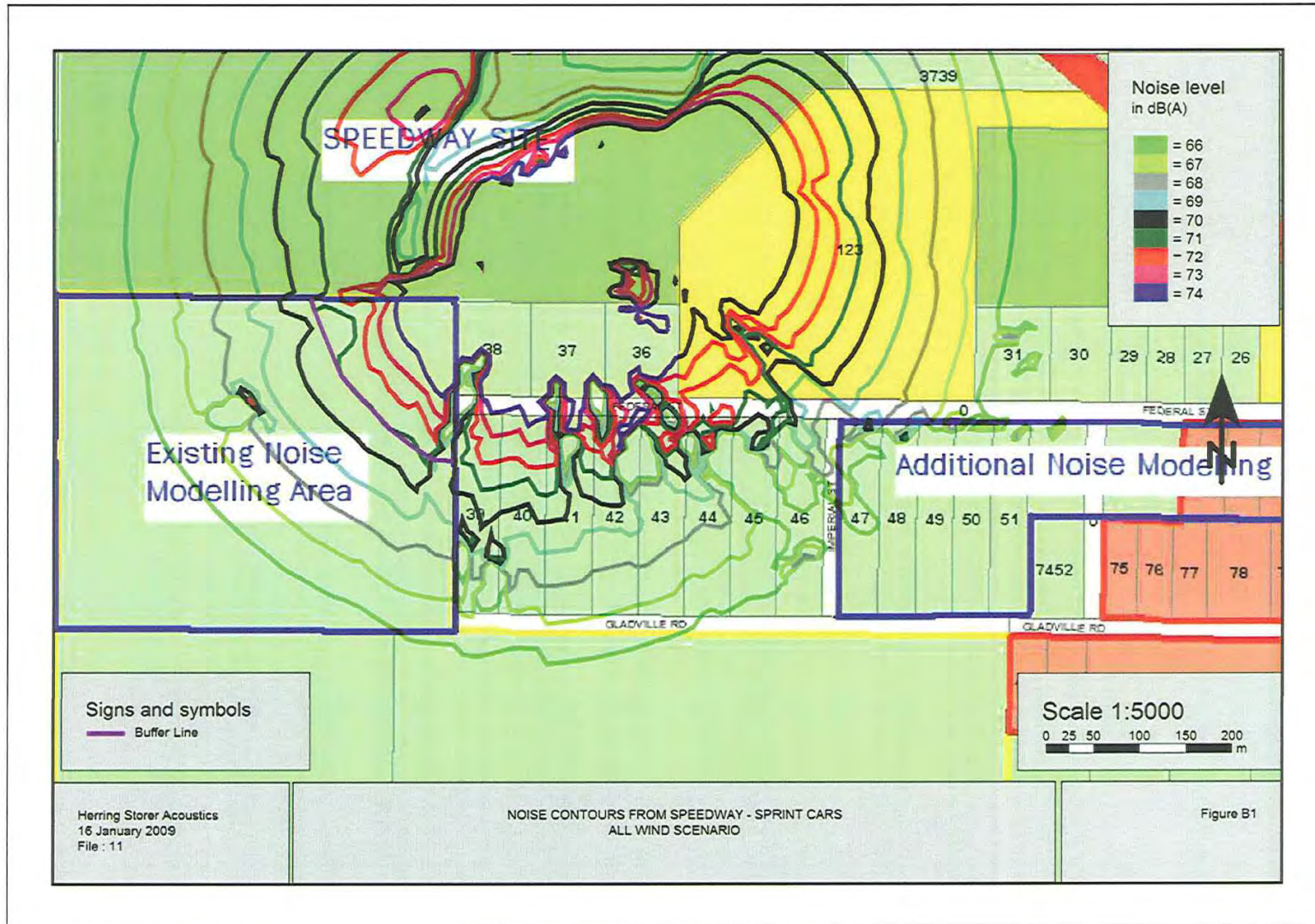
**APPENDIX B**  
NOISE MONITORING RESULTS

**Figure B1 : LAeq Noise Level - Comparison of Logged Noise Levels**

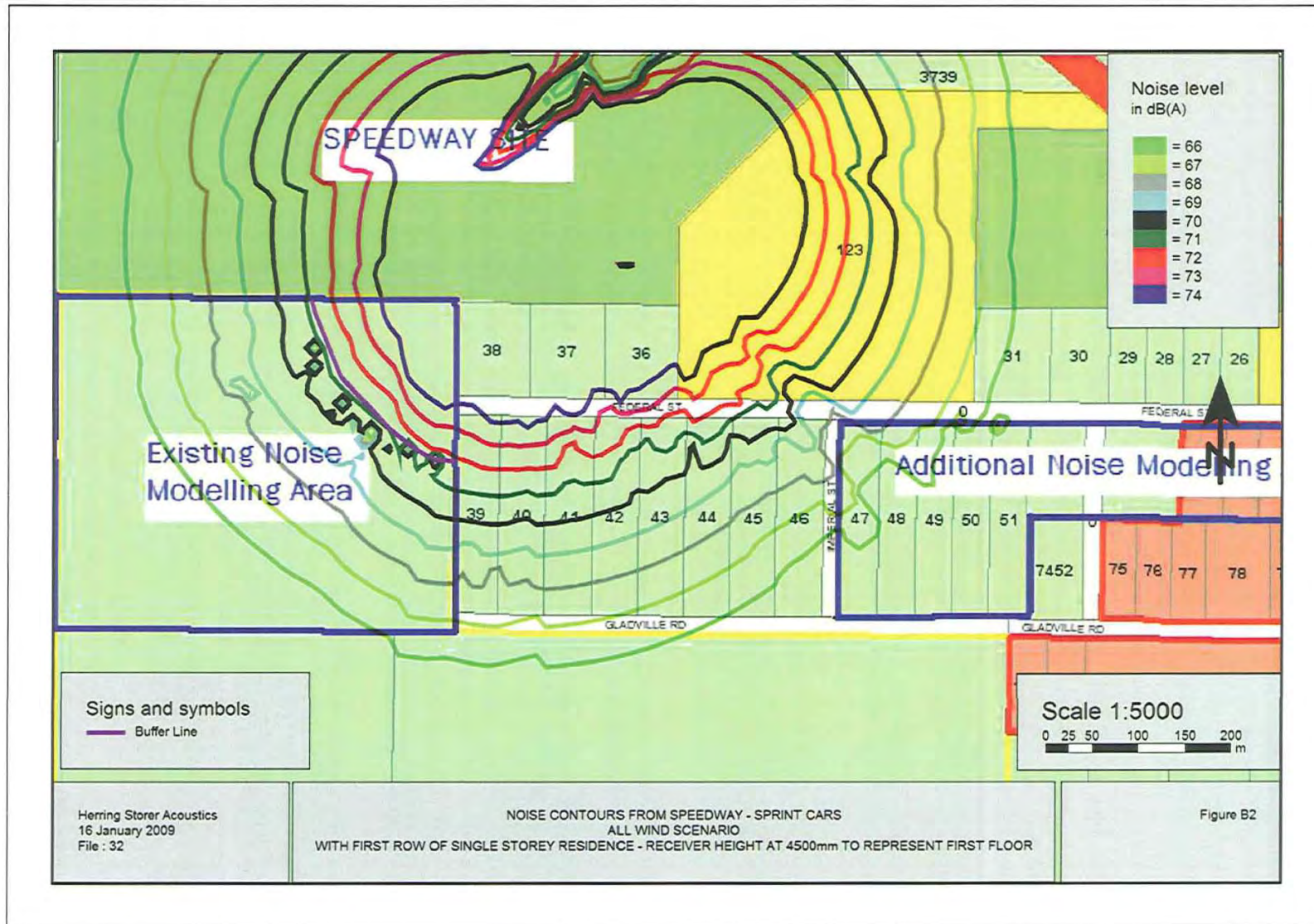




**APPENDIX C**  
NOISE MODELLING RESULTS







**APPENDIX D**  
DRAFT DESIGN GUIDELINES

## BUILDING GUIDELINES

For dwellings as shown on the attached locality plan shall be designed to meet the following internal noise levels :

- Common areas 55 dB(A)
- Living areas 45 dB(A)
- Sleeping areas 40 dB(A)

We note that the above noise levels are "maximum"  $L_{Aeq}$  recorded over a short period of time during a race.

### (LOT 124) – FIRST ROW OF RESIDENCES AND FIRST FLOOR OF SECOND ROW WITHIN THE 71 dB(A) CONTOUR LINE

Dwellings should be designed such :

- Residences be orientated such that garages are located on the side facing the Speedway.
- For residences facing the speedway, entrance lobbies be incorporated in the design, such that they provide a buffer space between the entrance and the remainder of the residence.
- Bedrooms are located on the opposite side of the dwelling, away from the Speedway.
- Bedroom windows located on opposite side to speedway to be 6.38mm laminated glass.
- Bedrooms with windows located on the sides of the dwelling to either 6.5mm double laminated or 10.38mm laminated glass.
- Living spaces, Kitchens, Laundry and Bathrooms are to be located on the same side as the Speedway.
- Double brick or concrete construction.
- Glazing to be either 6.38mm or better laminated glass to living spaces facing or exposed to the speedway.
- Cantilevered sliding doors used on facades exposed to the speedway are acceptable, provided they have interlocking meeting stiles such as for the Capral 889. Double sliding doors with meeting stiles that butt together are not allowed.
- Eaves to be enclosed using 12mm thick compressed cement sheeting or equivalent.
- Roofs are to be colourbond with minimum 50mm anticon, with ceilings on the top floor to be minimum 2 layer 13mm thick fire rated plasterboard to bedrooms and walk in robes, and 1 layer 13mm thick fire rated plasterboard to all other spaces, and R3 insulation laid over the top.
- Recessed light fittings in bedroom ceilings to the top storey are to be acoustically rated.

- Installing the windows slightly forward in the reveal to allow a secondary sliding window to be installed or, select frames that allow for the installation of a second operable window to be installed within the frame, such as a Capral window frame or equivalent.

Dwellings within the "Quiet House" buffer zone would be deemed to comply if the above design guidelines are adhered to.

Alternative constructions are acceptable providing that they comply with the Quiet House Guidelines and are supported by an Acoustic Report by a qualified Acoustic Engineer stating that the design and construction of the dwellings adequately attenuates noise emissions from the Speedway provided it achieves compliance with the City of Albany's "Speedway Noise Buffer Area policy".

Notification of speedway noise levels and the Quiet House Design Guide will be placed on the Certificate of Title for the specific lots.

(LOT 124) – GROUND FLOOR OF SECOND ROW OF RESIDENCES AND OTHER RESIDENCES WITHIN THE 68 dB(A) CONTOUR LINE

Dwellings should be designed such :

- Double brick or concrete construction.
- Casement windows (with winders) in timber or commercial steel frames and compressible seals.
- Glazing to bedrooms facing or exposed to the speedway (i.e. side of dwelling) to be 6.38mm or better laminated glass.
- Glazing to bedroom on the opposite side to speedway to be 6mm float or better glazing.
- Glazing to living spaces facing the speedway to be 6mm or better float glass.
- Cantilevered sliding doors to facing or exposed to the speedway are acceptable, provided they had interlocking meeting stiles such as for the Capral 889. Double sliding doors with meeting stiles that butt together are not allowed.
- Eaves to be enclosed using 9mm thick compressed cement sheeting or equivalent.
- Roofs are to be colourbond with minimum 50mm anticon, with ceilings on the top floor to be minimum 2 layer 13mm thick plasterboard to bedrooms and walk in robes, and 1 layer 13mm thick plasterboard to all other spaces, and R3 insulation laid over the top.
- Recessed light fittings in bedroom ceilings to the top storey are to be acoustically rated.
- Installing the windows slightly forward in the reveal to allow a secondary sliding window to be installed or, select frames that allow for the installation of a second operable window to be installed within the frame, such as a Capral window frame or equivalent.

Dwellings within the "Quiet House" buffer zone would be deemed to comply if the above design guidelines are adhered to.

Alternative constructions are acceptable providing that they comply with the Quiet House Guidelines and are supported by an Acoustic Report by a qualified Acoustic Engineer stating that the design and construction of the dwellings adequately attenuates noise emissions from the Speedway provided it achieves compliance with the City of Albany's "Speedway Noise Buffer Area policy".

Notification of speedway noise levels and the "Quiet House" design guideline will be placed on the Certificate of Title for the specific lots.

#### LOTS ON FEDERAL STREET

For lots 47 to 51 the following guidelines are recommended:

- Residences to be located on southern portion of lot.
- Where possible, bedrooms are located on the opposite side of the dwelling away from the Speedway
- Laundry and Bathrooms are preferably located on the same side as the Speedway.
- Double brick or concrete construction.
- Casement windows (with winders) in timber or commercial steel frames and compressible seals.
- For bedrooms facing or exposed to the speedway, glazing to be minimum 6.38mm thick laminated glass.
- Roofs are to be colourbond with minimum 50mm anticon, with ceilings on the top floor to be minimum 1 layer 13mm thick plasterboard to bedrooms and walk in robes.
- Installing the windows slightly forward in the reveal to allow a secondary sliding window to be installed or select frames that allow for the installation of a second operable window to be installed within the frame, such as a Capral window frame or equivalent.

For remaining lots within the study area, located to east of lot 51 the following guidelines are recommended:

- Laundry and Bathrooms are preferably located on the same side as the Speedway.
- Double brick or concrete construction.
- For bedrooms facing or exposed to the speedway, glazing to be a minimum 6mm float glass.
- Roofs are to be colourbond with minimum 50mm anticon, with ceilings on the top floor to be minimum 1 layer 13mm thick fire-rated plasterboard to bedrooms and walk in robes.

- Installing the windows slightly forward in the reveal to allow a secondary sliding window to be installed or select frames that allow for the installation of a second operable window to be installed within the frame, such as a Capral window frame or equivalent.

For these lots additional noise reduction could be achieved by allowing the construction of shed/workshops on the northern proportion of the lot, with the residence built behind these structures. The residence would then receive the benefit of the barrier provided by these structures.

The above are considered "deemed-to-comply" requirements and an "Acoustic" report is only required if alternative constructions are proposed.

Alternative constructions are acceptable providing that they comply with the "Quiet House" design guidelines and are supported by an Acoustic Report by a qualified Acoustic Engineer stating that the design and construction of the dwellings adequately attenuates noise emissions from the Speedway provided it achieves compliance with the City of Albany's "Speedway Noise Buffer Area Policy".

Notification of speedway noise levels and the "Quiet House" design guidelines will be placed on the Certificate of Title for the specific lots.

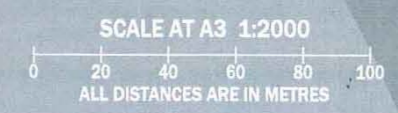


116 Serpentine Road, ALBANY WA 6330  
 T: 08 9841 7333 F: 08 9841 3643  
 E: hsgalb@harleygroup.com.au

# QUIET HOUSE PLAN

LOT 124 ON  
 FEDERAL STREET  
 MCKAIL

For Sustainable Property Devts



DRAWN: ABS 25-07-08  
 CHECKED: [blank]  
 DRAWING No: 14062-08B.dgn

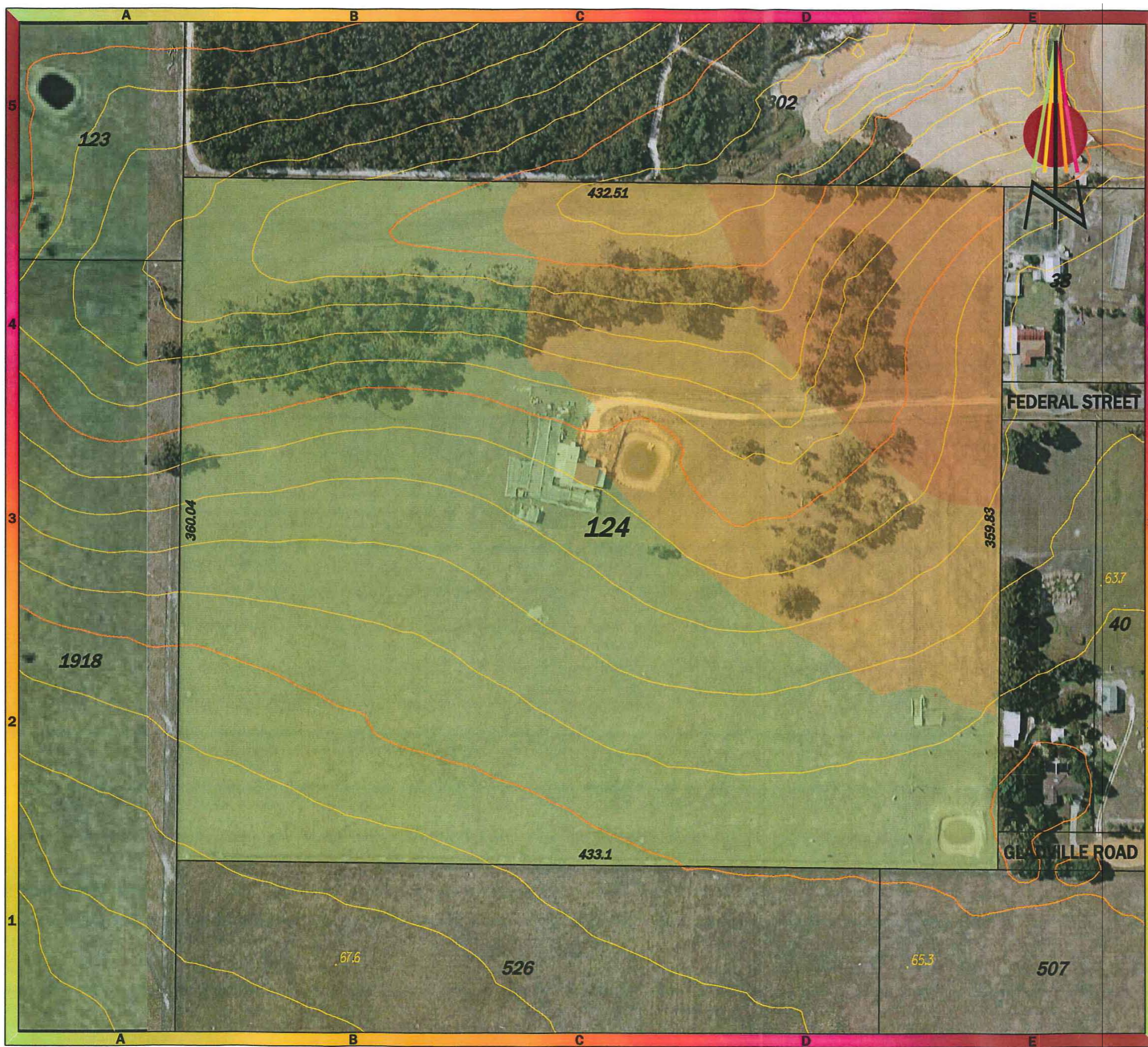
REV	DESCRIPTION	DATE
A	Original Drawing	25-07-08
B	Buffer Area Change	19-01-09

LEGEND

	NO HOUSING (<71dB(A))
	FIRST ROW OF HOUSES PLUS FIRST FLOOR OF SECOND ROW, NO BEDROOMS FACING SPEEDWAY AND 10.38mm GLASS (68 - 71dB(A))
	GROUND FLOOR OF SECOND ROW OF HOUSES AND OTHER HOUSES, NO BEDROOMS FACING SPEEDWAY AND 6.38mm GLASS (68 - 71 dB(A))
	NO REQUIREMENTS (>68db(A))

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**NOTE:**  
 This plan has been prepared for planning purposes. Areas, Contours and Dimensions shown are subject to survey.





## Council Policy

# Speedway Noise Buffer Area

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Adoption Date: 19 October 2004  
Adoption Reference: Item 11.3.3  
Review Date: 30 June 2009  
Maintained By: Executive Director of Development Services  
Document Reference: NP06680

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## Objective

The objectives of the policy are to:

- allow for the ongoing operations of the speedway at Atwell Park and encourage the operators to incorporate additional noise attenuation measures to reduce noise impacts into adjoining residential developments.
- acknowledge and recognise existing approved residential developments within the buffer area.
- ensure that new developments incorporate measures to advise purchasers within the buffer area of the speedway operations and noise generated during their events.

## Policies

- 1.1 For existing dwellings, additions/alterations to an existing dwelling or the replacement of an existing dwelling, noise attenuation measures are not mandatory within the buffer area (Map No. 1). Whilst it is expected that those premises will experience noise levels in excess of the provisions contained in the *Environmental Protection (Noise) Regulations 1997* from periodic speedway activity, Council will not seek to modify the 'as existing' conditions.
- 1.2 Residents are encouraged to consider the following information and methods of noise attenuation in planning the construction of new residences within the buffer area:
  - The AS/NZS 2107:2000 Standard 'Acoustics – Recommended design sound levels and reverberation times for building interiors' recommends the following maximum internal noise levels ( $L_{Aeq}$ ):

• common areas	55dB(A)
• living areas	45dB(A)
• sleeping areas	40dB(A)
  - The following techniques known as 'quiet house' design and construction methods/materials should be considered to achieve practical reduction in internal noise levels in new residences:
    - locating habitable rooms such as bedrooms on the opposite side of dwelling to speedway.
    - locating non-habitable rooms such as laundries/bathrooms on same side of dwelling as speedway.
    - protect main entrance from speedway noise.
    - insulation of the dwelling including enclosed eaves, insulate roof spaces or double brick construction.

- The erection of internal property fences between the speedway and dwelling so that it that forms a continuous and solid barrier (recommended density is a minimum of 10kg/m<sup>2</sup>).
- 1.3 Upon the transfer of land within the buffer area, a notation shall be provided on the zoning certificate issued by the City advising of the relationship of the land to the speedway and of this Policy.

### Additional Information

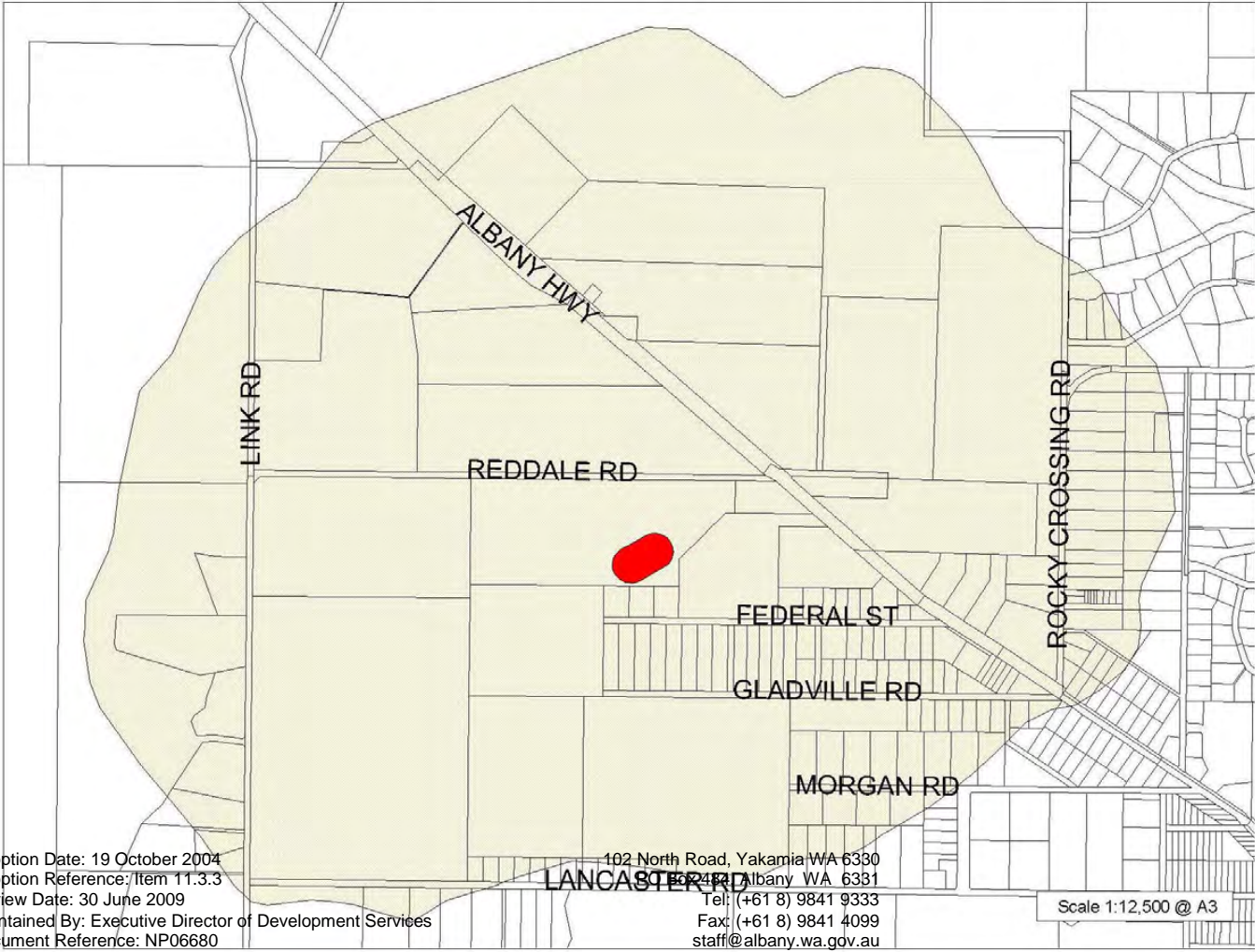
1. *For the purpose of this Policy, an existing dwelling is defined as a dwelling either constructed, under construction or approved for construction at the time of adoption of this Policy*
2. *The information used to formulate this Policy was prepared by Herring Storer Acoustics (Acoustic Consultants).*
3. *The Herring Storer Acoustics report for the speedway contains some recommendations on future works at the speedway including the construction of barrier fencing that would reduce the impact of noise from the speedway and hence buffer zone required. The report recommends that upon completion of these works, additional modelling will need to be undertaken to redefine the buffer zone boundary shown in this Policy. The City has agreed to consider ways of assisting the speedway club to undertake these modifications.*
4. *For information purposes, the approximate density of some commonly used construction materials are:*

<i>6mm compressed cement fence sheeting</i>	<i>11kg/m<sup>2</sup></i>
<i>common brick</i>	<i>180kg/m<sup>2</sup></i>
<i>200mm limestone blocks</i>	<i>350kg/m<sup>2</sup></i>
<i>100mm concrete</i>	<i>260kg/m<sup>2</sup></i>
5. *Preliminary discussion with Council Officers is encouraged for any application likely to be affected by this Policy.*

### Policy Status

Draft Policy Adopted for Advertising (October 2003 - Item 11.3.2 DS)  
 Final Policy Adopted (October 2004 – Item 11.3.3 DS)

# Albany Speedway Noise Buffer



**Legend**

- Noise Buffer Area
- Speedway



Adoption Date: 19 October 2004  
 Adoption Reference: Item 11.3.3  
 Review Date: 30 June 2009  
 Maintained By: Executive Director of Development Services  
 Document Reference: NP06680

402 North Road, Yakamia WA 6330  
 Albany WA 6381  
 Tel: (+61 8) 9841 9333  
 Fax: (+61 8) 9841 4099  
 staff@albany.wa.gov.au  
 www.albany.wa.gov.au

Scale 1:12,500 @ A3

Map No. 1



# Environmental Protection Authority

[Agenda Item 11.2.3 refers]

City of Albany Records  
Doc No: ICR8062000  
File: AMD277  
Date: 23 JUL 2008  
Officer: PLAN16  
Attach:

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

Our Ref CRN221673  
Enquiries Alice O'Connor

Att: Jan Van der Mescht

Dear Sir/Madam

<b>SCHEME AMENDMENT TITLE:</b>	<b>City of Albany LPS 3 Amendment 277 Rezoning from Rural and Special Rural to Residential Development</b>
<b>SCHEME AMENDMENT LOCATION:</b>	<b>Lots 1-10, 12, 13, 66, 300, 507, 526 &amp; 1918 Lancaster Road and Lot 123 Link Road</b>
<b>LOCALITY:</b>	<b>North McKail</b>
<b>RESPONSIBLE AUTHORITY:</b>	<b>City of Albany</b>
<b>LEVEL OF ASSESSMENT:</b>	<b>Scheme Amendment Not Assessed - Advice Given Under Section 48A(1)(a) (no appeals)</b>

Thank you for your letter of 3 July 2008 referring the above proposed scheme amendment.

After consideration of the information provided by you, the Environmental Protection Authority (EPA) considers that the proposed scheme amendment should not be assessed under Part IV Division 3 of the *Environmental Protection Act 1986* (EP Act) but nevertheless provides the following advice and recommendations.

## ADVICE AND RECOMMENDATIONS

### 1. Environmental Issues

- Watercourse buffer and stormwater drainage
- Separation distance - noise

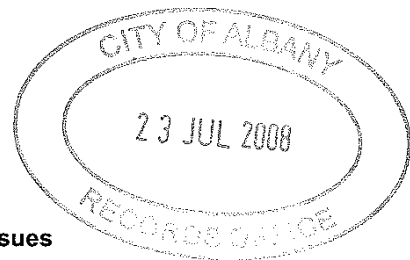
### 2. Advice and recommendations regarding Environmental Issues

#### Watercourse buffer and stormwater drainage

The intention to incorporate the seepage area to the north within a public open space buffer combined with a drainage feature is supported. The buffer width should be based on an analysis of attributes such as slope, soil drainage and fringing vegetation. More information is available in the Department of Water's (DOW) *Water Note No 23 - Determining Foreshore Reserves* (November 2001), and at the same time the EPA expects that stormwater drainage will be managed according to the principles contained in DOW's *Stormwater Management Manual for Western Australia* (2004-2007).

#### Separation distance - noise

As acknowledged in the documentation for Amendment No 277, the site falls within the City of Albany's "Speedway Noise Buffer Area Policy". The concerns expressed by the EPA (see attached) with respect to Amendment No 267 to the City of Albany's Local Planning Scheme also apply to Amendment No 277. Therefore, the EPA recommends that either the acoustic study for Amendment No 267 be extended, or a new study commenced for the area covered by Amendment No 277 detailing a suitable combination of:



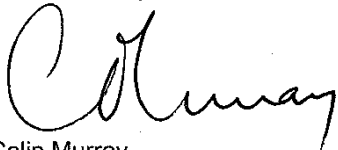
- a buffer distance; and
  - mandatory acoustic insulation/quiet house design parameters,
- to achieve the indoor noise criteria listed in the City's Policy. The study will need to incorporate other nearby sources of noise, including the proposed Ring Road and the harness Racing Track.

The EPA notes that if, in order to buffer sensitive land uses, the forthcoming structure plan proposes service commercial and service industry uses, then they will be subject to a separate scheme amendment.

### 3. General Advice

- For the purposes of Part IV of the EP Act, the scheme amendment is defined as an assessed scheme amendment. In relation to the implementation of the scheme amendment, please note the requirements of Part IV Division 4 of the EP Act.
- There is no appeal right in respect of the EPA's decision on the level of assessment of scheme amendments.
- A copy of this advice will be sent to the relevant authorities and will be available to the public on request.

Yours faithfully



Colin Murray  
Director  
Environmental Impact Assessment Division

21 July 2008

Encl

cc: Department for Planning & Infrastructure

AMD 277  
Plan 18



Your Ref: AMD227/PA27906/AMDAMD277(3)  
Our Ref: Grange No 4543480  
Enquiries: R C Collins  
Telephone: (08) 9842 4214



15 April 2009

Craig McMurtrie  
City of Albany  
PO Box 484  
ALBANY WA 6331

City of Albany Records  
Doc No: ICR8079560  
File: AMD277  
Date: 16 APR 2009  
Officer: PLAN18  
Attach:

Great Southern Regional Office  
215 Lower Stirling Terrace  
ALBANY WA 6330  
PO Box 915  
ALBANY WA 6331  
Tel (08) 9842 4211  
Fax (08) 9842 4255  
www.watercorporation.com.au

Dear Craig,

**PROPOSAL TO REZONE LOTS 1-10, 12, 13, 66, 300, 507, 526, 1918, LANCASTER ROAD & LOT 123 LINK ROAD FROM THE RURAL AND SPECIAL RURAL ZONES TO THE RESIDENTIAL DEVELOPMENT ZONE.**

Thank you for your letter dated 6 April 2009 and Local Planning Scheme No 3 Amendment No 277 regarding the above.

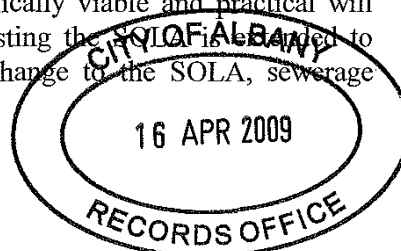
I am pleased to advise that the above lots are located within the Water Corporation's Water Operating License Areas and some of the lots with the Sewerage Operating License Area (SOLA).

The Water Corporation has no objection to the proposal and potable water and sewerage services can be provided to the lots subject to the following:-

The West Australian Planning Commission requires reticulated water to be supplied to lots of 4 ha or less and reticulated sewerage to lots of 2000m<sup>2</sup> or less.

For Albany water mains of NB 250 and under and sewers of NB 300 are classed as reticulation and are fully funded by the developer. A pre-funding agreement may be available for mains or sewers classed as headworks or of larger diameter should they be deemed necessary by the Corporation. The developer will be required to pay a standard headworks contribution and connection fee for each new residential lot created. Further details are available from the Corporation's Development Services Branch upon request.

Lots 1-7, 526 and 1918 Lancaster Road and Lot 123 Link Road are outside the SOLA. If a sewerage service is required, the developer will need to write to the Corporation with a request that the Water Corporation is given preferred wastewater supplier status. The Corporation will consider the request and if it is economically viable and practical will contact the Economic Regulation Authority (ERA) requesting the SOLA to include the above lots. Should the ERA approve the change to the SOLA, sewerage services will be made available.



Your attention is drawn to the close proximity of the proposed residential development zone to Albany's Wastewater Treatment Plant (WWTP) at Timewell Road. The WWTP provides an essential community service that underpins the growth of Albany and is critical to the continued protection of public health and the regional environment. The WWTP has a buffer that has been developed in accordance with WA EPA requirements from odour modelling using winds measured adjacent to the treatment plant. The Water Corporation considers any proposed residential development within the buffer as a "non-compatible" use that should not be permitted.

I have enclosed a plan showing the odour buffer for your information and to flag a possible conflict with the residential development proposed for Lot 300. The Corporation has a legal agreement with the owner of Lot 300 that there will be no residential development within the Albany WWTP buffer. However to avoid any future conflict, the Corporation recommends to the City that the parcel of land (shown hatched) within the buffer comprising Lot 300 remains rural.

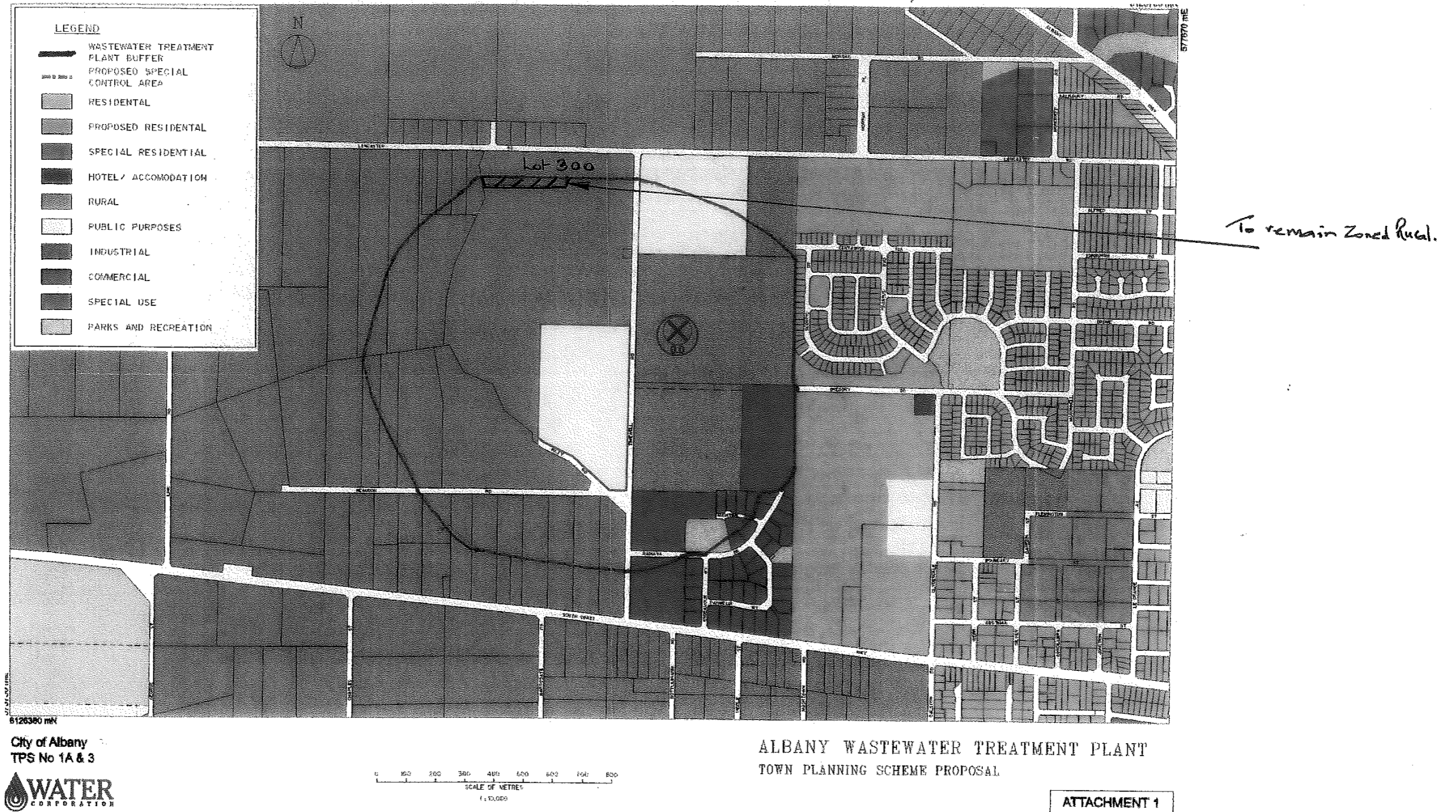
Should you require any additional information, please do not hesitate to contact me.

Yours sincerely,

*R. C. Collins,*

R C Collins  
Manager Assets GSR  
Asset Management Division

Figure 9. Recommended Buffer Zone





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**Craig McMurtrie**

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**From:** Planning (External Use ONLY)  
**Sent:** Tuesday, 28 April 2009 3:05 PM  
**To:** Craig McMurtrie  
**Subject:** FW: Your Ref: AMD277/PA27906/AMDAMD277(3)

---

**From:** Simon Luscombe [mailto:Simon.Luscombe@housing.wa.gov.au]  
**Sent:** Tuesday, 28 April 2009 3:01 PM  
**To:** Planning (External Use ONLY)  
**Subject:** Your Ref: AMD277/PA27906/AMDAMD277(3)

**Proposal to rezone various lots Lancaster Road**

Dear Craig,

Please be advised that the Department of Housing has no objection to the proposed rezoning as described in your correspondence of 6 April 2009.

Regards

Simon Luscombe  
Senior Planner  
Department of Housing  
Direct Line: 9222 4835



Department of Environment and Conservation

Your ref: AMD277/PA27906/AMDAMD277(3)
Our ref: 27.2.1.3.277
Enquiries: John Watson
Phone: (08) 9842 4500
Fax: (08) 9841 7105
Email: john.watson@dec.wa.gov.au



Craig McMurtie,
Planning Officer
City of Albany
PO Box 484
ALBANY WA 6331

Doc No: City of Albany Records
ICR8080662
File: AMD277
Date: 06 MAY 2009
Officer: PLAN18
Attach:

Dear Sir,

PROPOSAL TO REZONE LOTS 1-10, 12,13, 66, 300, 507, 526, 1918 LANCASTER ROAD & LOT 123 LINK ROAD TO THE RESIDENTIAL DEVELOPMENT ZONE (SCHEME AMENDMENT NO 277)

Thank you for the opportunity to comment on this proposal.

The Albany Office of the Department of Environment and Conservation (DEC) has no substantive comment to make on this proposal.

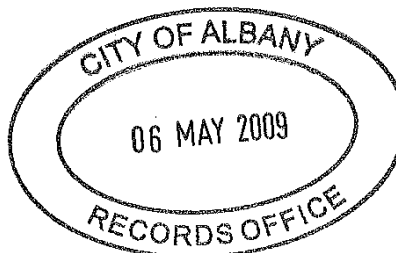
There are only minor remnants of native vegetation (located adjacent to Link Road in the NW corner of Lot 1918 and a second more degraded area in the SW corner of the same lot). Both these areas are currently unfenced and being accessed by cattle. It is recommended that the consultants seek to incorporate the former, more intact, area into the eventual subdivision design

It is noted that the indicative options for managing speedway noise impacts (Figure 06-53-NOISE(c) April 08) suggest a 'heavily landscaped continuous earthen bund along the (northern) boundary (of Lot 124) integrated into POS and drainage feature'. Although this concept is not included in a current scheme amendment proposal (No. 267) for Lot 124, it will be necessary for coordination between the two scheme amendment proposals to address this concept further. In the event that revegetation does occur in either amendment area it is recommended that care be taken to avoid any non-endemic species which may spread into native vegetation within the adjoining uncleared Reserve No 23290 which appears to be in Very Good to Excellent condition in its western half away from the speedway section.

Yours sincerely,

[Handwritten signature]

Bruce Bone
Regional Manager
Department of Environment and Conservation
South Coast Region



1 May 2009

cc Alice O'Connor, Environmental Assessment Division, Perth

South Coast Region: 120 Albany Highway, Albany, Western Australia 6330
Phone: (08) 9842 4500 Fax: (08) 9841 7105
www.dec.wa.gov.au
wa.gov.au



Department of Water  
Government of Western Australia

Your ref: AMD277  
Our ref: RF1049-03 / SRS 24271  
Enquire: 13 2344 2122

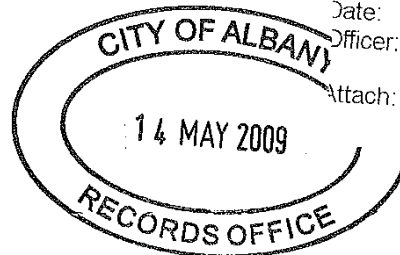


Chief Executive Officer  
City of Albany  
PO Box 484  
ALBANY WA 6331

Doc No: City of Albany Records  
File: ICR8081175  
AMD277

Date: 13 MAY 2009  
Officer: REC19

Attach:



Attn: Craig McMurtrie

Dear Sir,

**Amendment 277 – rezoning of lots on Lancaster Rd and Link Rd, McKail**

Thank you for the opportunity to comment on the above proposal. The Department of Water (DoW) provides the following comments:

**Waterways**

The subject site is located on the ridgeline of two catchment areas, Willyung Creek, draining to Oyster Harbour and Five Mile Creek, draining to Torbay Inlet. A minor drainage line, draining towards Willyung Creek is located on the site. The re-zoning proposal will need to demonstrate that the land intensification process will not have a detrimental impact on these receiving waterways. Management of the waterway should be detailed in the Local Water Management Strategy (see below).

**Local Water Management Strategy**

In accordance with *Better Urban Water Management*, the water planning framework to guide the implementation of *State Planning Policy 2.9 Water Resources*, a local water management strategy (LWMS) is required to support a scheme amendment. The LWMS should include the following information:

- land capability assessment (including winter testing and identification of flood risk areas)
- identification and mapping of waterways and wetland areas
- conceptual storm water management plan – which considers such things as land required to cater for stormwater infrastructure and how infiltration at source will be achieved.

It is noted in the soil feature information in the amendment document, that the site has very low absorption ability, which could compromise the capacity to infiltrate stormwater. The proponents are advised to contact the DoW prior to commencing planning.

An Urban Water Management Plan (UWMP), will be required at the subdivision stage. The requirement for this should have been noted within the amendment document, section 3.4. The UWMP should be prepared in accordance with the DoW *Stormwater Management Manual for WA* and demonstrate best practice water sensitive urban design. More information is available from [www.water.wa.gov.au](http://www.water.wa.gov.au).

South Coast Region  
5 Bevan Street Albany Western Australia 6330  
PO Box 525 Albany Western Australia 6331  
Telephone (08) 9842 5760 Facsimile (08) 9842 1204  
[www.water.wa.gov.au](http://www.water.wa.gov.au)

Should you wish to discuss this matter further please contact Karen McKeough of this office.

Yours sincerely



*for* **CHRIS GUNBY**  
**ACTING REGIONAL MANAGER**  
**SOUTH COAST REGION**

13 May 2009



ABN: 50 860 676 021

Enquiries: Murray Flett on 9892 0549  
Our Ref: 04/13070-10 D09 # 94687  
Your Ref: AMD277/PA27906/AMDAMD277(3)

14 May 2009



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

Doc No: City of Albany Records  
ICR8081450  
File: AMD277

Date: 19 MAY 2009  
Officer: CSTATP

ATTENTION: CRAIG MCMURTRIE

Attach:

Dear Sir

**PROPOSAL TO REZONE LOTS 1-10, 12, 13, 66, 300, 507, 526, 1918 LANCASTER ROAD & LOT 123 LINK ROAD FROM RURAL AND SPECIAL RURAL ZONES TO THE RESIDENTIAL DEVELOPMENT ZONE.**

Thank you for your letter dated 6 April 2009 seeking Main Roads comment on the proposed Scheme Amendment 277 incorporating the above Lots.

Main Roads has undertaken a traffic demand assessment as part of the recently completed Albany Ring Road planning design. This assessment has shown that local traffic demand as a result of proposed residential development adjacent to the Ring Road as envisaged in the City of Albany's most recent version of the Interim Draft Albany Local Planning Strategy (ALPS), has the potential to prevent the Ring Road from fulfilling it's intended primary function as an uninterrupted heavy transport route to the Port of Albany, instead becoming a congested urban distributor road.

Recent modifications required by the Western Australian Planning Commission to the Interim Draft Albany Local Planning Strategy (ALPS), requires land within approximately 800m - 1 km of the ring road alignment to be retained as Rural Living as shown on the advertised version of ALPS. This will discourage excessive use of the ring road by urban commuter traffic, thereby retaining the Ring Road's primary function as a priority freight route to the Albany Port. The land within this proximity of the ring road alignment is to be designated as "Special Rural / Rural Residential" and "Rural Smallholding".

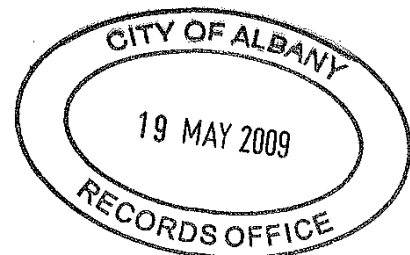
Given the above Scheme Amendment does not reflect this requirement, Main Roads has no alternative but to oppose Scheme Amendment 277.

If you require any further information please contact Murray Flett on (08) 9892 0549. In reply please quote file reference 04/13070-10.

Yours sincerely

ARJ Duffield

REGIONAL MANAGER





**Records**

**From:** OZARCZUK Taras [Asset& Administrative Se  
**Sent:** Wednesday, 20 May 2009 4:01 PM  
**To:** Records  
**Subject:** Proposal to Rezoning Lots 1-10, 12, 13, 66, 31  
123 Link Road From The Rural and Special R  
Zone.

City of Albany Records  
Doc No: ICR8081591  
File: AMD277  
Date: 20 MAY 2009  
Officer: PLAN18  
Attach:

*Dear Mr Mcmurtrie*

*Thank you for the opportunity to comment on the above scheme amendment.*

*The Department of Education and Training has no objections to this proposed amendment.*

*If you require further information please do not hesitate to contact me on 9264 5785 at the Asset Planning Branch.*

*Compliments from Sharmini Wijay.*

*Regards*

**Taras (Terry) Ozarczuk**  
Support Officer  
Asset & Administrative Services  
Department of Education and Training  
Tel: 92645785  
E-mail: [Taras.Ozarczuk@det.wa.edu.au](mailto:Taras.Ozarczuk@det.wa.edu.au)



5 May, 2009

**Bruce & Monika Thomas**  
230 Lancaster Rd.  
McKail WA 6330

Doc No: City of Albany Records  
ICR8080652  
File: AMD277  
Date: 05 MAY 2009  
Officer: PLAN18  
Attach:

**City of Albany**  
Attn. Craig McMurtrie  
Planning Officer

**Re. Proposal to Rezoning, Lot 8 at Lancaster Road**

Dear Sir,

**We strongly oppose to the rezoning of our property, Lot 8, Lancaster Road, Albany.**

**In our opinion there are no qualified reasons for such a change. And there a certainly no town services to justify a change. The area where our property lies in is not connected to the town sewerage system, is not connected to town gas, does not have streetlights, foot paths, kerbing, nor verges to walk on safely and of course does not have an appropriate drainage system that will cope with these upgrades.**

**Lancaster Road from Timewell Road onwards towards Link Road is very rural. Higher Rates, which will come with the rezoning, can not be justified without these services.**

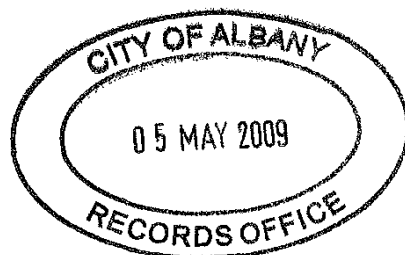
**Considering the worldwide economy situation, and, in particular, Albany's many empty property blocks, it is hard to understand why this proposal is being considered at all.**

**Yours faithfully**

 *Monika Thomas*

**Bruce and Monika Thomas**

**C.C. Councillors Des Wolfe & Don Dufty**





City of Albany Records  
Doc No: ICR8081587  
File: AMD277

**Records**

---

**From:** Pam Lincoln [pam@oranjetraктор.com]  
**Sent:** Thursday, 21 May 2009 10:43 AM  
**To:** Planning (External Use ONLY); Records  
**Subject:** Public Comment for Amendment AMD 277(3)  
**Attachments:** rezoning submission.pdf; EXECUTIVE\_SUMM, 230608.pdf

Date: 21 MAY 2009  
Officer: PLAN18  
Attach:

Please find attached a submission (plus 2 attachments) regarding this amendment. Please forward to the appropriate person(s) for consideration by Council.

Pam Lincoln  
198 Link Road Marbelup via Albany  
Western Australia 6330  
T/F: 08 9842 5175  
M: 04 1991 6263



PJ Lincoln  
198 Link Road  
Marbelup WA 6330

08 9842 5175

[gommlinc@iinet.net.au](mailto:gommlinc@iinet.net.au)

Planning Department  
City of Albany  
North Road  
Albany WA 6330

19<sup>th</sup> May, 2009

To whom it may concern:

**RE: Amendment AMD277(3): Proposal to Rezone Lots on Lancaster & Link Roads from Rural and Special Rural Zones to Residential**

I write to express my views on the above-mentioned proposal, about which we received a letter dated 6<sup>th</sup> April, 2009.

In brief, I would like to make the following points:

- I strongly believe that re-zonings and developments of this type, on productive agricultural land close to large populations groups, have the potential to threaten the future **food security** of the city of Albany.
- In addition, having a large number of houses along Link Road would create the potential for injury due to car crashes, as the road is used by trucks and large vehicles traveling at significant speed (often over the 90km limit!).
- Furthermore, the local area is subject to significant “noise pollution” from the nearby speedway during summer evenings, and unless there is a caveat or some other warning on the land for sale, many hundreds of people would find (like we did) to their surprise, that one’s enjoyment of life outdoors is severely compromised during this period. I would imagine that, in time, the City would receive an increased number of complaints that may require the speedway to be relocated further out.

I provide the following details and some suggestions in regard to the above;

**1. Food Security**

With the population increases projected (globally and locally) governments, experts and communities are becoming increasingly concerned about our ability to feed ourselves, particularly with the threat of peak oil and the serious implications it will

mean for the transport of vital goods such as food. According to the Community Food Security Coalition, one of the six key tenets of food security is Stable Local Agriculture. A stable local agricultural base is key to a community responsive food system. Farmers need increased access to markets that pay them a decent wage for their labor, and farmland needs planning protection from suburban development. By building stronger ties between farmers and consumers, consumers gain a greater knowledge and appreciation for their food source.

The NSW DPI suggests that urban agriculture needs to be considered as a strategic contributor to dealing with peak oil, global warming, the increasing occurrence of natural disasters, urban and city ecosystems, landscapes and designs, along with bio-security, pandemics, food terrorism, and water and waste cycles. Indiscriminate subdivision and urban sprawl, particularly since the 1940s, has severely impacted the Sydney food bowl. Embedding local food production, processing, distribution and consumption into urban communities can play a significant part in achieving sustainable food security. Thus, the City of Albany **now** has an opportunity to preserve land close to the population for the purpose of food production in years to come, when the price of oil may make the cost of transporting food from further away prohibitive.

## **2. Green belt or Urban Growth Boundary**

Unchecked or unlimited urban sprawl has enormous implications at a variety of levels, from transport to community services, as well as on the ability of a region to produce food. The development of Green Belts or UGBs are one way to circumvent some of these problems. The Link Road/Lancaster Road area seems to be a natural "green belt" perimeter, which could encompass urban farming/food production. Community economic development organizers, city planners, and environmentalists concerned with urban waste reduction and recycling, see the potential of urban farming.

See attached or <http://www.foodsecurity.org/PrimerCFSCUAC.pdf>

## **3. Eco-village (sustainable development)**

If some development around the Link Road/Lancaster Road was deemed "necessary" for future housing needs and to enable the current landholders to gain maximum profit from their real estate, the development of one or more ecovillages in the area could accommodate both needs. The Currumbin (Qld) Ecovillage (see [www.theecovillage.com.au](http://www.theecovillage.com.au)) is one of many hundreds of similar "intentional communities" that have been developed across America, Canada & Europe over the past decade. The Currumbin eco-village has won several State and national awards (and even a couple of international awards) for planning, environmental development and residential development (see attached). Essentially, the model is based upon the building and placement of houses in close proximity (hubs) with shared resources such as gardens, recreational facilities, toolsheds etc. placed nearby and connected by open space with shared use pathways. (see attached Executive Summary) The value

of each of the titles of land is comparatively high, so the landowner/developer receives a decent profit. However the impact (both environmentally and socially) is low and the potential for the production of food crops is still retained.

I am happy to provide further information as necessary.

Yours sincerely

Pamela Lincoln

Footnotes:

1. Two commonly used definitions of food security come from the UN's Food and Agriculture Organization (FAO) and the United States Department of Agriculture (USDA):

- Food security exists when all people, at all times, have physical and economic access to sufficient, safe and nutritious food to meet their dietary needs and food preferences for an active and healthy life. (FAO)
- Food security for a household means access by all members at all times to enough food for an active, healthy life. Food security includes at a minimum (1) the ready availability of nutritionally adequate and safe foods, and (2) an assured ability to acquire acceptable foods in socially acceptable ways (that is, without resorting to emergency food supplies, scavenging, stealing, or other coping strategies). (USDA)



## EXECUTIVE SUMMARY

### "THE ECOVILLAGE AT CURRUMBIN"

Amidst the threat of global environmental crisis, the challenge of this century is how to live and develop sustainably – in harmony with nature, to foster community and a modern quality of life. Landmatters vision is to "inspire sustainable living and development practice awareness" by creating a residential community that exemplifies *World's Best Practice* in Ecologically Sustainable Development.

*The Ecovillage at Currumbin* is located on a magnificent 110ha site on the Gold Coast close to beaches and urban facilities. The project comprises a diversity of landscapes and living opportunities and provides for 144 high benchmark sustainable homes on lot sizes ranging from 450 – 6000 sqm. Community facilities, a Village Centre with a co-op community store, café/bakery, Interpretive Centre, work/shop spaces, health practitioner rooms, community primary/pre school, plant nursery, recycling centre and comprehensive recreational facilities including Village Hall, Village Green, areal part of this innovative development.

The Ecovillage at Currumbin achieves:

- Self-sufficiency in energy usage and *complete autonomy* in water and waste water recycling
- 80% of site as open-space, 50% environmental reserve, and the same yield as standard development
- Food and material self-sufficiency through edible landscaping and streetscaping, household farming and other productive strategies
- Preservation of natural landforms and rehabilitation of the degraded site's environmental integrity
- Extensive wildlife corridors, negligible vegetation loss and extensive native plant regeneration
- Cutting edge integrated water quality measures to exemplify Water Sensitive Urban Design
- Cultural Heritage honoured and integrated
- Mix of socially-oriented innovative ecological, energy efficient housing catering for diverse needs
- On-site work strategies and facilities for village and local community
- Waste recycling strategies including an innovative RRR recycling centre
- Comprehensive traffic saving strategies to reduce vehicle impacts on and off site
- Well researched administrative framework providing social equity & enduring community integrity
- Initial and ongoing social planning to foster cohesion and promote sustainable community
- Continuing education of sustainable living and development practices via the Interpretive Centre
- Sustainable economic performance both with the development and the ongoing community

The innovative project design has followed a collaborative approach with an extensive and unprecedented Community Consultation program yielding strong design input from indigenous groups, residents, stakeholder groups, referral agencies and the general public.

Currently, the final stages of construction approach completion and the project has received an extraordinary market response with over 85% pre-commitment. The Interpretive Centre, officially opened by Qld Premier the Hon Peter Beattie in December 2005, publicly showcases the project's innovative subdivision design. The Ecovillage is a Queensland Govt *Energywise and Waterwise* Demonstration Project and involves significant partnership with community universities, industry and various tiers of government. The Ecovillage has won 21 Awards from industry and Government, including the highest honour in the world, the FIABCI (International Real Estate Federation) *Prix d'Excellence* for Environmental Development.

The product of 11 years of worldwide research and design, Landmatters' *The Ecovillage at Currumbin* is established a **benchmark standard for sustainable residential development**, with environmental, social and economic sustainability as its driving principles.

## Government & Industry Awards



**FIABCI – International Real Estate Federation - Prix d'Excellence Award**  
*The World's Best Environmental Development 2008*



**United Nations Association of Australia**  
Building Commission Award for *Best Sustainable Residential Development 2008*



**HIA Greensmart – National Development of the Year 2007**



**PROPERTY COUNCIL OF AUSTRALIA NATIONAL AWARD**  
*Best Residential Development in Australia 2007*



**URBAN DEVELOPMENT INSTITUTE OF AUSTRALIA**  
*National Environmental Excellence Award 2007*



**an Land Institute - ULI Global Awards for Excellence – Asia Pacific 2007**



**URBAN DEVELOPMENT INSTITUTE OF AUSTRALIA**

- *Qld's Best Small Residential Subdivision – 2006 & 2007*
- *Qld's Best Sustainable Development – 2006*
- *Marketing Excellence 2007*



**Gold Coast Urban Design Awards 2007**



**CIVIL CONSTRUCTION FEDERATION**  
*Earth Award for Excellence QLD 2007*



**Banksia Awards 2007 – Finalist Banksia Built Environment Award**



**Queensland Government (EPA)**

- *Best Queensland Sustainable Development – 2006*
- *Minister's Award for Leadership in Business Sustainability - 2006*



**Gold Coast Business Awards for Excellence - Manufacturing & Construction**  
– 2006



**Australian Property Institute – Excellence in Property Award for Environment Development – 2006**



**The Planning Institute of Australia – Official merit for Environmental Planning - 2006**



**Gold Coast & Hinterland Environment Council –**  
*"Golden Gecko" for Environmental Responsibility in Property Development*



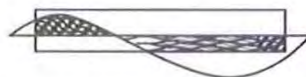
**Australian Institute of Landscape Architecture - Qld Merit Award for**  
*Planning in Landscape Architecture 2003*

**Australian Institute of Landscape Architecture - Commendation for**  
*Environment in Landscape Architecture 2004*

# **CITY OF ALBANY**

## **LOCAL PLANNING SCHEME No. 3**

### **AMENDMENT No. 277**



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

APRIL 2008

## **LOCAL PLANNING SCHEME No. 3**

### **AMENDMENT No. 277**

#### **CONTENTS**

1. RESOLUTION
2. REPORT
3. EXISTING ZONING
4. PROPOSED ZONING
5. EXECUTION



PLANNING AND DEVELOPMENT ACT 2005

RESOLUTION DECIDING TO AMEND A  
LOCAL PLANNING SCHEME

CITY OF ALBANY

LOCAL PLANNING SCHEME No. 3  
AMENDMENT No. 277

RESOLVED that the Council, in pursuance of Section 75 of the Planning & Development Act 2005,  
amend the above Local Planning Scheme by:

Rezoning Lots 1-10, 12, 13, 66, 300, 507, 526, 1918 Lancaster Road and Lot 123 Link  
Road from the Rural and Special Rural zones to the Residential Development Zone.

Dated this 18<sup>th</sup> day of March 2008

  
CHIEF EXECUTIVE OFFICER

**MINISTER FOR PLANNING & INFRASTRUCTURE**

**PROPOSAL TO AMEND A LOCAL PLANNING SCHEME**

LOCAL AUTHORITY:	<b>CITY OF ALBANY</b>
DESCRIPTION OF LOCAL PLANNING SCHEME:	<b>LOCAL PLANNING SCHEME No. 3</b>
TYPE OF SCHEME:	<b>DISTRICT SCHEME</b>
SERIAL No. OF AMENDMENT:	<b>AMENDMENT No. 277</b>

**PROPOSAL:**

Rezoning Lots 1-10, 12, 13, 66, 300, 507, 526, 1918 Lancaster Road and Lot 123 Link Road from the Rural and Special Rural zones to the Residential Development Zone.

**CITY OF ALBANY**

**LOCAL PLANNING SCHEME No. 3**

**AMENDMENT No. 277**

**PLANNING REPORT**

**NORTH MCKAIL  
URBAN EXPANSION AREA**

## 1.0 INTRODUCTION

### 1.1 Location, Area & Zoning

The project area is shown in Figure 1. Lot details are shown in the following table.

Lot No	Road	Area
1	Lancaster	4062m <sup>2</sup>
2	" "	4047m <sup>2</sup>
3	" "	4047m <sup>2</sup>
4	" "	4047m <sup>2</sup>
5	" "	4047m <sup>2</sup>
6	" "	4047m <sup>2</sup>
7	" "	4029m <sup>2</sup>
8	" "	4029m <sup>2</sup>
9	" "	4047m <sup>2</sup>
10	" "	4047m <sup>2</sup>
12	" "	4047m <sup>2</sup>
13	" "	8105m <sup>2</sup>
66	" "	1655m <sup>2</sup>
123	Link	27.212ha
300	Lancaster	5.2416ha
507	" "	38.095ha
526	" "	19.447ha
1918	" "	64.761ha
	Total	160.1795ha

The Study Area is zoned a mixture of Special Rural and Rural. The area is generally undeveloped apart from residential dwellings on each lot. Lots 1-13 are used for residential purposes while Lot 66 is vacant and is a gazetted public Right of Way (ROW). Other lots generally accommodate rural grazing uses.

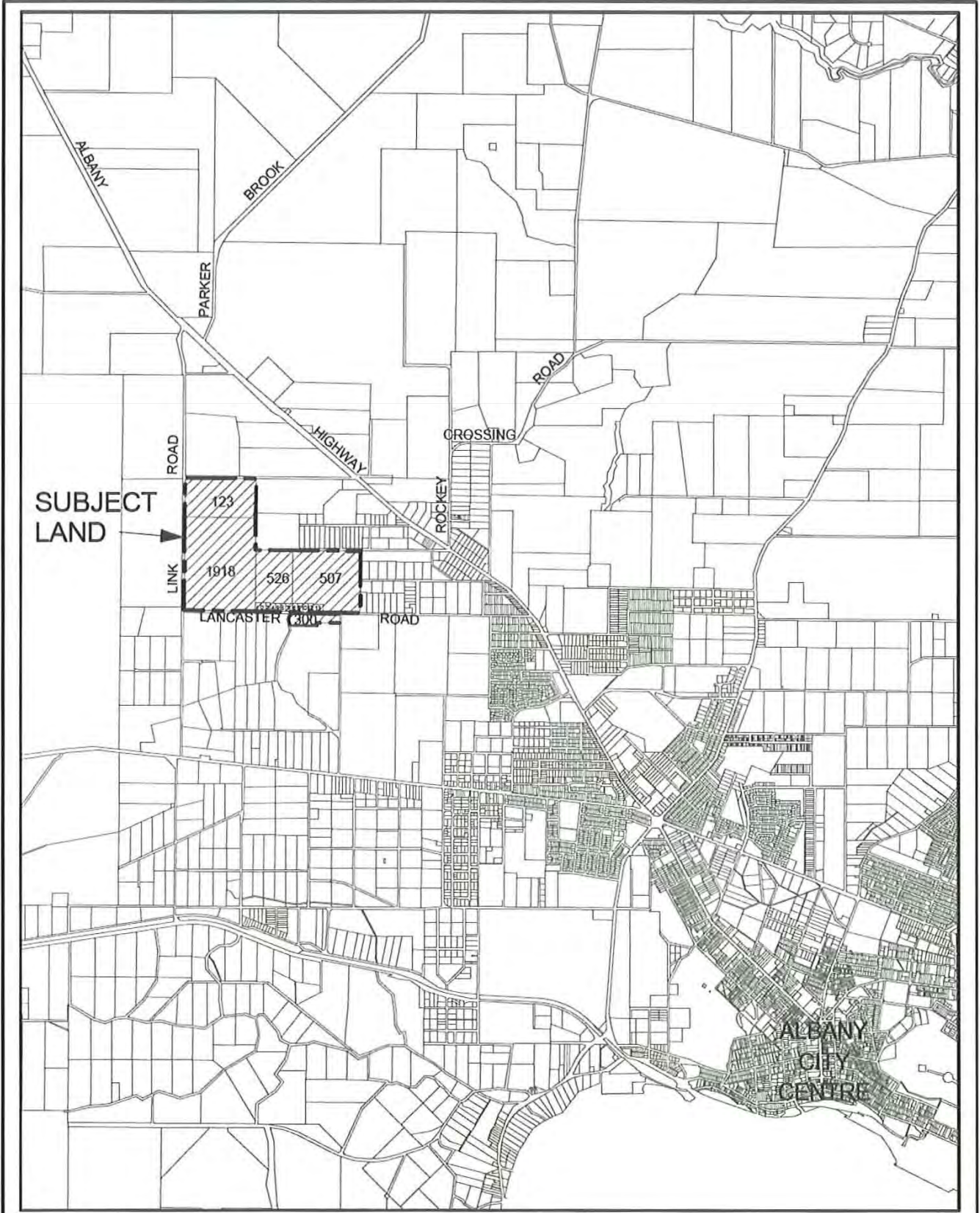
The Study Area is located on the prime active residential development front for Albany. In accord with its outer residential location, the area is surrounded by a variety of uses and activities such as newly developed residential estates, developing residential areas, well established traditional residential development, Special Residential and Special Rural larger lot type residential retreats, also in the area is the Atwell Park Speedway, Harness Racing Track, Western Power substation and the Albany Ring Road Alignment.

### 1.2 Purpose

The purpose of the rezoning to Residential Development is to provide a framework and mechanism for the preparation and implementation of a Local Structure Plan to guide the integrated and comprehensive urban development of the area.

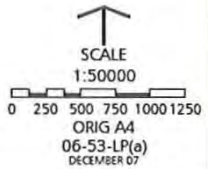
The base line requirement of the Residential Development Zone is that prior to any further development of the land, a comprehensive Outline Development Plan (or Local Structure Plan) has to be prepared and approved. Urban development may then proceed only on the terms and in the form prescribed by the adopted plan.

At its meeting in November 2006 Council considered and endorsed a Scheme Amendment Request supporting the rezoning of Lots 300, 526 & 507 from the Rural and Special Rural zone to Residential Development.



**LOCATION PLAN**  
 Lots 1 - 10, 12, 13, 66, 300, 507, 526, 1918  
 Lancaster Road, and Lot 123 Link Road  
 City of Albany

**Figure 1**



  
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 Consultants in Urban & Regional Planning  
 11 Duke St. Albany, Western Australia 6170  
 Phone: 08 9642 2304 Fax: 08 9642 1340

In this support Council also requested the inclusion of Lots 1-10, 12 & 13 together with the definition of planning and development issues to be addressed by the Structure Planning exercise.

In the mean time, as a separate process, Council has proceeded with the rezoning of Lot 124 (north of the study area) to the Residential Development Zone. This action has provided the opportunity to comprehensively plan the wider area which has also bought Lots 123 and 1918 into consideration.

Support for the wider zoning area is on the basis it brings the opportunity to comprehensively plan these contiguous landholdings using the logical planning boundaries of Lancaster Road, Link Road/Ring Road and Reddale Road.

### **1.3 Location**

The Study area encompasses 160.1795ha, located 7km from the Albany Central Area and is best accessed via Albany Highway and Lancaster Road.

Lot sizes range from 4029m<sup>2</sup> to 64.761ha (excluding ROW Lot 66).

## **2.0 PLANNING CONTEXT**

The key strategic planning document relating to the land is the Albany Local Planning Strategy. This strategy has been endorsed by Council and in undergoing final assessment by the Department for Planning & Infrastructure. Other planning documents that apply are the Town Planning Scheme and the Local Rural Strategy.

With vegetation issues potentially compromising the other major development areas of Yakamia and Bayonet Head, it is important that alternative development fronts are provided for. Larger parcels of land are more likely to be developed comprehensively than the more fragmented parcels of land where land owners often either do not proceed to the development stage or only release one or two lots at a time.

### **2.1 City of Albany Town Planning Scheme No. 3**

The attached figure shows the current zoning arrangement with the subject land either zoned Rural or Special Rural.

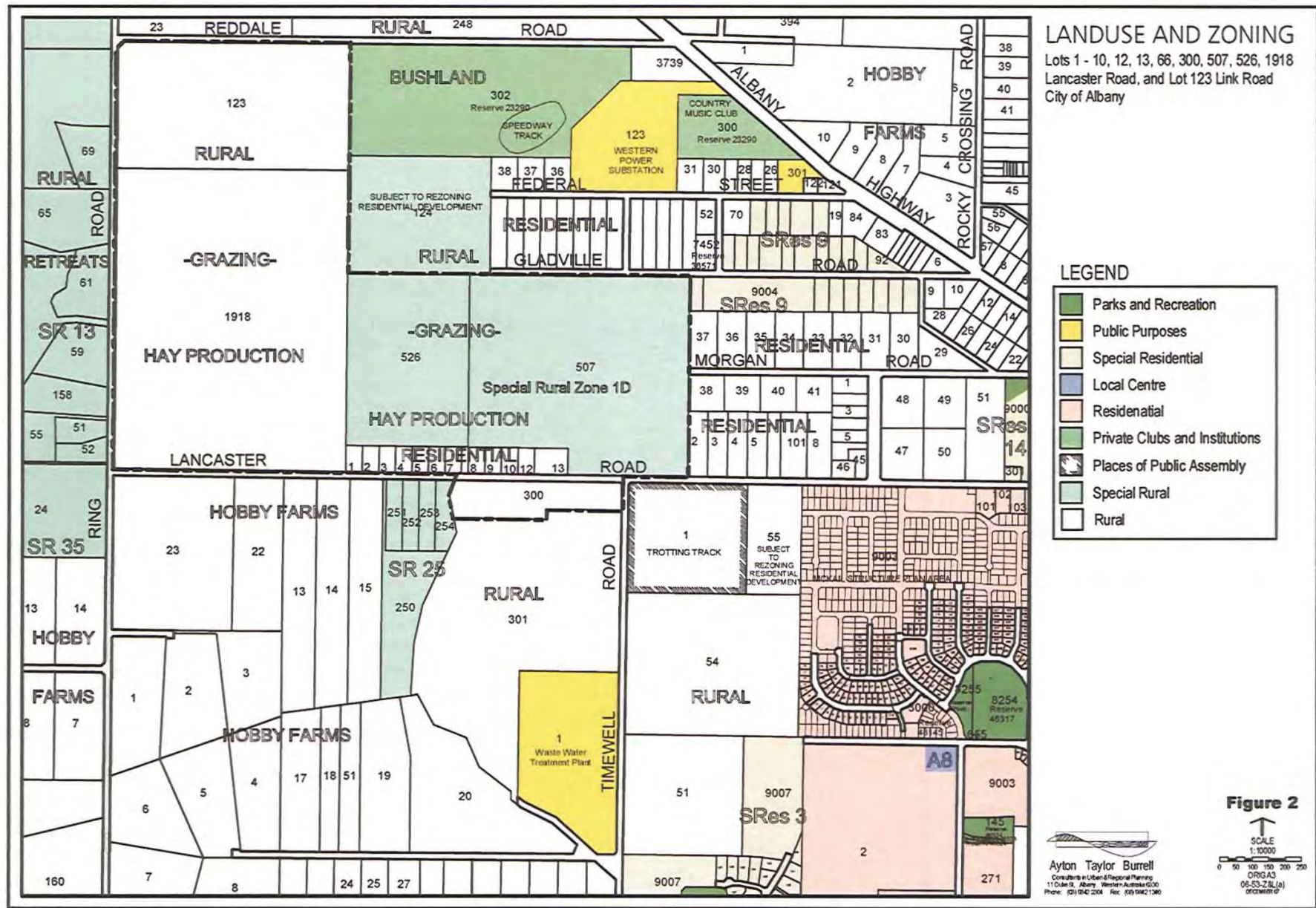
Surrounding private land is generally zoned Rural to the north with Special Rural to the west, Special Residential and Residential zones to the east. Residential zones, encompassing Albany's main residential development front, exist to the southeast.

Non residential based zonings in the area include Private Clubs and Institutions over an area of open space and the Atwell Park Speedway, an area of Public Purposes accommodates the Western Power McKail Sub Station.

A review of the scheme shows the Residential Development Zone is most suited to the land at this time as it will only enable subdivision and development where in accord with an approved Structure Plan.

### **2.2 City of Albany Local Planning Strategy**

The structure plan area is earmarked "Future Urban" as a continuation of the north western urban development front. Areas adjacent to the Ring Road are shown as Rural Residential and adjacent to Albany Highway are shown as Rural. These notations are explained by a desire to restrict residential density close to major roads and in the instance of Albany Highway, provide a more spacious and open roadside environment. Existing Special Residential Areas are shown Residential.



Within the body of the report, the strategy argues heavily for the efficient use of serviceable and developable land close to or within the existing urban area. This includes providing for the resubdivision of Special Residential areas and the creation of fully serviced (sewered) residential development where ever possible within urban expansion areas. This is to occur in preference to inefficient lower density unserviced Special Residential or similar development.

The strategy also emphasises the objectives of the Liveable Communities Community Code in terms of landuse integration, provision for local employment, walkable catchments, permeable and efficient movement networks and the creation of nodes of increased density and activity where they can be supported. These principals will need to be applied to the area in the preparation of the Local Structure Plan.

### **2.3 Local Rural Strategy**

Although this strategy will be superseded by ALPS upon final endorsement, the LRS still operates to guide rural residential development and associated activities as well as provide more general guidance on rural uses and activities.

Given eastern portions of the site are under an existing Special Residential zoning, these areas are not covered by the Local Rural Strategy. Western portions of the study area currently zoned Rural are identified within a Specific Policy Area (Torbay 8).

This Policy Area identifies that proposals for rural residential zoning and development may be supported because of or subject to a number of issues including that:

- The area generally has potentially high land capability for housing development.
- The area is in close proximity to Albany.
- The area has views and rural outlook.
- Some landowners have indicated a willingness to subdivide.
- The capability of existing roads (Link & Lancaster) to accommodate additional traffic that would result from further development needs to be investigated.
- There is a need to consider the Albany Airport flight path.

## **3.0 THE STUDY AREA**

### **3.1 Site Development**

Lots 123, 300, 526 & 527 are all large cleared lots used for grazing and hay production. These lots are vacant and do not have residential dwellings or any other substantial buildings.

Lots 1918 and 124 are similarly cleared and used primarily for rural (grazing/hay production) activities. These lots however also accommodate substantial dwellings and associated rural outbuildings.

The run of 4000m<sup>2</sup> lots on Lancaster Road (Lots 1-10, 12 & 13) in the main accommodate single dwellings and associated sheds/garages. These lots, although zoned Rural are used for residential purposes. Lot 66 is a vacant parcel not yet formally used or developed for its gazetted ROW use.

### **3.2 Surrounding Landuse**

Figure 2 depicts surrounding land uses which include the Atwell Park Speedway, recreation reserves, Albany Ring Road, Residential and Special Rural uses. Further afield is the Western Power substation, the Harness Racing Track and the Albany Regional Airport.



### 3.3 Roads, Access and Servicing

Primary road access is provided by Lancaster and Link Roads. Alternative access is available through Morgan Road, Gladville Road, Federal Street and Reddale Road. The future Albany Ring Road is accommodated in a planned alignment on the western boundary of the subject land parallel to Link Road.

By virtue of Link Road, Lancaster Road as well as Albany Highway, the area has strong Links through to existing employment areas (Milpara) as well as the Albany City Centre.

Although not on an existing or planned public transport route, linkages to the major road network as well as good connections to existing residential areas provide the opportunity for effective layout of future bus routes.

Potable water, electrical power and deep sewer are available to the project area via direct connection with or without extension/upgrade.

The necessary extension of services to and through the site will ensure logical staging and remove the potential for development leapfrogging and inefficient service use.

### 3.4 Site Drainage/Stormwater Management

The site occupies the crest of a low ridge generally sloping down to the north east and south west.

This slope ensures the site is broken into three minor catchments, one in the north on Lot 124, one west on Lot 1918 and the last, south on Lot 526. Utilising these existing catchments for future stormwater management will minimise the need for disruptive site works and ensure drainage regimes can be managed similar to the existing situation.

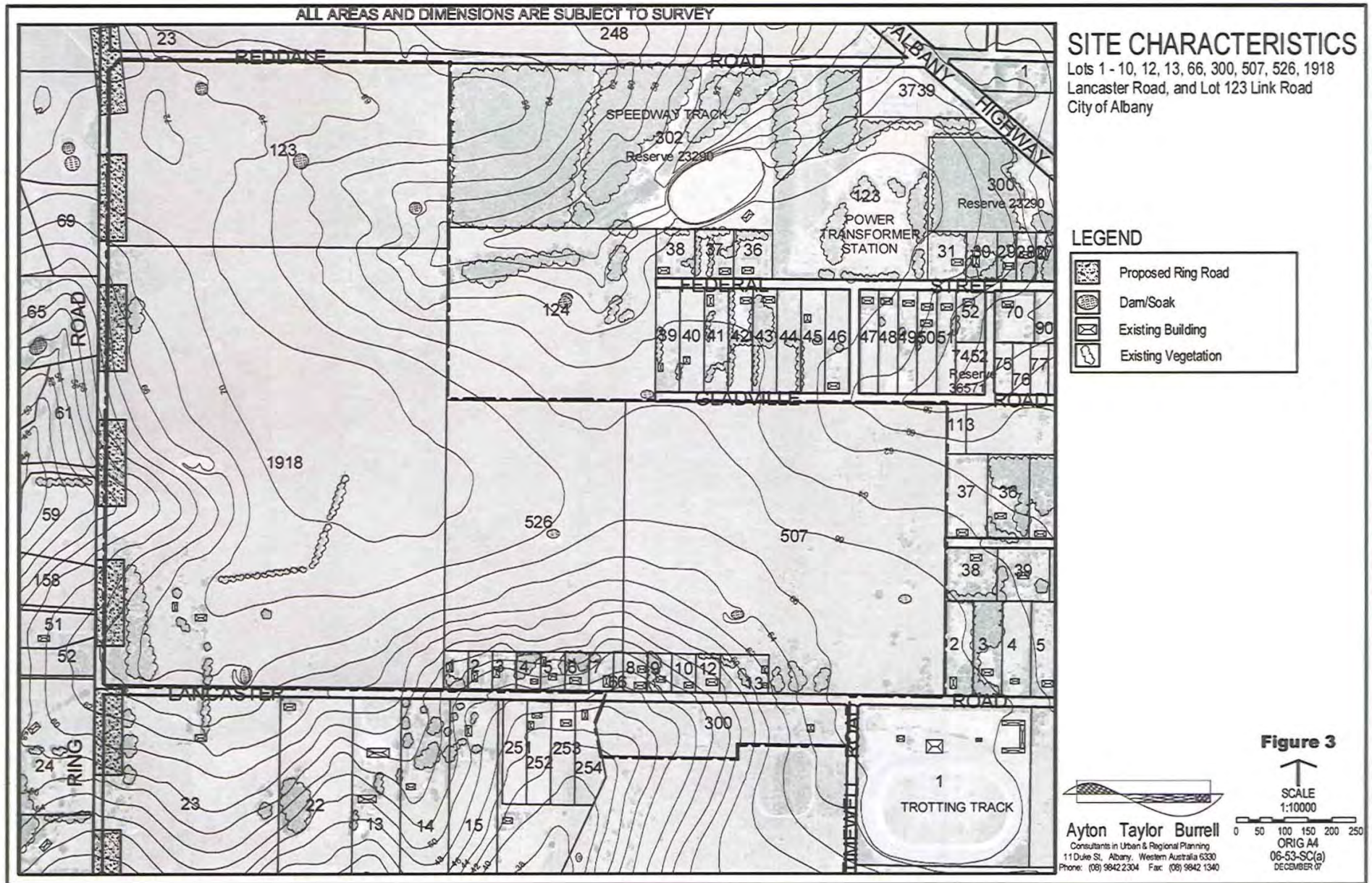
Apart from the numerous dams developed across the site for stock water purposes, there is only one defined (and natural feature) existing within the future LSP area. It is a broad seepage area on the northern boundary of Lot 124 which crosses into the adjoining recreation reserve and then becomes the creek line within the Atwell Park Speedway Grounds.

### 3.5 Landform, Soils and Construction Issues

With the exception of the lowest lots on the southern boundary, the site accommodates the locally common gravely yellow duplex soils. Landform is described as broad crests. This landform and soil type is the same as that existing within The Sanctuary and Lakeside North development areas immediately south east.

This soil type is generally noted as having the following features with the corresponding management factor/response noted when assessed against fully serviced residential development:

Water Erosion Risk	V Low	Managed through conventional subdivision/development process
Wind Erosion Risk	Mod	Managed through conventional subdivision/development process
Water Pollution Risk O.F	Mod	Managed through conventional subdivision/development process
Water Pollution Risk S.D	Low	Managed through conventional subdivision/development process
Ease of Excavation	Low	Where possible, reduce cut/recontouring
Flood Risk	Nil	Acceptable rating
Foundation Soundness	Fair	Acceptable rating
Slope Instability	Nil	Acceptable rating
Soil Absorption Ability	V Low	May complicate infiltration based stormwater management. Addressed through detailed drainage design.
Soil workability	Poor	See ease of excavation
Nutrient Retention Ability	M High	Acceptable rating



For the lowest lots on the southern boundary, land qualities present very much the same with the exception of a higher risk of groundwater pollution through subsoil drainage. This is not a significant management issue as all development will be connected to the deep sewer system and will not rely on septic tank based effluent disposal.

These general characteristics and construction issues will need to be fully reviewed by a detailed site specific assessment covering environmental factors and site development. This study is currently being prepared so as to inform and guide the development of the Local Structure Plan.

### **3.6 Constraints & Opportunities**

Figure 4 identifies site based opportunities and constraints as follow:

- Central ridge providing discreet catchment areas.
- Elevated land with northern flanks ideal for solar design.
- Good connection to the existing regional road network.
- Good connection to existing residential areas.
- Good proximity to employment centres and the Central Area.
- A significant development area allowing economies of scale for service extension and provision as well as providing for comprehensive planning to permit a mix of land uses to support the base residential use of the land.
- Within speedway buffer area but located outside both the airport buffer and Timewell Road WWTP buffer. Site also has significant setbacks to the harness racing track.

## **4.0 ZONING PROPOSAL**

### **4.1 Background Issues**

The extent of the subject land is a significant attribute and will enable a comprehensive development front to be developed to replace the existing McKail Structure Plan Area which is rapidly being developed. While the area does not have any significant or outstanding topographic features, it is well located in terms of accessibility to services and the Central Business District, particularly when compared with other developing areas such as Oyster Harbour and Bayonet Head. It is anticipated that it will provide residential lots for the low to middle portion of the market providing other growth areas such as Yakamia, Bayonet Head and Little Grove/Big Grove are also brought on stream to provide a good supply and healthy competition. As the property has virtually no remnant vegetation, wetlands or sensitive environmental features it has the potential to be developed within a reasonable time frame.

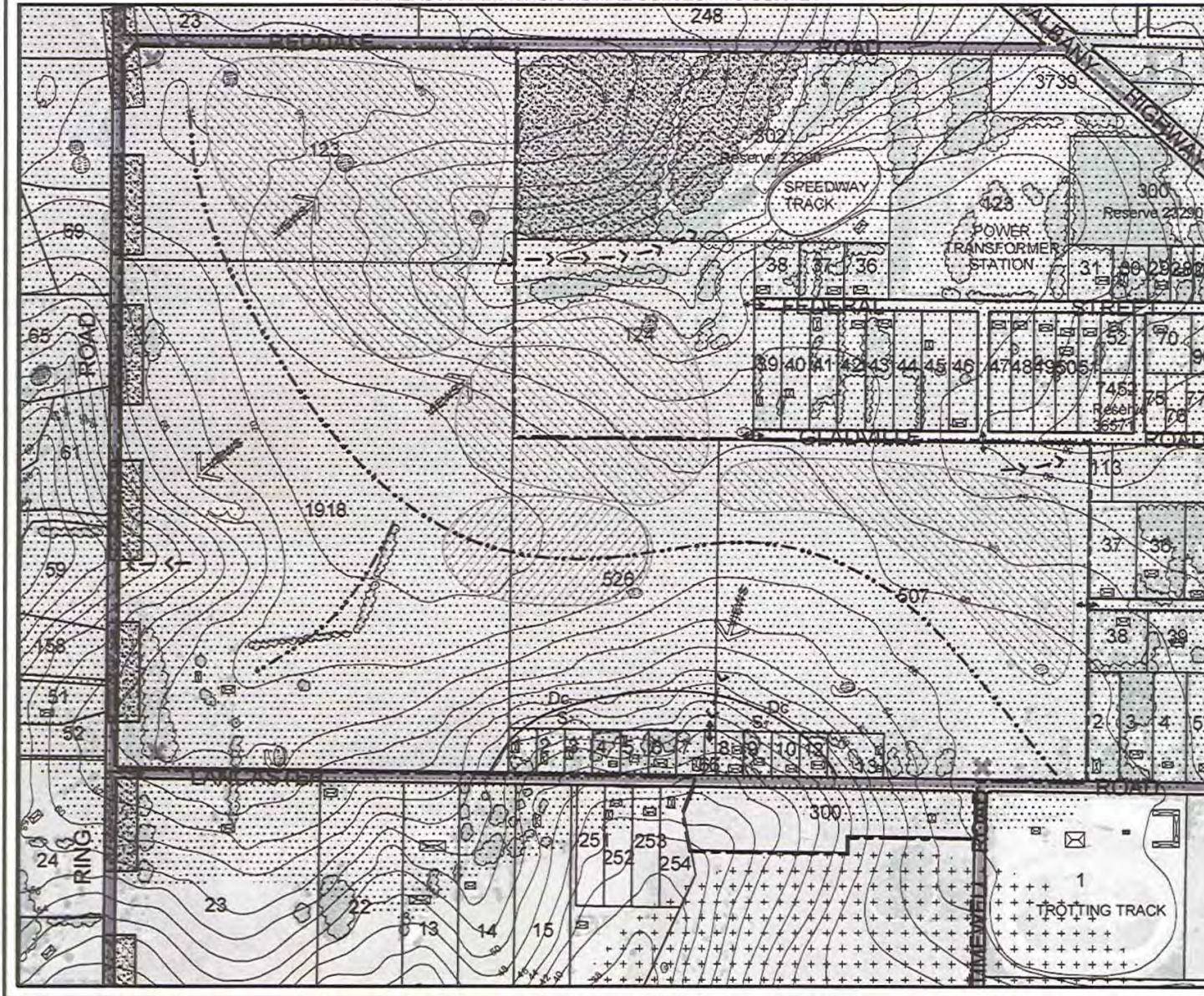
### **4.2 Residential Development Zone**

It is proposed to move the entirety of the subject lots from the existing Special Rural and Rural zones to the Residential Development Zone.

The Residential Development Zone is the most appropriate zone for the land on the following basis:

- The existing Rural zone promotes ongoing long term rural landuse and by consequence rural investment, contrary to the strategic identification of the land for future urban purposes.
- The existing Special Rural zone promotes subdivision and development that would either seriously constrain or compromise efficient development for urban/residential purposes.
- Amendment No. 267 which relates to Lot 124 and its zoning to Residential Development is being prepared for public advertising.

ALL AREAS AND DIMENSIONS ARE SUBJECT TO SURVEY



## OPPORTUNITIES AND CONSTRAINTS

Lots 1 - 10, 12, 13, 66, 300, 507, 526, 1918  
 Lancaster Road, and Lot 123 Link Road  
 City of Albany

### LEGEND

- Proposed Ring Road
- Dam/Soak
- Existing Building
- Existing Vegetation
- Significant Vegetation in Reserve
- Views
- Ridge Line
- Drainage Opportunities
- Speedway Buffer
- Waste Water Treatment Plant Buffer
- Existing Major Roads / Access Opportunity
- Flat Accessible Centrally Located Land Potentially Suitable for School/Oval
- Northern Flank (Solar Design)
- Potential Neighborhood Nodes (major road junctions)
- Other Available Road Connections
- Landform Unit
  - Dc Broad Crests - Gravelly Soils
  - Sr Slopes - Deep Sands

**Figure 4**

SCALE  
1:10000

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 DECEMBER 07

- Given their size and landuse, it is a planning anomaly that Lots 1-10, 12, 13 & 66 Lancaster Road have remained under the Rural zone.
- The Residential Development zone ensures the area is comprehensively planned and that no landuse, development or subdivision is possible until a comprehensive structure plan has been prepared, assessed and approved.

For Residential Development Zones, Clause 5.5 of the Scheme requires:

- Council and Western Australian Planning Commission approval of an Outline Development Plan (Structure Plan) for at least the extent of the contiguous residential development zoning (in this case the subject land as well as Lot 124)
- That the Outline Development Plan (Structure Plan) define the form, structure and principals of development as well as residential landuse mix, road network, non residential land uses including open space, servicing including deep sewerage and other issues specific to the context and qualities of the subject land.

By virtue of this zoning, Council and other agencies/decision making authorities, as well as the community in general, are assured that comprehensively planned, fully serviced and fully assessed subdivision and development will be the only result of the zoning change.

The Residential Development zone controls in the scheme ensure that once a Local Structure Plan is finalised and approved, no new rezoning is required for uses and activities nominated on the plan.

A review of the Scheme shows that it allows (if shown on an adopted Local Structure Plan/Outline Development Plan) uses such as consulting rooms, schools, home business, grouped dwellings, hospitals, motor repair, professional offices, public worship and shop.

These uses usually cater for most non residential landuse requirements and as a result, a measure of local employment. However, as the structure plan area is large and has diverse opportunities, it is likely that other non residential landuses may be supported. Examples of these could include service commercial, service industry and the like which may be suitable not only for providing for the local employment objectives of the Liveable Neighbourhoods Community Code but also buffering sensitive residential landuses from any potential offsite impacts (Ring Road and/or Speedway).

If these sorts of uses are identified and adopted within the structure plan process, a separate amendment to the scheme will be required to update the zoning within the relevant areas.

#### **4.3 Major Issues**

Major issues to be addressed by the Local Structure Plan:

- Albany Ring Road; buffer, access control, integration, landscaping/interface, complimentary uses.
- Landuse Mix, Residential, Community, Retail, Commercial, Industrial, Local Employment opportunities.
- Servicing, Electrical Power, Deep Sewer, telecommunications, water supply, roads and access (including upgrading), provision for public transport.
- Sustainability, Solar Design (Subdivision and Development), storm/grey water reuse, power generation, walkable catchments and communities.
- Integration of Technology; wired communities.

➤ **Atwell Park Speedway**

The subject land is within the Atwell Park Speedway Noise Buffer Policy Area. This policy encourages the speedway operators to incorporate additional noise attenuation measures to reduce noise impacts on surrounding land. It also nominates notification measures and outlines a number of “quiet house” design and construction methods available to achieve practical reduction in noise levels. These include:

- Locating habitable rooms such as bedrooms on the opposite side of dwelling to speedway.
- Locating non-habitable rooms such as laundries/bathrooms on same side of dwelling as speedway.
- Protect main entrance from speedway noise.
- Insulation of the dwelling including enclosed eaves, insulate roof spaces or double brick construction.

It must be noted that measures such as the locating of habitable rooms and major openings (not noise rated) away from the noise source, may detract from solar design, privacy and other dwelling design objectives. As a result, landowners, dwelling designers and approval authorities should be aware of the need to strike a balance with these design objectives.

On the basis Lot 124 (adjoining the subject land and the subject of Amendment No. 267 to Scheme 3) immediately abuts the track, a noise impact assessment has been required by the Environmental Protection Authority.

Depending on the measures exploited to mitigate noise impacts at the track itself and those which may be required by this ongoing study, there may still be the need for measures to be taken on the subject land.

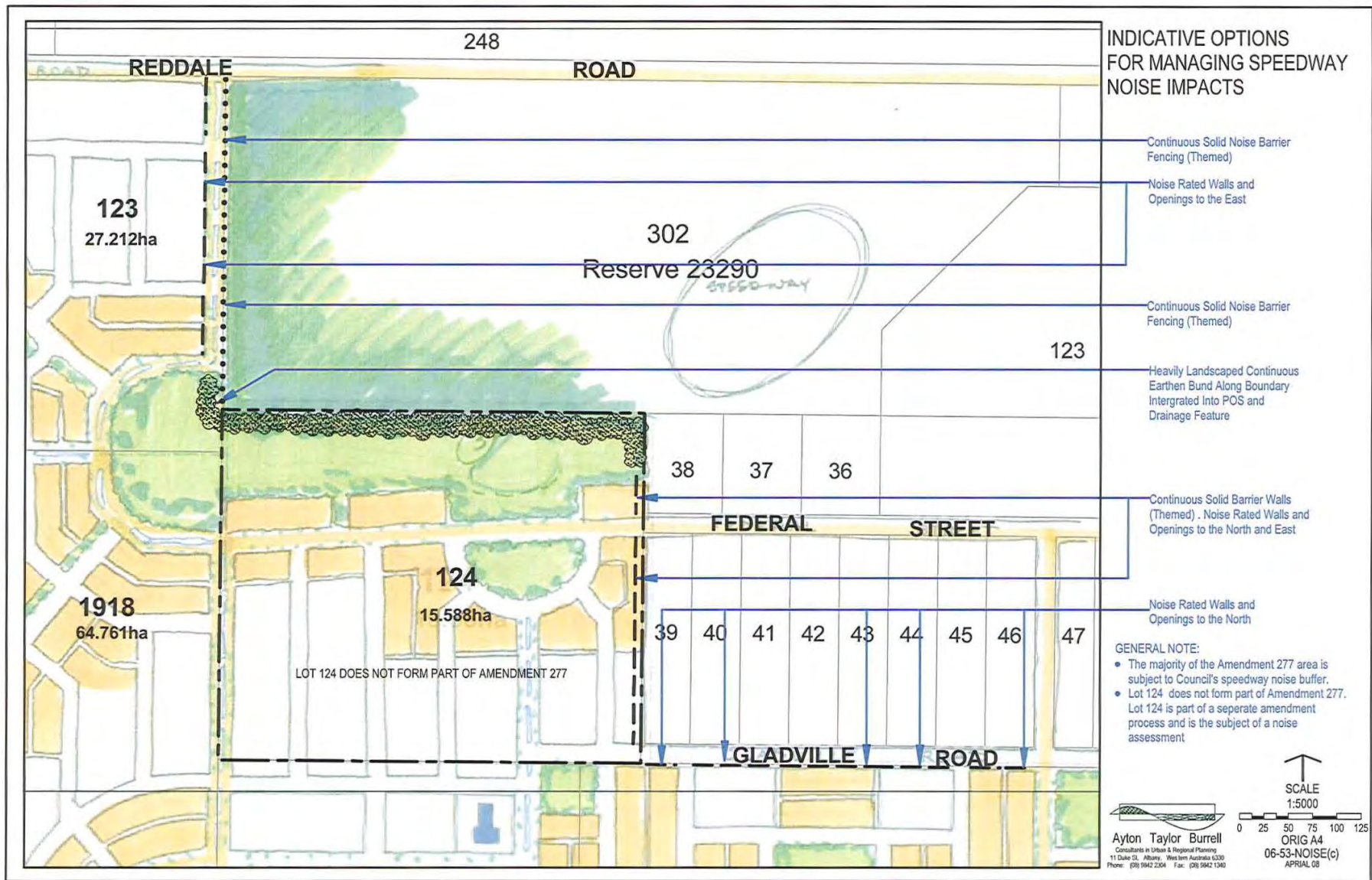
These measures could include the use of POS or non sensitive uses to shield more sensitive residential activities, continuous buildings/walls, landscaping and themed fencing.

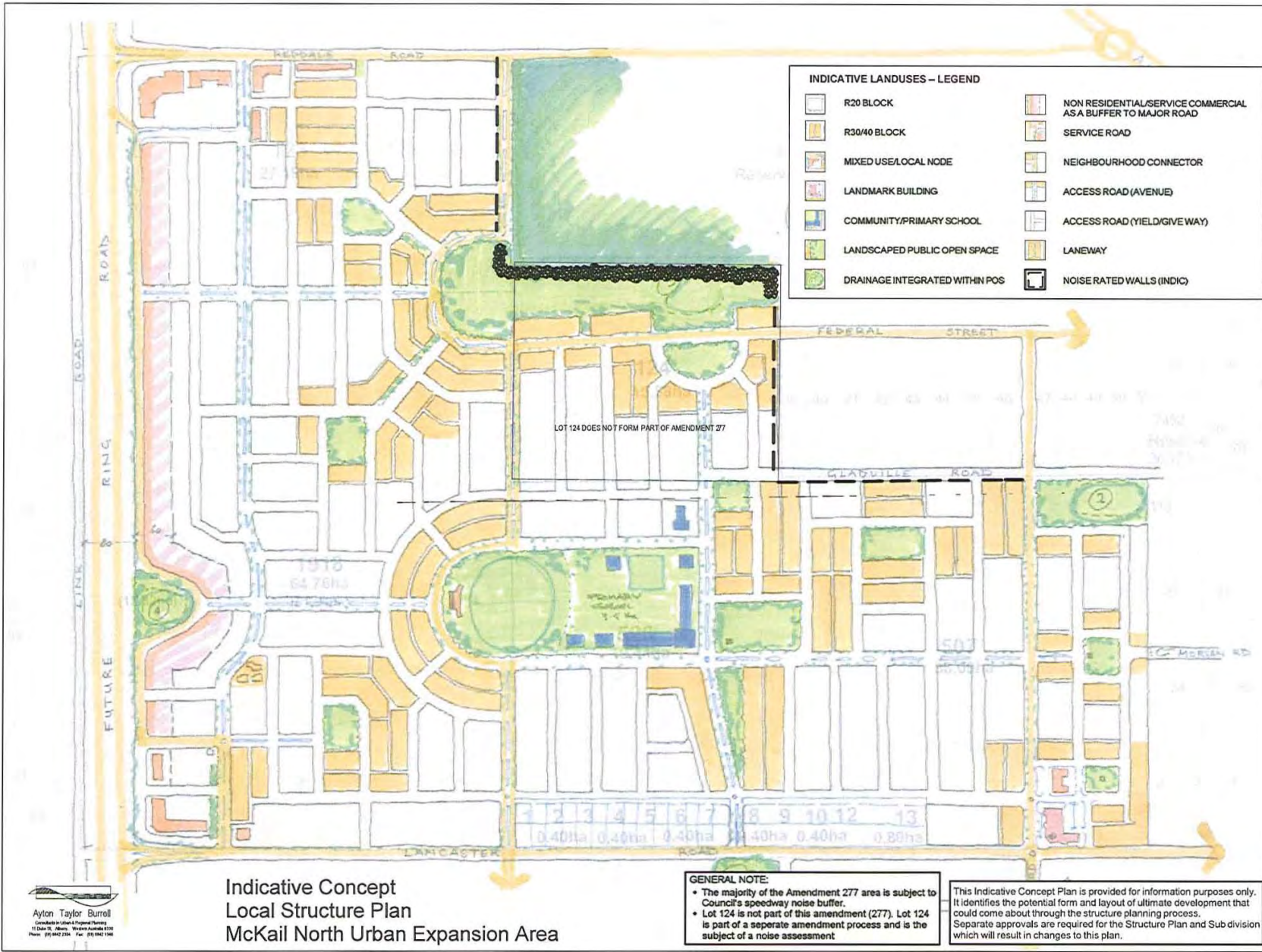
Without pre-empting the findings of the current study, the following plan outlines some measures that could be pursued based on the indicative layout shown on the preliminary concept plan.

#### **4.4 Local Structure Plan: Preliminary Concept**

The following figure gives an indication of the possible form and layout of development that could eventuate through the LSP process.

The plan generally indicates major roads, residential densities, community, commercial and other non residential landuses, public open space and integrated stormwater management. The layout is based on the Liveable Neighbourhoods Community Code and aims to create a sense of place, maximise the benefit gained from amenity areas and natural nodes, provide local employment and buffer sensitive uses.





**INDICATIVE LANDUSES – LEGEND**

	R20 BLOCK		NON RESIDENTIAL/SERVICE COMMERCIAL AS A BUFFER TO MAJOR ROAD
	R30/40 BLOCK		SERVICE ROAD
	MIXED USE/LOCAL NODE		NEIGHBOURHOOD CONNECTOR
	LANDMARK BUILDING		ACCESS ROAD (AVENUE)
	COMMUNITY/PRIMARY SCHOOL		ACCESS ROAD (YIELD/GIVE WAY)
	LANDSCAPED PUBLIC OPEN SPACE		LANEWAY
	DRAINAGE INTEGRATED WITHIN POS		NOISE RATED WALLS (INDIC)

Ayton Taylor Burroll  
 CONSULTING CIVIL ENGINEERS  
 11 DUNE ST. ABERNETHY, WILSON AVENUE 8110  
 PHONE (08) 942 2388 FAX (08) 942 1166

**Indicative Concept  
 Local Structure Plan  
 McKail North Urban Expansion Area**

**GENERAL NOTE:**

- The majority of the Amendment 277 area is subject to Council's speedway noise buffer.
- Lot 124 is not part of this amendment (277). Lot 124 is part of a separate amendment process and is the subject of a noise assessment

This Indicative Concept Plan is provided for information purposes only. It identifies the potential form and layout of ultimate development that could come about through the structure planning process. Separate approvals are required for the Structure Plan and Sub division which will result in changes to this plan.



A summary of statistics based on this preliminary plan and associated calculations follows:

Total Area –	176.9ha	
Net Subdividable Area –	130.0ha	
POS Required –	13.0ha	(10%)
Total POS Provided –	17.4ha	(13.4%)
Drainage Allowance (integrated)	4.4ha	(3.4%)
Residential Areas Total –	86.1ha	
R20 –	60.6ha	
R30/40 –	25.4ha	
Non Residential Areas (Commercial) –	7.9ha	
Community & Primary School –	3.8ha	
Potential Yield (based on above)	1300	
Potential Population at 2.73ppd (2006 Census Data)	3500	

This plan will be further informed/modified by the results of the detailed studies to be undertaken through LSP preparation along with the requirements of the LSP approval process.

## 5.0 CONCLUSION

Rezoning the land for residential purposes is anticipated in Council's Local Planning Strategy and with the immanent completion of the nearby McKail Structure Plan area; this land represents the logical extension of the development front. All essential services can be provided to the site and the size of the area will enable a comprehensive subdivision to be developed. An overall structure plan will be required prior to subdivision applications being lodged and this will enable issues identified in this report to be addressed.

By moving the land to the Residential Development zone, Council is protecting the land from uses inconsistent with a future urban purpose. By virtue of the need for comprehensive Local Structure Plans prior to alternative use or urban development, Council and the Western Australian Planning Commission retain full control over the form and structure of the future urban development of the area.

**PLANNING AND DEVELOPMENT ACT 2005**

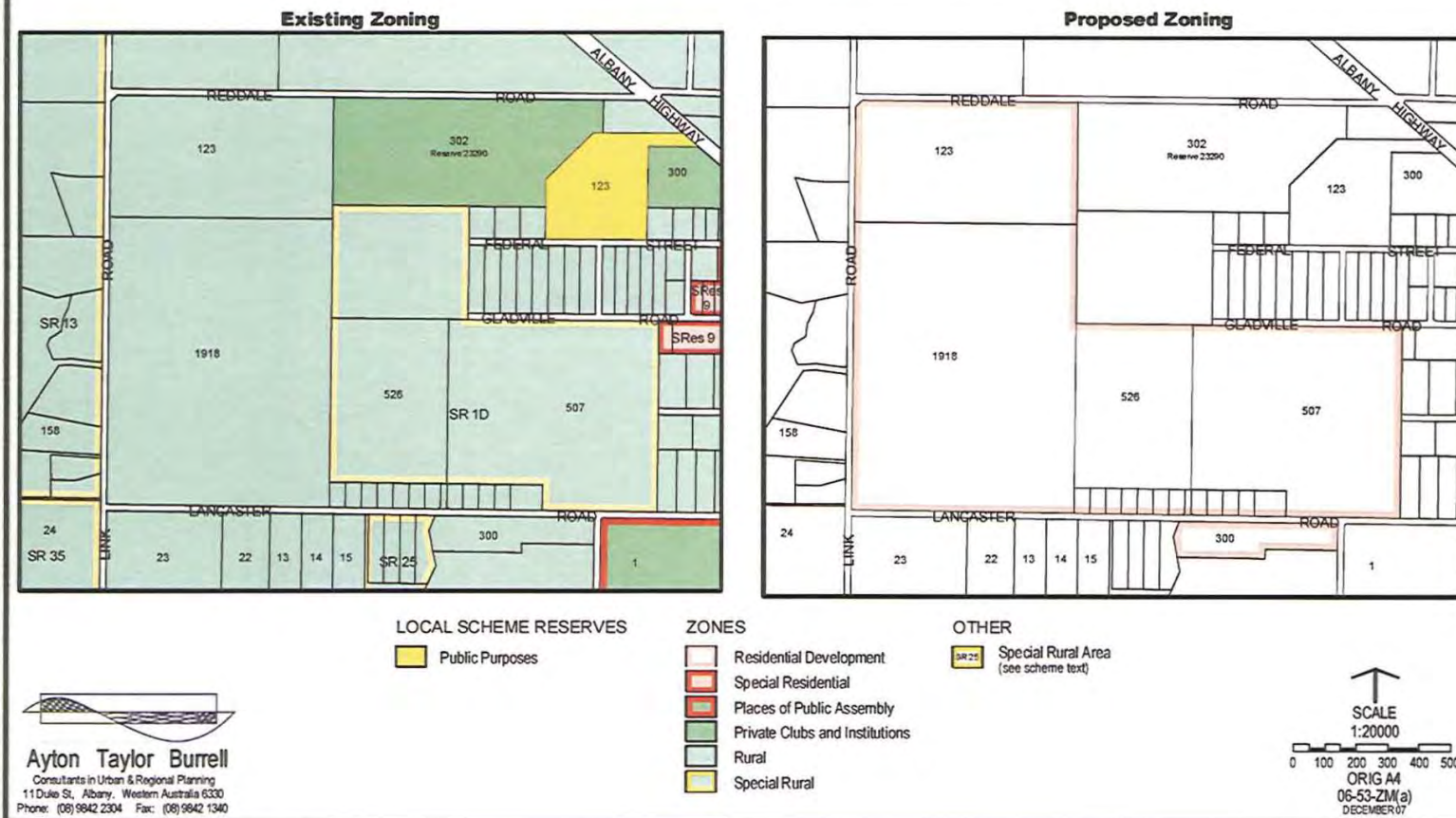
**CITY OF ALBANY**

**LOCAL PLANNING SCHEME No. 3  
AMENDMENT No. 277**

The Albany City Council under and by virtue of the powers conferred upon it in that behalf by the Planning and Development Act 2005 hereby amends the above Local Planning Scheme by:

- i) Rezoning Lots 507 & 526 Lancaster Road from the Special Rural Zone to the Residential Development Zone.
- ii) Rezoning Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 12, 13 & 66, Lot 1918 & Lot 300 Lancaster Road from the Rural Zone to the Residential Development Zone.
- iii) Rezoning Lot 123 Link Road from the Rural Zone to the Residential Development Zone.
- iv) Deleting Special Rural Zone 1D from Schedule 1 to the Scheme.
- v) Amending the Scheme Maps accordingly.

# CITY OF ALBANY TOWN PLANNING SCHEME No. 3 AMENDMENT No. 277

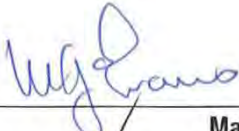


PLANNING AND DEVELOPMENT ACT 2005

CITY OF ALBANY

LOCAL PLANNING SCHEME No. 3  
AMENDMENT No. 277

Adopted by resolution of the City of Albany at the meeting of the Council held on the  
18<sup>th</sup> day of March 2008

  
\_\_\_\_\_  
Mayor  
  
\_\_\_\_\_  
Chief Executive Officer

Adopted for final approval by resolution of the City of Albany at the Meeting of the Council held on the  
\_\_\_\_\_ day of \_\_\_\_\_ 200\_\_ and the Common Seal of the City of  
Albany was hereunto affixed by the authority of a resolution of the Council in the presence of:

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Chief Executive Officer

Recommended/Submitted for Final Approval

\_\_\_\_\_  
Delegated Under Section 16  
of the PD Act 2005

\_\_\_\_\_  
Date

Final Approval Granted

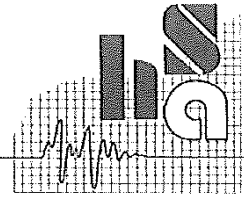
\_\_\_\_\_  
Minister for Planning  
& Infrastructure

\_\_\_\_\_  
Date

Rochdale Holdings Pty Ltd A.B.N. 85 009 049 067 trading as:

**HERRING STORER ACOUSTICS**

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**RESIDENTIAL DEVELOPMENT  
LANCASTER ROAD, NORTH McKAIL**

**ACOUSTIC ASSESSMENT**

FOR

**AYTON TAYLOR BURRELL**

BY

**HERRING STORER ACOUSTICS**

JANUARY 2009

OUR REFERENCE: 9493-4-08181



DOCUMENT CONTROL PAGE

**ACOUSTIC ASSESSMENT**  
LANCASTER ROAD, NORTH MCKAIL

Job No: 08181

Document Reference: 9493-4-08181

FOR

**AYTON TAYLOR BURRELL**

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Date of Issue :	16/09/08			
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## CONTENTS

1.	INTRODUCTION	1
2.	SUMMARY	1
3.	CRITERIA	2
4.	ACOUSTIC ASSESSMENT	2
	4.1 Speedway	2
	4.2 Harness Racing Track	4
	4.3 Proposed Ring Road	4
5.	DESIGN GUIDELINES	5
	5.1 AREA A1 - (Noise Contour Line 67 dB(A) )	5
	5.2 AREA A2 - (Noise Contour Line 66 dB(A) )	6

## APPENDICIES

A	Figure A1 – Overall Map Figure A2 – Detailed Map
B	Noise Contour Plot
C	City of Albany “Speedway Noise Buffer Area Policy”

## 1. INTRODUCTION

Herring Storer Acoustics was commissioned by Ayton Taylor Burrell to carry out a noise impact assessment for a proposed residential development located on Lancaster Road, North McKail (see Figure A1 and A2 in Appendix A for Study Area). The site is adjacent to the Albany Speedway.

The site falls within the City of Albany's "Speedway Noise Buffer Area Policy". It has been recommended by the Environmental Protection Authority that an acoustic assessment be completed, with regard to noise emissions from the speedway and subsequent immissions at the residential development. Appendix C provides a copy of the "Speedway Noise Buffer Area Policy".

The objective of this study was to detail a suitable combination of buffer distance and mandatory acoustic insulation/quiet house design parameters. Additionally, noise impact from the nearby Harness Racing Track and proposed Ring Road were required at the development site.

The proposed residential area of concern is located on the west and southern quadrants from the speedway and includes the following lots:

- Lots 300, 507, 526 and 1918 Lancaster Road
- Lot 123 Link Road

## 2. SUMMARY

From the City of Albany's "Speedway Noise Buffer Area Policy" the acoustic criteria are:

- |                  |          |
|------------------|----------|
| • Common areas   | 55 dB(A) |
| • Living areas   | 45 dB(A) |
| • Sleeping areas | 40 dB(A) |

We note that the above noise levels are "maximum"  $L_{Aeq}$  recorded over a short period of time during a race.

Based on the criteria there are a number of combination of buffer distances and combinations of quiet house requirements that can be used. These being:

- 1 A buffer zone of 700 metres with no "Quiet House design" requirements.
- 2 A buffer zone of 400-500 metres with "Quiet House design" which allows bedrooms to face the speedway; and
- 3 A buffer zone of 200-300 metres with "Quiet House design" with bedrooms on the side of the house opposite the speedway, but with living areas facing the speedway.

Noise contours from the speedway emissions show that the development lots as per this assessment have a maximum noise level ranging from 65 to 67 dB(A) at the boundaries facing the speedway.

Two buffer zones particular to each lot, have been identified and are shown in Appendix B, Figure B2. The buffer zones have been classified into two areas, A1 and A2. Design guidelines for each zone have been developed and are detailed in section 5.



The noise amelioration is only required to the first row of residences and the first floor of the second row, as these houses provide an adequate barrier between the speedway and the other residences.

Given the number of speedway events held each year, the use of double glazing is not a recommendation of the mandatory acoustic guidelines. However, it is recommended that the single glazing be installed such that it can be upgraded to a double glazed window system if desired by the occupant. This can be achieved by either:

- Installing the windows slightly forward in the reveal to allow a secondary sliding window to be installed, or
- Selecting frames that allow for the installation of a second operable window to be installed, such as a Capral window frame or equivalent.

Alternatively, it is understood that 6.5mm laminated glass (VLAM Hush) can achieve the same noise reduction as 10.38mm laminate glass. The use of this 6.5mm laminated glass allows the installation of standard window frames and the option to upgrade the glass.

### 3. CRITERIA

The City of Albany's "Speedway Noise Buffer Area Policy" cites the following internal noise levels as the acoustic criteria:

- Common areas                      55 dB(A)
- Living areas                         45 dB(A)
- Sleeping areas                      40 dB(A)

We note that the above noise levels are "maximum"  $L_{Aeq}$  recorded over a short period of time during a race.

A copy of the "Speedway Noise Buffer Area Policy" is attached in Appendix C.

### 4. ACOUSTIC ASSESSMENT

#### 4.1 SPEEDWAY

From previous measurements and observations on site, as noted by the DEC, noise received at a location is dominated by noise emissions from one vehicle and not the accumulative effect of all vehicles racing. Therefore, the noise model was modified to reflect this noise propagation, by running various scenarios using a single car located at various locations around the track, then combining the results to provide a 'maximum' contour.

From file data, it was determined that the sound power level of a single Late Model V8 car at maximum engine speed was 129 dB(A), which can be compared to a sound power level of a single Sprint Car at maximum engine speed was 132 dB(A). This sound power level correlates to that stated by the DEC. The resultant contours relate to the noise emissions from Sprint Cars.

Using the sprint car noise levels, modelling was carried out with the environmental noise modelling computer program SoundPlan. SoundPlan uses the theoretical sound power levels determined from measured sound pressure levels to calculate the noise level received at a specific location.

The calculations used the following input data:

- a) Ground contours;
- b) Sound power levels of 132 dB(A) per car with 10 vehicles in a race.

Weather conditions for the modelling were as stipulated within the Environmental Protection Authority's "Draft Guidance for Assessment of Environmental Factors No. 8 – Environmental Noise" for the day and night periods were as listed in Table 1.

**TABLE 1 – WEATHER CONDITIONS**

Condition	Day Period
Temperature	15 °C
Relative Humidity	50%
Pasquil Stability Class	F
Wind Speed	3m/s*

\* From sources, towards receivers.

Appendix B, Figure 1 shows the resultant noise contour plot.

Additionally, single point receiver noise levels were calculated for each boundary location (facing speedway) for the residential lots. Noise level results are shown in Table 2.

**TABLE 2 – NOISE LEVELS AT BOUNDARY LOCATION – RESIDENTIAL LOTS**

Residential Lot	Exterior Noise Level
Lot 123 Link Road	66
Lot 1918 Lancaster Road	65
Lot 300 Lancaster Road	56
Lot 507 Lancaster Road	67
Lot 526 Lancaster Road	66

Additional to the single point receivers and contour plot, noise reduction calculations were carried out to determine the noise reduction that is achieved by various glazing thickness. This reduction was then used to determine the maximum external noise level allowable to still comply with the internal criteria. Calculations were carried out for the following glazing thickness:

- 4mm float glass;
- 6mm float glass;
- 6.38mm laminated glass;
- 6.5mm laminated glass; and
- 10.38mm laminated glass.

The noise reductions achieved by the above glazing and the corresponding maximum external noise level to achieve compliance with the acoustic criteria is listed in Table 3.

**TABLE 3 – MAXIMUM EXTERNAL NOISE LEVELS**

Glazing	Noise Reduction	Maximum External Noise Level (dB(A))		
		Common	Living	Bedrooms
4mm float glass	20	75	65	60
6mm float glass	23	78	68	63
6.38mm laminated glass	26	81	71	66
6.5mm laminated glass	28	83	73	68
10.38mm laminated glass	28	83	73	68

#### 4.2 HARNESS RACING TRACK

The Albany Harness racing track is approximately 145 metres from the southern boundary of Lot 507 of the proposed development.

Assessment of noise emissions from harness racing events have been based on file data from previous studies for similar tracks. Measured noise levels from events at a harness race meet are dominated by the public announcement system.

From file data of a larger track, noise levels for periods of track events range from 44 – 48 dB(A) at 90 metres.

Calculating noise attenuation for distance, the expected noise level at the boundary of Lot 507 would be 40 – 44 dB(A).

Information for operation times of harness racing has events for Friday Nights and Sundays throughout December to April.

Based on the operational times and the noise levels at the boundary of the development, emissions from harness racing would exceed the regulatory criteria (Environmental Protection (Noise) Regulations 1997) on nearby premises of Lots 300 and 507. The impact however, would be minimal on future residential developments and likely to only exceed at the first row of housing. Therefore, "Quiet House" Design would not be recommended and standard construction achieving the criteria outlined for internal noise levels in Section 3 would be acceptable.

It is therefore recommended, that prior to sub-division, noise emissions of the Albany Harness Racing Track, at the boundary of Lots 300 and 507, be confirmed.

#### 4.3 PROPOSED RING ROAD

We understand that at this time, the Ring Road does not exist and is only proposed. Although we have no information on timing of the Ring Road, we believe that the development of the road would be after the sub-division development. Therefore, with the development of the road, noise mitigation measures would be included with the design of the road to comply with Main Roads "Noise Level Objectives". The Main Roads "Noise Level Objectives" are:

- $L_{Aeq16hr}$  of 60 dB(A)
- $L_{Aeq8hr}$  of 55 dB(A)

Additionally, we believe that this assessment should be undertaken at the subdivision stage when lot layouts are known.

## 5. DESIGN GUIDELINES

Noise contours at the boundary location (facing speedway) for any of the proposed residential development lots (with the exception of lot 300) range from 65 to 67 dB(A). Based on these noise levels, design guidelines have been detailed below. Dependent on the location of residential housing these guidelines are for the first row of housing, and housing first floor of the second row, facing the speedway. Noise levels after this will be reduced both from the barrier effect and distance attenuation.

Note: Lot 300 is 1000 metres from the speedway, therefore it is outside any buffer zone and it requires no noise amelioration in the design.

### 5.1 AREA A1 - (NOISE CONTOUR LINE 67 dB(A) )

For the scenario with bedroom and/or common areas facing the Speedway, the required buffer zones using 6.38mm or 10.38mm laminated glass are the 66 and 68 dB(A) noise contours, respectively, as shown on the contour plot attached in Appendix B.

Incorporated with the above buffer zone, the following recommendations are provided:

- Where possible, residences are orientated such that garages are located on the side facing the Speedway;
- Front doors facing the speedway, entrance lobbies are incorporated in the design, such that they provide a buffer space between the entrance and the remainder of the residence;
- Double brick or concrete construction;
- Casement windows (with winders) in timber or commercial steel frames and compressible seals;
- Using the 68 dB(A) contour as the buffer zone, glazing to be either 10.38mm or 6.5mm (VLAM Hush) laminated glass to bedrooms facing or exposed to the Speedway;
- Using the 66 dB(A) contour as the buffer zone, glazing to be 6.38mm laminated glass to bedrooms facing or exposed to the Speedway;
- Cantilevered sliding doors to facing or exposed to the speedway are acceptable, provided they had interlocking meeting stiles such as for the Capral 889. Double sliding doors with meeting stiles that butt together are not allowed;
- Eaves to be enclosed using 9mm thick compressed cement sheeting or equivalent;
- Roofs are to be colourbond with minimum 50mm anticon, with ceilings on the top floor to be minimum 2 layer 13mm thick plasterboard to bedrooms and walk in robes, and 1 layer 13mm thick plasterboard to all other spaces, and R3 insulation laid over the top; and

- Recessed light fittings in bedroom ceilings to the top storey are to be acoustically rated.

Dwellings within the "Quiet House" buffer zone would be deemed to comply if the above design guidelines are adhered to.

Alternative constructions are acceptable providing that they comply with the Quiet House Guidelines and are supported by an Acoustic Report by a qualified Acoustic Engineer stating that the design and construction of the dwellings adequately attenuates noise emissions from the Speedway provided it achieves compliance with the City of Albany's "Speedway Noise Buffer Area policy".

Notification of speedway noise levels and the "Quiet House" design guideline will be placed on the Certificate of Title for the specific lots.

## 5.2 AREA A2 - (NOISE CONTOUR LINE 66 dB(A) )

- Residences to be located on southern portion of lot.
- Where possible, bedrooms are located on the opposite side of the dwelling away from the Speedway
- Laundry and Bathrooms are preferably located on the same side as the Speedway.
- Double brick or concrete construction.
- Casement windows (with winders) in timber or commercial steel frames and compressible seals.
- For bedrooms facing or exposed to the speedway, glazing to be minimum 6.38mm thick laminated glass.
- Roofs are to be colourbond with minimum 50mm anticon, with ceilings on the top floor to be minimum 1 layer 13mm thick plasterboard to bedrooms and walk in robes.
- Installing the windows slightly forward in the reveal to allow a secondary sliding window to be installed or select frames that allow for the installation of a second operable window to be installed within the frame, such as a Capral window frame or equivalent.

# **APPENDIX A**

## **STUDY AREA**

Figure A1 – Overall Map

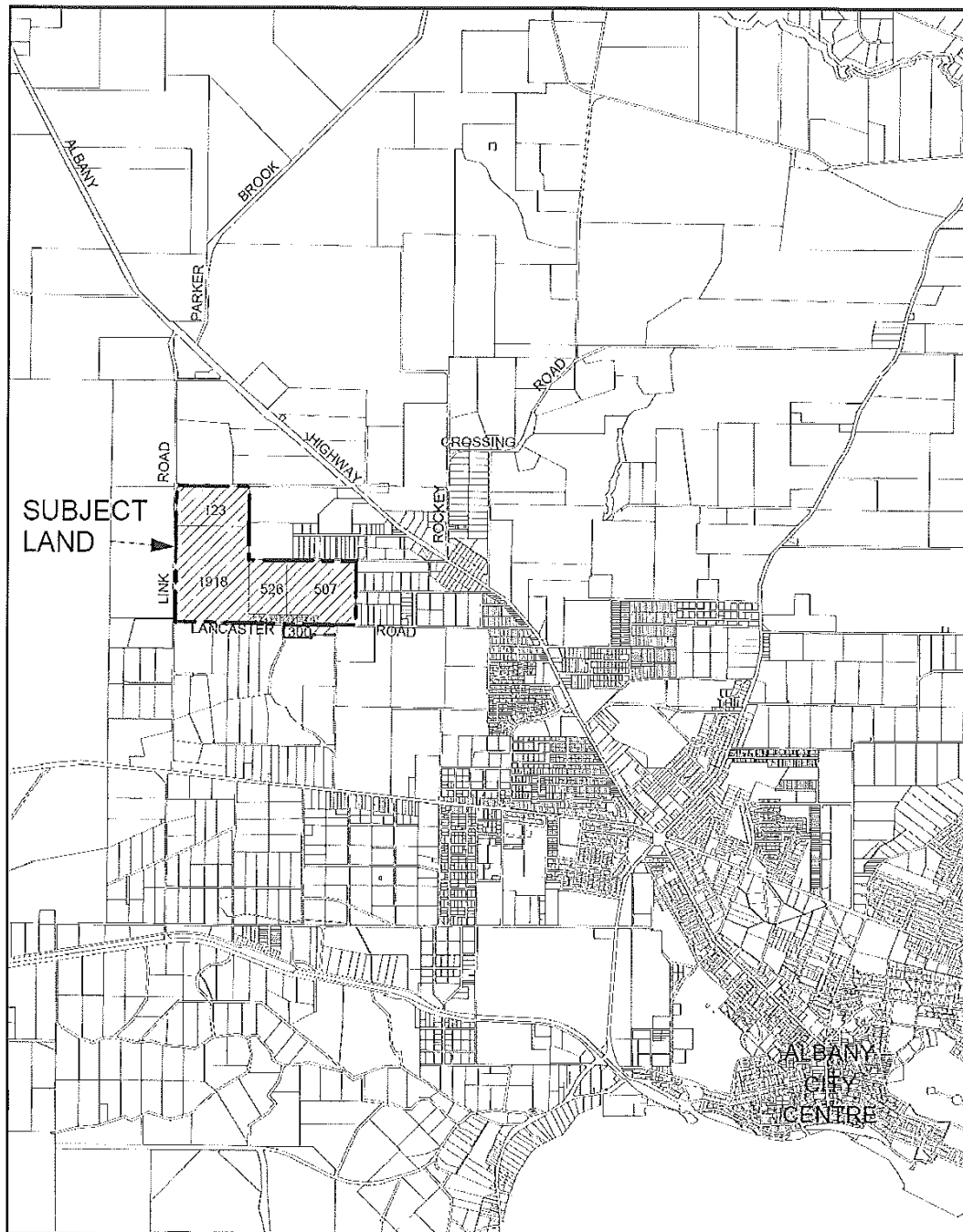
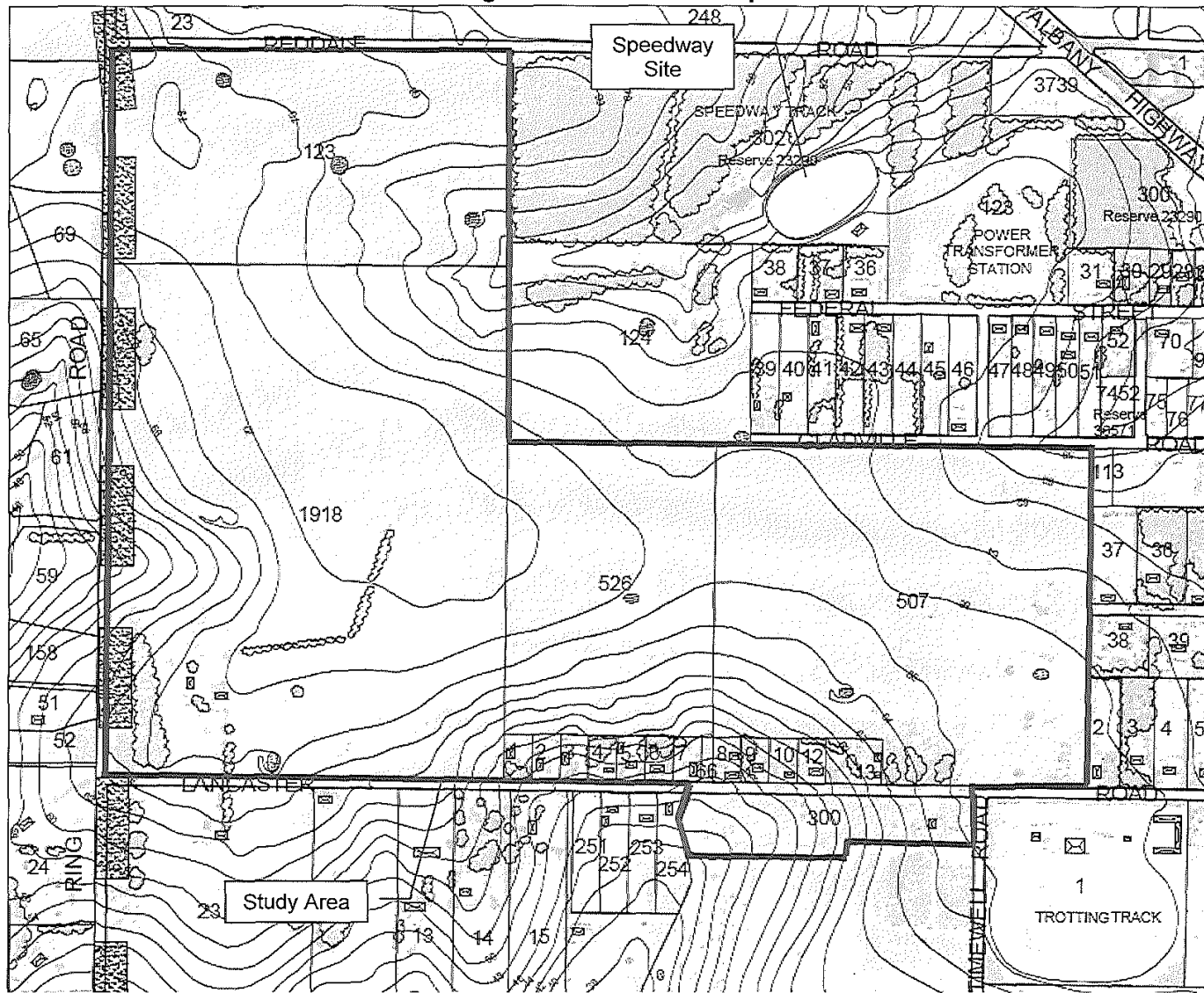


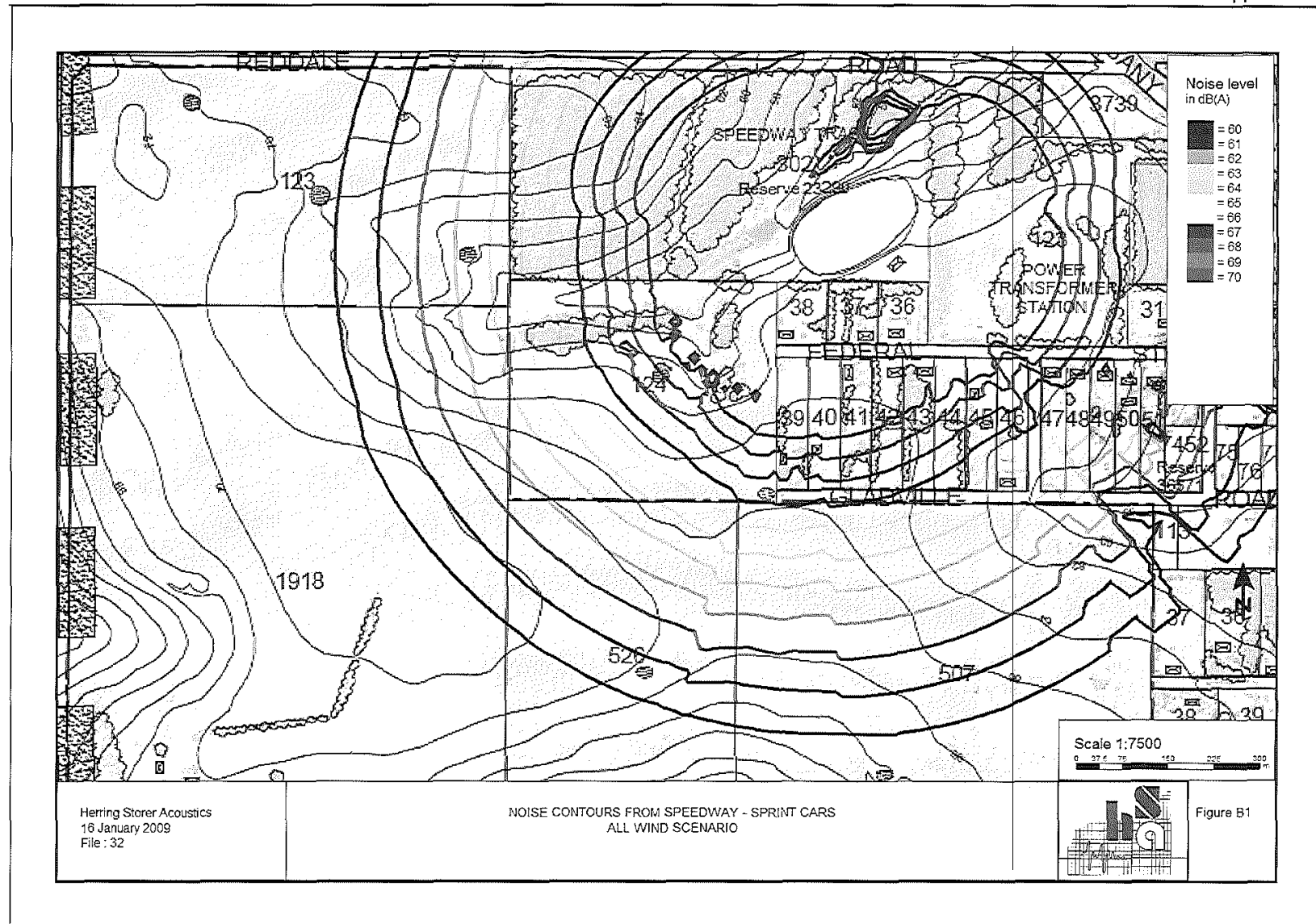
Figure A2 – Detailed Map

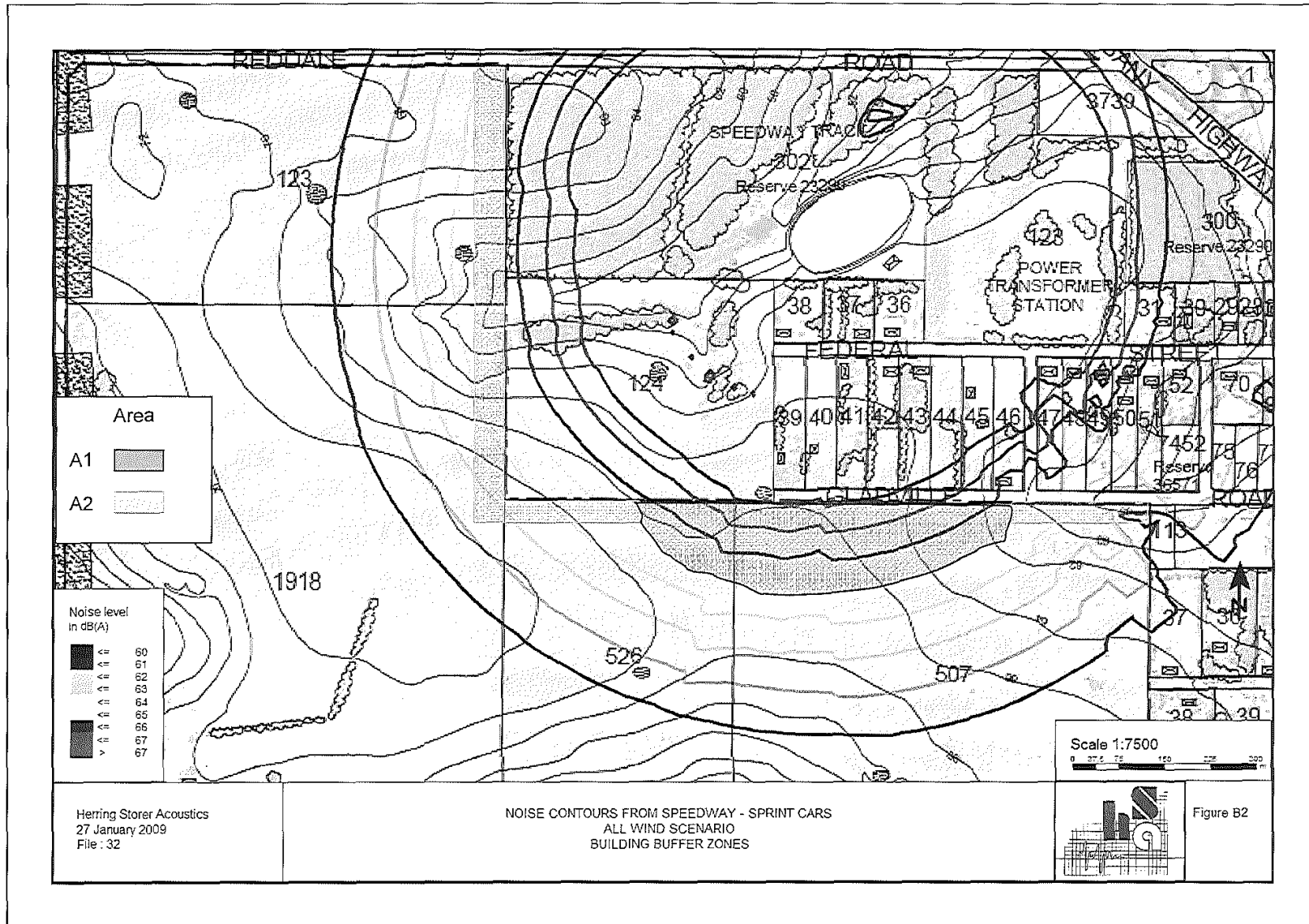




## **APPENDIX B**

### **NOISE CONTOUR PLOT**





**APPENDIX C**  
CITY of ALBANY  
"SPEEDWAY NOISE BUFFER AREA POLICY"

# CITY OF ALBANY

## SPEEDWAY NOISE BUFFER AREA POLICY

### OBJECTIVE

The objectives of the policy are to:

- allow for the ongoing operations of the speedway at Atwell Park and encourage the operators to incorporate additional noise attenuation measures to reduce noise impacts into adjoining residential developments.
- acknowledge and recognise existing approved residential developments within the buffer area.
- ensure that new developments incorporate measures to advise purchasers within the buffer area of the speedway operations and noise generated during their events.

### POLICIES

- 1.1 For existing dwellings, additions/alterations to an existing dwelling or the replacement of an existing dwelling, noise attenuation measures are not mandatory within the buffer area (Map No. 1). Whilst it is expected that those premises will experience noise levels in excess of the provisions contained in the *Environmental Protection (Noise) Regulations 1997* from periodic speedway activity, Council will not seek to modify the 'as existing' conditions.
- 1.2 Residents are encouraged to consider the following information and methods of noise attenuation in planning the construction of new residences within the buffer area:
- the AS/NZS 2107:2000 Standard 'Acoustics – Recommended design sound levels and reverberation times for building interiors' recommends the following maximum internal noise levels ( $L_{Aeq}$ ):
    - common areas 55dB(A)
    - living areas 45dB(A)
    - sleeping areas 40dB(A)
  - the following techniques known as 'quiet house' design and construction methods/materials should be considered to achieve practical reduction in internal noise levels in new residences:
    - locating habitable rooms such as bedrooms on the opposite side of dwelling to speedway.
    - locating non-habitable rooms such as laundries/bathrooms on same side of dwelling as speedway.
    - protect main entrance from speedway noise.
    - insulation of the dwelling including enclosed eaves, insulate roof spaces or double brick construction.
  - the erection of internal property fences between the speedway and dwelling so that it that forms a continuous and solid barrier (recommended density is a minimum of 10kg/m<sup>2</sup>).
- 1.3 Upon the transfer of land within the buffer area, a notation shall be provided on the zoning certificate issued by the City advising of the relationship of the land to the speedway and of this Policy.

### **ADDITIONAL INFORMATION**

1. *For the purpose of this Policy, an existing dwelling is defined as a dwelling either constructed, under construction or approved for construction at the time of adoption of this Policy*
2. *The information used to formulate this Policy was prepared by Herring Storer Acoustics (Acoustic Consultants).*
3. *The Herring Storer Acoustics report for the speedway contains some recommendations on future works at the speedway including the construction of barrier fencing that would reduce the impact of noise from the speedway and hence buffer zone required. The report recommends that upon completion of these works, additional modelling will need to be undertaken to redefine the buffer zone boundary shown in this Policy. The City has agreed to consider ways of assisting the speedway club to undertake these modifications.*
4. *For information purposes, the approximate density of some commonly used construction materials are:*

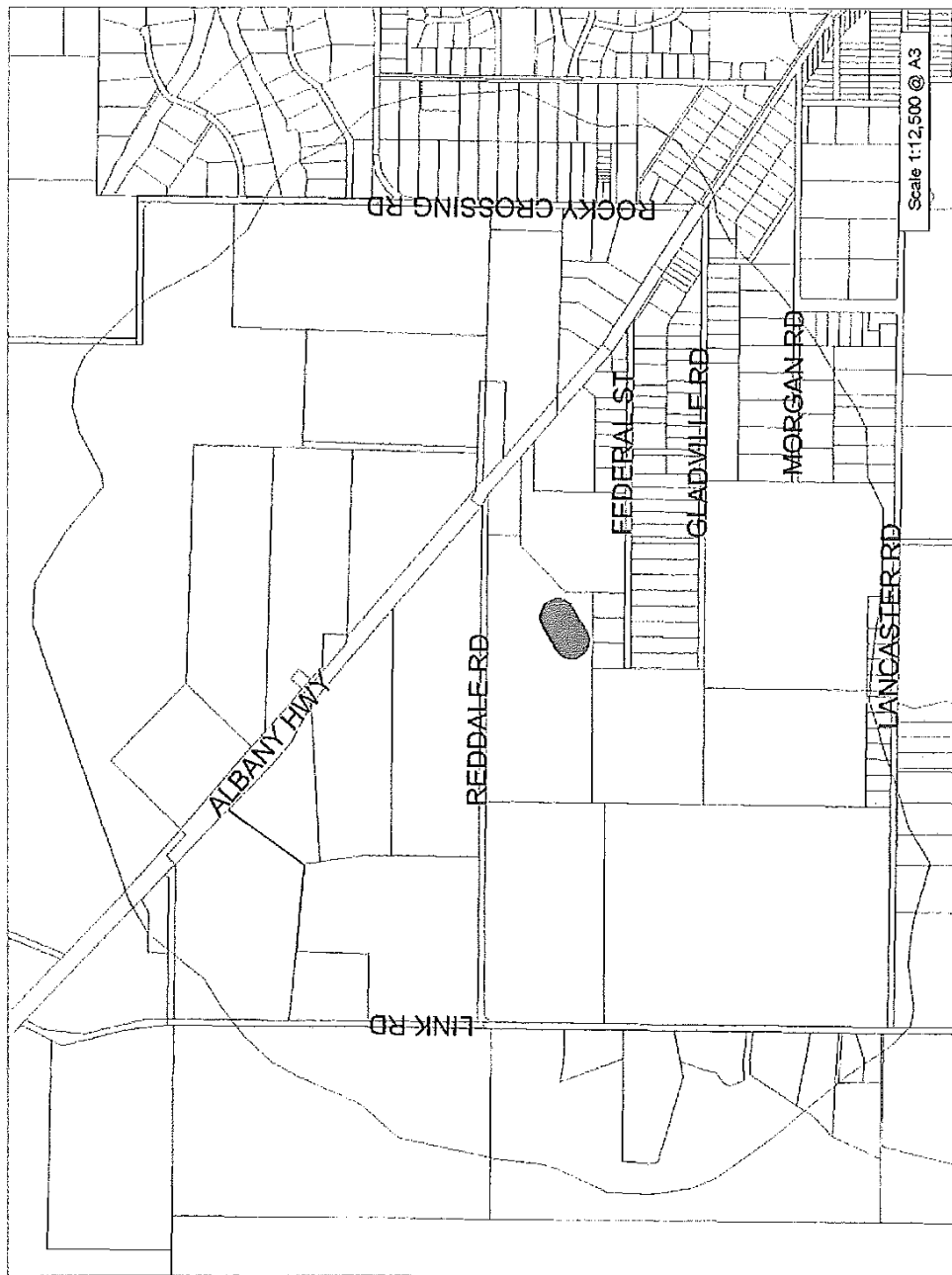
<i>6mm compressed cement fence sheeting</i>	<i>11kg/m<sup>2</sup></i>
<i>common brick</i>	<i>180kg/m<sup>2</sup></i>
<i>200mm limestone blocks</i>	<i>350kg/m<sup>2</sup></i>
<i>100mm concrete</i>	<i>260kg/m<sup>2</sup></i>
5. *Preliminary discussion with Council Officers is encouraged for any application likely to be affected by this Policy.*

#### **Policy Status**

Draft Policy Adopted for Advertising (October 2003 - Item 11.3.2 DS)

Final Policy Adopted (October 2004 – Item 11.3.3 DS)

# Albany Speedway Noise Buffer



**Legend**

- Noise Buffer Area
- Speedway



Map No. 1

Scale 1:12,500 @ A3

ROCKY CROSSING RD

FEDERAL ST

GLADVILLE RD

MORGAN RD

LANCASTER RD

REDDALE RD

LINK RD

ALBANY HWY



Our Ref: 853/5/21/5 Pt A Vol 2  
 Your Ref: STR078 / LT7012123  
 Enquires: Stephen Petersen (9892 7300)

City of Albany Records  
 Doc No: ICR8056721  
 File: STR078  
 Date: 05 MAY 2008  
 Officer: EDDS

Attach:

30 April 2008

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

Dear Sir

**ALBANY LOCAL PLANNING STRATEGY**

I refer to your letter of 17 September 2007 and advise that the Western Australian Planning Commission (WAPC) noted the draft Albany Local Planning Strategy (ALPS) submitted for final endorsement as tabled, and has resolved to advise the City as follows:

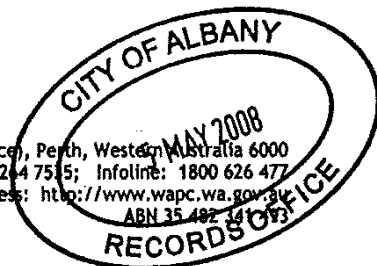
- (a) The WAPC considers that the Interim Final Draft ALPS August 2007 as presented does not propose a coherent, or consistent strategy for the City and as such the Commission is not prepared to grant final endorsement of the document.
- (b) Modifications in accordance with the attached Schedule of Modifications are required to the document with the document then to be resubmitted to the Commission for consideration prior to re-advertising as required by (c) below. The Commission may require additional modifications following consideration of the resubmitted document.
- (c) The Final Interim Draft ALPS contains amendments, being:
  - (1) the identification of land in the Candyup locality shown as Future Urban;
  - (2) the identification of land adjacent to the airport shown as Rural Residential, and
  - (3) that amendment required by modification number 15;

which are substantial in nature to that which was advertised and as such the Commission requires the Final Interim Draft ALPS to be re-advertised for a period of not less than 42 days. Receipt of submissions during re-advertising should be limited to these substantial amendments.

The following agencies are to be consulted during advertising:

- Department of Agriculture and Food
- Department of Conservation and Environment
- Department of Industry and Resources

Albert Facey House, 469 Wellington Street (cnr Forrest Place), Perth, Western Australia 6000  
 Tel: (08) 9264 7777; Fax: (08) 9264 7566; TTY: (08) 9264 7515; Infoline: 1800 626 477  
 e-mail: corporate@wapc.wa.gov.au; web address: <http://www.wapc.wa.gov.au>  
 ABN 35 492 34 073





- Department of Indigenous Affairs
- Western Australian Tourism Commission
- Main Roads WA
- Water Corporation
- Western Power
- Department of Health
- Heritage Council of Western Australia
- Department of Water
- Albany Port Authority

Following completion of the above requirements, modification of the Commission endorsed Local Rural Strategy to achieve consistency with the ALPS should be undertaken as a priority.

Yours faithfully



FOR MOSHE GILOVITZ  
SECRETARY  
WESTERN AUSTRALIAN PLANNING COMMISSION

Attach

**ALBANY LOCAL PLANNING STRATEGY  
SCHEDULE OF MODIFICATIONS APRIL 2008**

<b>No.</b>	<b>ISSUE</b>	<b>COMMENT</b>
1	Undertake a professional editing of the document to produce a coherent and consistent strategy.	The Commission considers that the Interim Final Draft ALPS August 2007 as presented does not present a coherent, or consistent strategy. Professional proof reading is required to achieve consistency in policy positions and comprehensibility. Also the document to place all Planning Principles, Objectives and Actions in the one location being Section 8.
2	When endorsed by the Commission, incorporate a summary of the draft Retail Development Strategy into the ALPS.	The Final Interim Draft ALPS relies on the draft Retail Development Strategy (RDS) for consideration of retail and commercial developments. The City is reminded that the Commission granted Consent to Advertise the RDS subject to modifications in August 2006. The modifications required by the Commission are not reflected in ALPS. The RDS has not progressed to advertising. The City adopted in October 2007 the Albany Residential Design Code Policy which contains strategies that are inconsistent with the strategic approach expressed in the RDS. In light of the above the Commission will not grant final endorsement of ALPS prior to the RDS being consistent with other policy positions of Council, modified as per the Commission's previous advice, advertised, and the RDS forwarded to the Commission for endorsement.
3	The Priority Agriculture designation on Map 9A to notionally include all the land identified of Land of State and Regional Significance in the Lower Great Southern Strategy.	The ALPS category should be compatible with the State endorsed LGSS and should therefore be modified to include the land currently omitted.

4	Include a map for each Rural Village identified for growth in Table 8 showing the boundary of the village.	Inclusion of a Rural Village boundary will provide greater clarity as to the location and extent of village sized lots for each rural village.
5	Delete the proposed to allow rural residential developments around Many Peaks, Kalgan and Elleker.	Documentation in ALPS indicates a current adequate supply of rural residential land around Albany and the desire to provide for housing by developing fully serviced urban areas of Albany. The proposal was mooted by the ALPS Peer Review but was conditional on whether more rural residential land should be provided for, not as a mandatory policy. Given the current stock of land for this type of housing, the provision of allowing these villages to provide for housing via infill village sized lots (1000 –2000m <sup>2</sup> ) and the aim of providing for fully serviced urban lots close to all community services, the proposed rural residential expansion of these villages is not required.
6	Clarify ALPS as to whether the coast is to accommodate development only in existing settlements, or along and adjacent to the coast.	Clarity
7	Clarify ALPS to indicate preferred locations for tourism developments in rural areas based on desired planning outcomes.	The proposal to allow consideration of tourism facilities of any scale anywhere throughout the rural areas is simplistic.
8	Delete from ALPS the identification of land adjacent to the ring road as Future Urban and reinstate the rural living category as indicated on the advertised version of ALPS.	The development of urban residential land adjacent to the ring road may compromise the efficient function of the ring road as a priority heavy freight route to the Albany Port.
9	Clarify ALPS as to whether Special Residential constitutes Urban Residential or Rural Residential in the analysis of housing and lot development.	The Special Residential category is used in both analyses.
10	Include only those unsewered areas into either the Existing Urban or Future Urban category where reticulated sewerage is likely to be provided in the short term.	The current strategy promotes one-off resubdivision in areas zoned Special Residential and Special Rural without reticulated sewerage available. Such one off subdivisions are unlikely to be

		supported by the Commission on the basis of increased reliance on septic disposal, precedence, and being contrary to existing subdivision guide plans which protect the residential amenity of these areas for existing land owners. However such a strategy may be considered in the very long term after comprehensive redevelopment plans for these areas are prepared.
11	<p>Council give consideration to the following:</p> <p>a) including that land which is located on the eastern and western side of Chester Pass Road located north of the King River and south of Bakers Junction into the Rural Residential category and incorporating the realignment of the intersection of Millbrook Road with Chester Pass Road, and Millbrook Road to connect with Hazard Road;</p> <p>b) more specifically define the eastern boundary of the proposed Future Urban land at Candyup;</p> <p>c) confirm whether or not the "Local Reserve" designation over Loc 2631 at Bayonet Heads fronting Lower King Road is accurate and desired given its location adjacent to land in the east approved for urban development;</p> <p>d) including that land at Cuthbert located to the north of the railway line and south of the existing "Albany Green" estate, ("Albany Green Stage 2"), into the Rural Residential designation; and</p> <p>e) including measures which identify and protect the operation of the existing landfill facility on Hanrahan Road.</p>	The potential Rural Residential areas consistent with Council's strategy of locating these areas adjacent to the city. The landfill site requires protection from encroaching urban uses.
12	Figure 8 to be modified to show Farm Fresh Brooks Garden as a Neighbourhood Centre (no changes recommended).	Figure 8 shows Farm Fresh Brooks Garden as a Future Regional Sub-Centre which is contrary to the version of the draft RDS endorsed by the Commission for advertising.

13	ALPS is ambiguous in its intent for the protection of remnant vegetation in urban areas. A clearer position needs to be articulated.	Clarity.
14	The existing CSBP land currently shown as Industry to be excluded from the Industry designation and shown as a special site requiring further investigation of potential future uses.	The identification of this land as Industry is problematic as it indicates potential intensification of development for industrial uses.
15	The land shown as Local Reserve between the Existing Urban designation of Little Grove and the Future Residential designation of Big Grove to be included in the Future Urban designation Priority 3.	The designation is over land owned by the Roman Catholic Bishop of Bunbury. Reticulated sewerage is available to the Big Grove area. Vegetation linkages can be achieved through the subdivision design stage without the need to show the entire land as Local reserve.



Our Ref: 853/5/21/6 Pt A Vol 3  
 Your Ref: STR 078  
 Enquiries: Stephen Petersen (9892 7300)

City of Albany Records  
 Doc No: ICR8074678  
 File: STR078  
 Date: 04 FEB 2009  
 Officer: SPLO2

Attach:

29 January 2009

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

Dear Sir

**MODIFICATIONS TO DRAFT ALBANY LOCAL PLANNING STRATEGY**

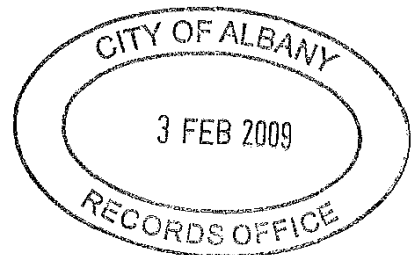
In response to your letter of 30 September 2008 it is advised that the Commission thanks the City for its invitation to discuss the proposed modifications to the draft local planning strategy and further advises that at this time the Commission feels a meeting is not necessary.

The Commission has considered the City's representation of the modifications requested by the Commission under cover of its letter dated 30 April 2008 and has made the determinations as contained in the attached schedule.

The City is further advised that, contrary to point 4 of its recommendation of 16 September 2008, in accordance with point (b) of the Commission's letter of 30 April 1008, the Commission requires submission of the final draft for approval by the Commission prior to the City undertaking re-advertising.

Yours faithfully

FOR TIM HILLYARD  
 ACTING SECRETARY  
 WESTERN AUSTRALIAN PLANNING COMMISSION



Attach



wa.gov.au

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No.	ISSUE - WAPC	COMMENT - WAPC	RECOMMENDATIONS- CITY OF ALBANY	WAPC RESOLUTION 01 /09 ON CITY'S RECOMMENDATIONS
1	Undertake a professional editing of the document to produce a coherent and consistent strategy.	The Commission considers that the Interim Final Draft ALPS August 2007 as presented does not present a coherent, or consistent strategy. Professional proof reading is required to achieve consistency in policy positions and comprehensibility. Also the document to place all Planning Principles, Objectives and Actions in the one location being Section 8.	Uphold: Edit the document to make coherent statements throughout, and ensure consistent policy positions. Locate the planning principles, objectives and actions at Section 8.	Noted.
2	When endorsed by the Commission, incorporate a summary of the draft Retail Development Strategy into the ALPS.	The Final Interim Draft ALPS relies on the draft Retail Development Strategy (RDS) for consideration of retail and commercial developments. The City is reminded that the Commission granted Consent to Advertise the RDS subject to modifications in August 2006. The modifications required by the Commission are not reflected in ALPS. The RDS has not progressed to advertising. The City adopted in October 2007 the Albany Residential Design Code Policy which contains strategies that are inconsistent with the strategic approach expressed in the RDS. In light of the above the Commission will not	Noted: ALPS can be progressed prior to finalisation of the RDS by undertaking the following modifications. a) Delete figure 9 from the ALPS. b) Modify the text, particularly in section 5.2, to delete detailed statements from the draft RDS about precincts in the Albany Regional Centre and state that the centre will be a mixture of retail, commercial, service industries and inner city housing with the area adjacent to and in the vicinity of the Centennial Ovals to be a transitional area to inner city housing to be developed in accordance with the strategy contained in Council's adopted	Not supported. In view of the Minister's recent representation to the City in relation to Amendments 164 and 165 the Commission has not changed its requirements in relation to finalisation of the Retail Development Strategy and incorporation into ALPS.

		grant final endorsement of ALPS prior to the RDS being consistent with other policy positions of Council, modified as per the Commission's previous advice, advertised, and the RDS forwarded to the Commission for endorsement.	Residential Design Codes policy (no need to include the policy map in ALPS.)	
3	The Priority Agriculture designation on Map 9A to notionally include all the land identified of Land of State and Regional Significance in the Lower Great Southern Strategy.	The ALPS category should be compatible with the State endorsed LGSS and should therefore be modified to include the land currently omitted.	Uphold: Add to Map 9A those areas identified as priority agriculture illustrated in the Lower Great Southern Strategy currently omitted from the map.	Supported.
4	Include a map for each Rural Village identified for growth in Table 8 showing the boundary of the village.	Inclusion of a Rural Village boundary will provide greater clarity as to the location and extent of village sized lots for each rural village.	Uphold: Include a map for each Rural Village identified for growth in Table 3 showing the boundary of growth for the village.	Supported.
5	Delete the proposed to allow rural residential developments around Many Peaks, Kalgan and Elleker.	Documentation in ALPS indicates a current adequate supply of rural residential land around Albany and the desire to provide for housing by developing fully serviced urban areas of Albany. The proposal was mooted by the ALPS Peer Review but was conditional on whether more rural residential land should be provided for, not as a mandatory policy. Given the current stock of land for this type of housing, the provision of allowing these villages to provide for housing via infill village sized lots (1000 –2000m2) and the aim	Uphold: Delete from Table 3 the proposals to allow rural residential developments around Many Peaks, Kalgan and Elleker.	Supported.



		of providing for fully serviced urban lots close to all community services, the proposed rural residential expansion of these villages is not required.		
6	Clarify ALPS as to whether the coast is to accommodate development only in existing settlements, or along and adjacent to the coast.	Clarity	Uphold: Add text within the ALPS to reflect non support for urban satellite settlements.	Supported.
7	Clarify ALPS to indicate preferred locations for tourism developments in rural areas based on desired planning outcomes.	The proposal to allow consideration of tourism facilities of any scale anywhere throughout the rural areas is simplistic.	Uphold: Modify the text within the ALPS to support small scale holiday accommodation (<10 units) in the rural areas. Large scale holiday accommodation in the rural areas would only be supported if consistent with Council's draft Tourism Strategy and subject to addressing land use compatibility, environmental suitability, servicing, employment availability, economic viability, visual amenity, and other relevant matters	Supported subject to reference to 10 units in rural areas to be deleted, with the number of units to be determined as a component of tourism activities in the rural areas in accordance with the Local Rural Strategy which is to be reviewed by the City as a matter of priority. Reference to the draft Tourism Strategy is supported.
8	Delete from ALPS the identification of land adjacent to the ring road as Future Urban and reinstate the rural living category as indicated on the advertised version of ALPS.	The development of urban residential land adjacent to the ring road may compromise the efficient function of the ring road as a priority heavy freight route to the Albany Port.	Dismiss: Indicate the land adjacent to the ring road (eastern side) as 'Future Urban'. Reason: The text within the strategy makes the case that the City has an oversupply of land zoned for rural living purposes. The responsive designation of the land would be for 'Future Urban' in which various types of land uses and lot sizes can be accommodated through a rezoning and structure planning process at the most appropriate time. The movement and amount of transport can be managed appropriately through road	Not supported.  The analysis of the amount of rural residential land to be allocated within the City was contained within the advertised version of the draft ALPS which, in consideration of this analysis, included this land in the Rural Living designation. There is adequate land in the city to provide for the development of urban residential land in the future. The Commission strongly considers it a priority that the function of the future ring road when constructed is ensured. The Commission's previous

			design taking into account development at its full potential. For example, the ring road itself being designed to restrict movement and the subdivisional roads adjacent being designed to channel movement away from the ring road.	decision is strongly reiterated.
9	Clarify ALPS as to whether Special Residential constitutes Urban Residential or Rural Residential in the analysis of housing and lot development.	The Special Residential category is used in both analyses.	Uphold: Modify the text in section 8.3.5 and table 2 to segregate the number of lots created for special rural and special residential.	Supported.
10	Include only those unsewered areas into either the Existing Urban or Future Urban category where reticulated sewerage is likely to be provided in the short term.	The current strategy promotes one-off resubdivision in areas zoned Special Residential and Special Rural without reticulated sewerage available. Such one off subdivisions are unlikely to be supported by the Commission on the basis of increased reliance on septic disposal, precedence, and being contrary to existing subdivision guide plans which protect the residential amenity of these areas for existing land owners. However such a strategy may be considered in the very long term after comprehensive redevelopment plans for these areas are prepared.	Uphold: Add text within the strategy to clarify that; 'intensification of existing areas zoned Special Rural or Special Residential beyond the domain of the adopted subdivision guide plan and zoning scheme requirements shall only be considered following the adoption of a structure plan, and appropriate zoning. Intensification of existing areas shown as Existing Urban on Map 9B, shall only occur following the adoption of a structure plan, appropriate zoning, and the provision of appropriate infrastructure including connection to reticulated sewerage, reticulated potable water and underground electricity.	Supported for Special Residential and Special Rural areas provided the draft ALPS text states any Structure Plan and subsequent rezoning consider demand for additional lots in the locality.  Supported for Existing Urban and Future Urban areas provided the draft ALPS text states that urban residential densities of approximately R 20 are to be achieved in Existing Urban and Deleted: Future Urban areas. :
11	Council give consideration to the following:  a) including that land which is located on the eastern and western side of Chester Pass Road located north of	The potential Rural Residential areas consistent with Council's strategy of locating these areas adjacent to the city. The landfill site requires protection from encroaching urban	a) Dismiss: This has previously been dismissed at the Ordinary Council meeting dated 21/08/07 (refer to schedule of submissions, No.16).  b) Dismiss: The boundaries of the land use categories are	Supported.

	<p>the King River and south of Bakers Junction into the Rural Residential category and incorporating the realignment of the intersection of Millbrook Road with Chester Pass Road, and Millbrook Road to connect with Hazard Road;</p> <p>b) more specifically define the eastern boundary of the proposed Future Urban land at Candyup;</p> <p>c) confirm whether or not the "Local Reserve" designation over Loc 2631 at Bayonet Heads fronting Lower King Road is accurate and desired given its location adjacent to land in the east approved for urban development;</p> <p>d) including that land at Cuthbert located to the north of the railway line and south of the existing "Albany Green" estate, ("Albany Green Stage 2"), into the Rural Residential designation; and</p> <p>e) including measures which identify and protect the operation of the existing landfill facility on Hanrahan Road.</p>	uses.	<p>indicative only as clearly indicated on the Map 9b.</p> <p>c) Uphold: Change and illustrate as future urban with a thin strip of local reserve fronting Lower King Road.</p> <p>d) Dismiss: There is currently an oversupply of land zoned and capable of being developed for Special Rural. The increased cost of living has transferred the demand for rural lifestyle blocks to smaller residential blocks, which are in close location to schools and shops.</p> <p>e) Uphold: Modify the map 9b to illustrate the land fill site at Hanrahan Road, and include statements within the text that requires any encroaching land use, particularly residential, to assess its impacts on the landfill site, ensuring the landfill site's continued operations.</p>	
12	Figure 8 to be modified to show	Figure 8 shows Farm Fresh Brooks Garden as	Uphold: Modified figure 8 to show Farm	Supported.

	Farm Fresh Brooks Garden as a Neighbourhood Centre (no changes recommended).	a Future Regional Sub-Centre which is contrary to the version of the draft RDS endorsed by the Commission for advertising.	Fresh Brooks Garden as "Existing Neighbourhood Centre (no change recommended)".	
13	ALPS is ambiguous in its intent for the protection of remnant vegetation in urban areas. A clearer position needs to be articulated.	Clarity.	Uphold: Add text to the strategy to explain that a regional vegetation study is underway and that this study form the basis to assess whether or not vegetation is endangered and therefore if it needs to be protected. Amend existing text to be consistent with the use of this vegetation study.	Supported provided the draft ALPS text includes reference to EPA advice to only support development in cleared areas. This position to be reviewed in light of the findings of the Regional Vegetation Assessment.
14	The existing CSBP land currently shown as Industry to be excluded from the Industry designation and shown as a special site requiring further investigation of potential future uses.	The identification of this land as Industry is problematic as it indicates potential intensification of development for industrial uses.	Uphold: Retain Industry designation but add text to the strategy to explain the constraints of the site, and that any intensification of the use of the site above its current use, or a change of use to any other use, shall require a detailed planning assessment of the site in relation to its proposed uses within the context of future surrounding uses.	Supported.
15	The land shown as Local Reserve between the Existing Urban designation of Little Grove and the Future Residential designation of Big Grove to be included in the Future Urban designation Priority 3.	The designation is over land owned by the Roman Catholic Bishop of Bunbury. Reticulated sewerage is available to the Big Grove area. Vegetation linkages can be achieved through the subdivision design stage without the need to show the entire land as Local reserve.	Uphold: Change to future urban with a Priority 3 classification, and change the land adjacent that which is owned by the State to local reserve.	Supported.



## Council Policy

# Speedway Noise Buffer Area

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Adoption Date: 19 October 2004  
Adoption Reference: Item 11.3.3  
Review Date: 30 June 2009  
Maintained By: Executive Director of Development Services  
Document Reference: NP06680

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## Objective

The objectives of the policy are to:

- allow for the ongoing operations of the speedway at Atwell Park and encourage the operators to incorporate additional noise attenuation measures to reduce noise impacts into adjoining residential developments.
- acknowledge and recognise existing approved residential developments within the buffer area.
- ensure that new developments incorporate measures to advise purchasers within the buffer area of the speedway operations and noise generated during their events.

## Policies

- 1.1 For existing dwellings, additions/alterations to an existing dwelling or the replacement of an existing dwelling, noise attenuation measures are not mandatory within the buffer area (Map No. 1). Whilst it is expected that those premises will experience noise levels in excess of the provisions contained in the *Environmental Protection (Noise) Regulations 1997* from periodic speedway activity, Council will not seek to modify the 'as existing' conditions.
- 1.2 Residents are encouraged to consider the following information and methods of noise attenuation in planning the construction of new residences within the buffer area:
  - The AS/NZS 2107:2000 Standard 'Acoustics – Recommended design sound levels and reverberation times for building interiors' recommends the following maximum internal noise levels ( $L_{Aeq}$ ):

• common areas	55dB(A)
• living areas	45dB(A)
• sleeping areas	40dB(A)
  - The following techniques known as 'quiet house' design and construction methods/materials should be considered to achieve practical reduction in internal noise levels in new residences:
    - locating habitable rooms such as bedrooms on the opposite side of dwelling to speedway.
    - locating non-habitable rooms such as laundries/bathrooms on same side of dwelling as speedway.
    - protect main entrance from speedway noise.
    - insulation of the dwelling including enclosed eaves, insulate roof spaces or double brick construction.

- The erection of internal property fences between the speedway and dwelling so that it that forms a continuous and solid barrier (recommended density is a minimum of 10kg/m<sup>2</sup>).
- 1.3 Upon the transfer of land within the buffer area, a notation shall be provided on the zoning certificate issued by the City advising of the relationship of the land to the speedway and of this Policy.

### Additional Information

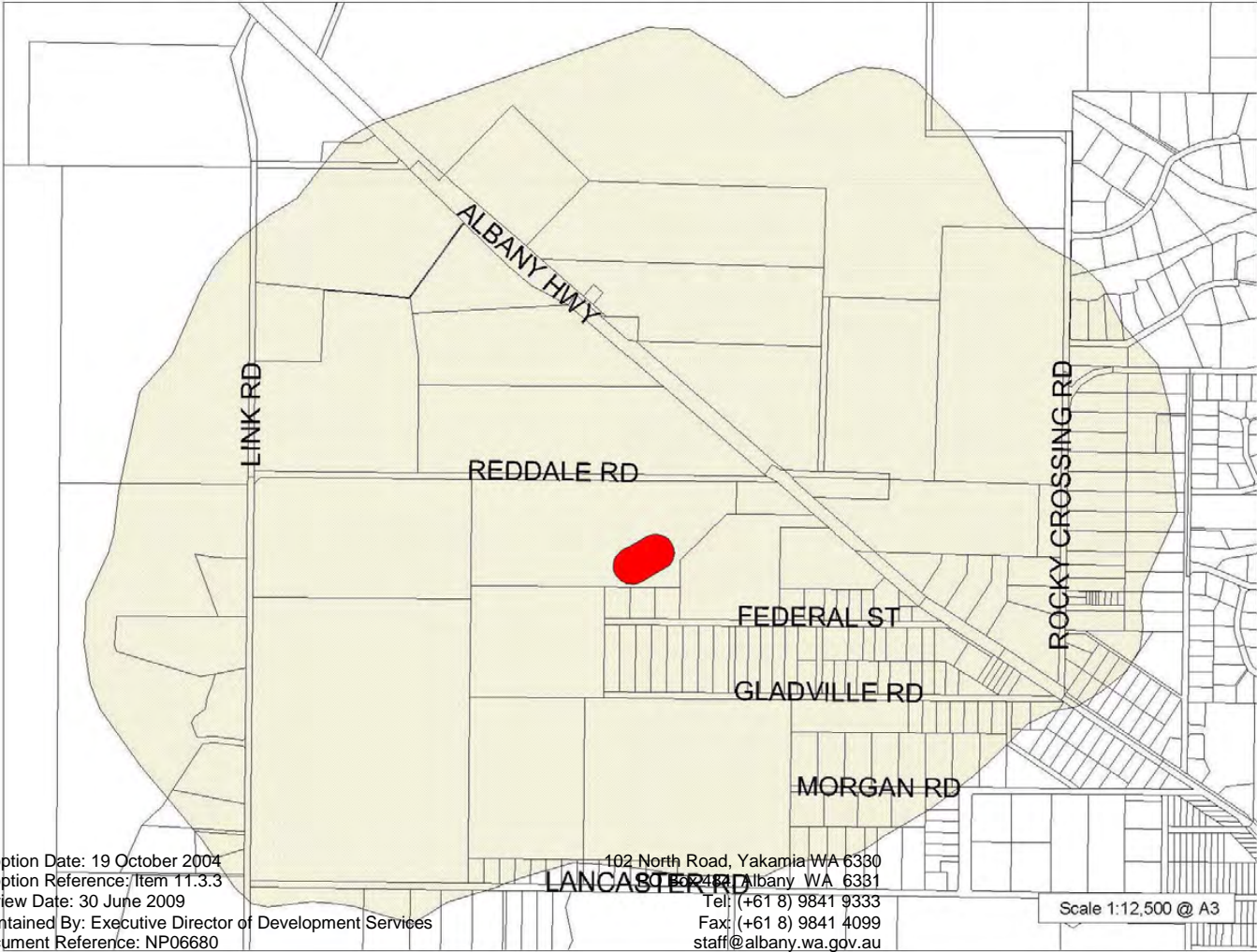
1. *For the purpose of this Policy, an existing dwelling is defined as a dwelling either constructed, under construction or approved for construction at the time of adoption of this Policy*
2. *The information used to formulate this Policy was prepared by Herring Storer Acoustics (Acoustic Consultants).*
3. *The Herring Storer Acoustics report for the speedway contains some recommendations on future works at the speedway including the construction of barrier fencing that would reduce the impact of noise from the speedway and hence buffer zone required. The report recommends that upon completion of these works, additional modelling will need to be undertaken to redefine the buffer zone boundary shown in this Policy. The City has agreed to consider ways of assisting the speedway club to undertake these modifications.*
4. *For information purposes, the approximate density of some commonly used construction materials are:*

<i>6mm compressed cement fence sheeting</i>	<i>11kg/m<sup>2</sup></i>
<i>common brick</i>	<i>180kg/m<sup>2</sup></i>
<i>200mm limestone blocks</i>	<i>350kg/m<sup>2</sup></i>
<i>100mm concrete</i>	<i>260kg/m<sup>2</sup></i>
5. *Preliminary discussion with Council Officers is encouraged for any application likely to be affected by this Policy.*

### Policy Status

Draft Policy Adopted for Advertising (October 2003 - Item 11.3.2 DS)  
 Final Policy Adopted (October 2004 – Item 11.3.3 DS)

# Albany Speedway Noise Buffer



**Legend**

- Noise Buffer Area
- Speedway



Adoption Date: 19 October 2004  
 Adoption Reference: Item 11.3.3  
 Review Date: 30 June 2009  
 Maintained By: Executive Director of Development Services  
 Document Reference: NP06680

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Scale 1:12,500 @ A3

Map No. 1



March 13<sup>th</sup> 2009

Ian R.D. Watson  
5 Earl Street  
ALBANY W.A. 6330

City of Albany  
P.O. Box 484  
ALBANY W.A. 6331

Graeme Bride, Manager Planning & Ranger Services

Dear Sir,

**PARKING SIGNS AND ISSUES IN EARL STREET**

Thank you for your letter of the 24<sup>th</sup> February 2009 seeking comments from Earl Street residents on the above. From our point of view the following are points of concern:

- . **Parking**
- . **Speed**
- . **Vision**
- . **Storm water**
- . **Pedestrian access**

**Parking**

As Earl Street is a narrow street which takes a high volume of vehicular traffic it is necessary to rationalize the 'No Standing' signs along Earl Street and *ensure they are enforced*. To extend the signs to Bridges Street would be a positive action. Because street water has accessed our property in the past causing considerable damage, Council has designed a higher than usual cross over for our property. We feel it is therefore necessary to maintain the No Standing Signs opposite our drive way to allow us to drive out without 'damaging' the under side of our vehicles.

**Speed**

When the large apartment block is built at the lower section of Earl Street there will be considerably more cars using this street and a reduction in speed should be implemented or alternatively the street should be designated as 'Local Traffic Only' or a One Way Street. (The intersection of Earl/Innes & Bridges is hazardous and we have had discussion with Council over many years, perhaps it is time for a road management scheme to be considered).

**Vision**

Many properties have garages one metre off the property line which considerably reduces vision from a vehicle reversing out onto the street. Therefore it is imperative parking is rationalized.

**Storm water**

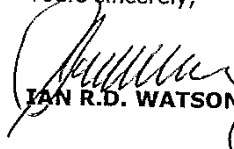
We understand this has been included in the current budget. We would be interested to know to what extent and if it is likely to occur before the winter rains.

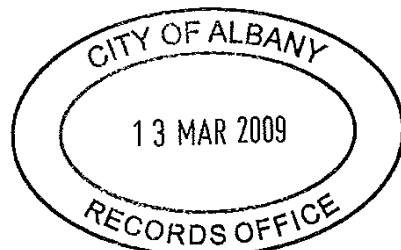
**Pedestrian access**

Presently there is no possibility of pedestrians walking safely as verges (such as they are) have cars parked across same, therefore one has to walk in the middle of the street.

We hope our concerns will be considered at the Council Meeting where parking issues in Earl Street are to be discussed.

Yours sincerely,

  
IAN R.D. WATSON - ARCHITECT



## Customer Services

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**From:** Peter & Denise Warren [pdwarren@bigpond.com]  
**Sent:** Thursday, 5 March 2009 7:52 PM  
**To:** Ranger  
**Subject:** RE: Parking signs and issues in Earl St, Albany

Dear Graeme

Thank you for your letter ref: SER115/LT8023796 in relation to parking issues in Earl Street.

Please note we have no objection to the City of Albany increasing the length of the no parking signage along Earl Street through to Bridges Street however we would like the amendment to read from the Corner of Spencer/Earl Streets to the Corner Bridges/Earl Streets with parking being made available on the left hand side only travelling East.

Thank you and regards

Peter and Denise Warren

11/03/2009

## Customer Services

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**From:** Jennifer McSevich [Jennifer.Mcsevich@det.wa.edu.au]  
**Sent:** Sunday, 8 March 2009 7:13 PM  
**To:** Ranger  
**Subject:** Earl St parking - please note all councillors and decision makers that are involved in this decision.

Dear Graeme,

Thank you for your letter dating 24 February that concerns the changes to Earl St parking. Please note that I have already sent you emails regarding my objections to these.

In short - please pass on to the council that will determine the long term outcome of parking in my street that I am very opposed to the notion of no parking along the 'odd' side of the street for two reasons:

Firstly it severely curtails my family and friends' capacity to park at our house. We are long term residents and ratepayers and I feel that I have been robbed of my right to park outside my house. If you were to come to our house at number 37 Earl St, you would see that my neighbours directly opposite park outside their house. Additionally, there is a drive way on that side that restricts parking space AND with the proposed development of the Masonic Hall block - many residents will be very inconvenienced. I also believe that it is NOT EQUITABLE OR FAIR that we have lost our right to park outside our house without any warning or debate.

Secondly - there IS a hoon problem in our street. Just sleep in my bed on a Friday or Saturday night (only joking...) and you will quickly realise the speed with which many people zoom down Earl St as you hear them zoom by. The black tyre marks evident along the road are a testament to the dangerous behaviour of many drivers along our street. In addition - we have lost 3 sterilised and kept inside at night cats in the past 2 years - run over on the road outside our house. Surely if the driver responsible had been travelling at the required speed for a built up zone this would have been avoidable. **In disallowing parking along the 'odd' side of the street - the council is actually making it easier for people to speed along this road. Parked cars provide a natural speed hinderance...cheaper than roundabouts and speed bumps!**

Having lived in England for a year where off road parking was a rarity - it was common place for drivers to courteously pull aside to allow others to pass...in a built up zone such as ours surely this is an accepted consequence of inner city living. I wonder if the people who originally complained were even home owners on this street? How sad it would be if they actually determined the lifestyle of home owners and rate payers.

Please consider this decision carefully. I am strongly suggesting that should you go ahead with the proposal to ban parking on the 'odd' side of the street - there WILL be parking problems for many rate payers AND the need to spend money creating speed deterrents.

Yours sincerely,  
Jennifer McSevich  
Home owner, occupier and rate payer of 37 Earl St, Albany

11/03/2009



MAN121

## **BUSHCARERS ADVISORY COMMITTEE - MINUTES -**

**Meeting held at the City of Albany Office, North Road  
Wednesday 28<sup>th</sup> January 2009**

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Meeting opened at 12:45 pm.

### **1.0 PRESENT**

Committee Members: Councillor Kim Stanton, Val Davies, Graham Blacklock, John Moore and Greg Freebury. City of Albany Staff: Sandra Maciejewski and Mark Ford.

### **2.0 APOLOGIES**

Monika Jolly.

### **3.0 CONFIRMATION OF MINUTES**

**MOVED: G BLACKLOCK  
SECONDED: J MOORE**

**THAT the minutes of the meeting of the 12<sup>th</sup> September 2008 be confirmed as a true and accurate record of the proceedings.**

**CARRIED 5-0**

### **4.0 CORRESPONDENCE**

Nil

### **5.0 BUSINESS ARISING**

#### **5.1 Unsuccessful Bushcarers Group Grant Application**

Sandra explained that the Bushcarers Group applied to the wrong funding program, which partly explains why the Bushcarers Group was not successful in receiving a grant from the City of Albany. The Bushcarers Group applied to the Community Event Financial Assistance Program, where they should have applied to the Community Financial Assistance Program.

Sandra indicated that the Bushcarers Group will be sending their grant application to Timbercorp who have a Community Sponsorship Program. It is hoped that Timbercorp will fund some of the items sought by the Group. Sandra also indicated that the Group could reapply to the next round of the City of Albany's Community Financial Assistance Program which closes 31<sup>st</sup> May 2009.

## **5.2 Caring for Country Funding**

John and Graham discussed the Caring for Country funding available, and some possible project ideas. Funding is available for the control of Weeds of National Significance. South Coast Natural Resource Management is currently exploring project ideas, in consultation with the Bushcarers Group and other groups in the south coast region.

## **5.3 Works required at Lake Seppings**

Mark reported that the City of Albany has assessed the works required at Lake Seppings. Green skills will be contracted to raise the boardwalk, and the trail around the Lake will be resurfaced.

## **6.0 GENERAL BUSINESS**

### **6.1 Movement of soil contaminated with invasive species**

Graham raised the issue of the problem with developers and other people moving soil from one property to another, when the soil is contaminated with invasive species, such as weeds. Graham used the example of the old Esplanade site at Middleton Beach, which is covered with two weeds, Gaura (white butterfly flowers) and Coroposis (yellow daisy flower). The contaminated top soil from this site is being transported to the contractor's property, where it may be sold on, and moved to yet another property. During this process, these weeds are being spread to new areas, creating a land management issue for the owners of the land where the soil is transported.

The Committee discussed some ideas on how the movement of soil might be controlled, and it was thought that conditions could be placed on new developments, controlling the movement and disposal of soil contaminated with invasive species. It was noted that it was important to address sites such as the Esplanade site, where weeds were not originally on the site, but due to the soil being left exposed for a period of time, weeds are now an issue.

John indicated that the depth to which the soil is contaminated will depend on the type of weeds present.

Mark indicated that Hanrahan Rd tip needs fill to bury garbage, and that this might be a suitable location to dispose of soil contaminated with invasive species. The tip staff can ensure that contaminated soil is not used on the surface of the tip site, so weeds will not grow from the contaminated soil.

**MOVED: G BLACKLOCK  
SECONDED: K STANTON**

**THAT Council address the problem of the movement of soil contaminated with invasive species to and from development sites.**

**CARRIED 5-0**

### **6.2 Vegetation pruned along Chipana Drive, Little Grove**

Kim described some vegetation pruning undertaken by the City of Albany along Chipana Drive, Little Grove. Kim was concerned with how and why it was undertaken, indicating that it had opened up visibility along the road, allowing people to drive faster. Kim was

also concerned about the plants that have been pruned, and indicated that there was a Victorian Tea-tree on the bank that could be removed.

Feedback that Kim received from Mike Richardson was that there was a new works person on staff, and he was not aware that the machine he used to prune the vegetation was not suitable for the job.

Mark indicated that he would have a look at removing the Victorian Tea-tree.

Kim indicated that she would be happy to pull out any weed seedlings that come up now that the vegetation has been pruned.

### **6.3 Erosion below Stirling Terrace**

Kim reported some erosion occurring below Stirling Terrace where vegetation had been removed in heavy rains.

Mark indicated that he would have a look at the site, and suggested that mulching the slope may be a good first step.

### **6.4 Access to Foreshore along the Esplanade, Little Grove**

Kim reported a location along the foreshore on The Esplanade, Little Grove, which the community are using to access the water. Some rushes have been cut back to allow small canoes to be carried into the water. Erosion is occurring at this location due to people using the area, and the wind and water.

The users of the area have also put a table and chairs at this location to sit and watch the kids. The residents are concerned about what is happening at this site, and are willing to help the City of Albany to correct the problem.

Mark and Sandra indicated that they would visit the site and work out a solution. Mark suggested that formalising the trail with steps and a boardwalk may be a solution to stop erosion and damage to vegetation.

### **6.4 Gorse Project Started**

John reported that the Gorse project has started, and that the State and Federal Minister were in Albany to launch the project.

## **7.0 NEXT MEETING**

April 2009.

## **8.0 CLOSURE**

The meeting was closed at 2.20 pm.

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# **CORPORATE & COMMUNITY SERVICES**

**Agenda Item Attachments**

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List of Accounts Due & Submitted to Committee

<u>CHQs</u>	<u>Date</u>	<u>Name</u>	<u>Description</u>	<u>Amount</u>
25381	07/05/2009	WARAYUTE BANNATEE	CITY OF ALBANY ART PRIZE - 2009 SALE OF ARTWORK TITLED : THE MOBILE MAN	-4020.00
25382	07/05/2009	FELICITY SIVEWRIGHT	CITY OF ALBANY ART PRIZE - 2009 SALE OF ARTWORK TITLED: REGROWTH	-1206.00
25383	07/05/2009	NICHOLAS WILD	CITY OF ALBANY ART PRIZE - 2009 SALE OF ARTWORK TITLED: NEAR THE HARBOUR	-1675.00
25384	07/05/2009	THE ROYAL FLYING DOCTOR SERVICE	SUNDRY DONATION TO SUPPORT THE RFDS WITH THE ENTRY INTO THE 2009 OUTBACK AIR RACE TO RAISE FUNDS FOR THE ROYAL FLYING DOCTOR SERVICE	-100.00
25385	07/05/2009	ANDREW HALSALL	MOUNT ROMANCE CENTENNIAL ART PRIZE - 2009 SALE OF ARTWORK	-903.00
25386	07/05/2009	ANNE MULLER	MOUNT ROMANCE CENTENNIAL ART PRIZE 2009 - SALE OF ARTWORK	-203.00
25387	07/05/2009	BRENDAN O'LEARY	MOUNT ROMANCE CENTENNIAL ART PRIZE - 2009 - SALE OF ARTWORK	-595.00
25389	07/05/2009	DELMA WHITE	MOUNT ROMANCE CENTENNIAL ART PRIZE - 2009 - SALE OF ARTWORK	-416.50
25390	07/05/2009	ELIZABETH MOORE	MOUNT ROMANCE CENTENNIAL ART PRIZE 2009 - SALE OF ARTWORK	-70.00
25391	07/05/2009	IVOR METLITZKY	MOUNT ROMANCE CENTENNIAL ART PRIZE - 2009 - SALE OF ARTWORK	-139.30
25392	07/05/2009	JODI MCLEOD	MOUNT ROMANCE CENTENNIAL ART PRIZE - 2009 - SALE OF ARTWORK	-336.00
25393	07/05/2009	LINDA CHAMBERS	MOUNT ROMANCE CENTENNIAL ART PRIZE - 2009 - SALE OF ARTWORK	-210.00
25394	07/05/2009	LINDA O'BRIEN	MOUNT ROMANCE CENTENNIAL ART PRIZE - 2009 - SALE OF ARTWORK	-693.00
25395	07/05/2009	MAUREEN WELLS	MOUNT ROMANCE CENTENNIAL ART PRIZE - 2009 - SALE OF ARTWORK	-980.00
25396	07/05/2009	MAXINE ANTOSH	MOUNT ROMANCE CENTENNIAL ART PRIZE - 2009 - SALE OF ART WORK	-245.00
25397	07/05/2009	MONIKA ZECHETMAYR	MOUNT ROMANCE CENTENNIAL ART PRIZE - 2009 - SALE OF ARTWORK	-462.00
25398	07/05/2009	SHIRIN BINTE MOHD ISMAIL	MOUNT ROMANCE CENTENNIAL ART PRIZE - 2009 - SALE OF ARTWORK	-175.00
25399	07/05/2009	VALARIE ANDERSON	MOUNT ROMANCE CENTENNIAL ART PRIZE - 2009 - SALE OF ARTWORK	-819.00
25400	07/05/2009	ALBANY MITRE 10	GARDEN SUPPLIES	-41.75
25401	07/05/2009	CRAIG WILLIAMS PAINTING CONTRACTORS	PAINTING DAY CARE BUILDING	-462.00
25402	07/05/2009	HONEY CLARKE	SPRUNG WRITERS FESTIVAL COSTS	-256.47
25403	07/05/2009	KING RIVER PLAYGROUP	COMMUNITY FINANCIAL ASSISTANCE PROGRAM KING RIVER HALL PLAYGROUP RAMP	-2700.00
25404	07/05/2009	KMART ALBANY	LIBRARY FINDING MY PLACE (FMP) CATERING SUPPLIES/DRINKS/GIFTS	-129.65
25405	07/05/2009	FORTS CAFE	BREAKFAST ON ANZAC DAY 25 APRIL 2009 FOR 8 NAVY PERSONNEL	-115.50
25406	07/05/2009	PETTY CASH - VISITORS CENTRE	SUNDRY ITEMS FOR VISITORS CENTRE	-302.94
25407	07/05/2009	TAYSON PTY LTD ATF RIH FAMILY TRUST	SUPPLY OF AMAZING ALBANY SUEDE CAPS	-1108.80
25408	07/05/2009	TELSTRA CORPORATION LIMITED	TELEPHONE CHARGES	-98.54
25409	07/05/2009	UNIVERSITY OF WESTERN AUSTRALIA	2009 TWO CITY OF ALBANY SCHOLARSHIP AWARDS	-2200.00
25410	07/05/2009	VRIDIAN NEW WORLD GLASS	REGLAZE WINDOW FORTS BUILDING	-148.50
25411	07/05/2009	WATER CORPORATION	WATER CONSUMPTION	-3390.90
25412	07/05/2009	ALBANY REGIONAL PRISON	MOUNT ROMANCE CENTENNIAL ART PRIZE - 2009 - SALE OF ARTWORKS	-350.00
25413	12/05/2009	DEPARTMENT FOR PLANNING AND INFRASTRUCTURE	HC LEARNERS PERMIT FOR PETER THILL	-154.30
25414	14/05/2009	LAURA BOWMAN	REFUND FOR CREATIVE YOUTH WORKSHOP	-30.00
25415	14/05/2009	BRONWEN NEWBURY	MOUNT ROMANCE ART PRIZE 2009 - SALE OF ARTWORK (REPLACES CHEQUE 25388)	-1540.00
25416	14/05/2009	ALBANY SURF LIFE SAVING CLUB	COMMUNITY EVENTS FINANCIAL ASSISTANCE PROGRAM	-2200.00
25417	14/05/2009	AMITY SETTLEMENTS	Rates refund for assessment A165521 19 BRADY CORNER MCKAIL WA	-373.69
25418	14/05/2009	AIR BP	AVGAS PURCHASES ASSORTED AIRCRAFTS	-3725.49



25419	14/05/2009	DEPARTMENT FOR PLANNING & INFRASTRUCTURE	Amazing Albany number plates	-270.00
25420	14/05/2009	DEPARTMENT FOR PLANNING AND INFRASTRUCTURE	VEHICLE REGISTRATION	-137.30
25421	14/05/2009	LOWER KING COMMUNITY ASSOCIATION INC	COMMUNITY FINANCIAL ASSISTANCE PROGRAM	-2158.20
25422	14/05/2009	PETTY CASH - ALBANY AQUATIC AND LEISURE CENTRE	PETTY CASH REIMBURSEMENTS	-189.65
25423	14/05/2009	PETTY CASH - DEPOT	PETTY CASH REIMBURSEMENTS	-369.30
25424	14/05/2009	PETTY CASH - VANCOUVER ARTS CENTRE	PETTY CASH REIMBURSEMENTS	-232.90
25425	14/05/2009	PETTY CASH - WORKS & SERVICES	PETTY CASH REIMBURSEMENTS	-155.85
25426	14/05/2009	TELSTRA CORPORATION LIMITED	TELEPHONE CHARGES	-3263.14
25427	14/05/2009	THE ABERDEEN MEDICAL CENTRE	FLU VACCINATIONS	-921.80
25428	14/05/2009	WATER CORPORATION	WATER CONSUMPTION ASSORTED	-1856.17
25429	14/05/2009	WESTERN POWER	LOWER DENMARK ROAD ELLEKER REMOVAL/INSTALLATION	-2679.00
25430	21/05/2009	ALBANY MONUMENTAL MASON	Supply & install polish granite boulder with artwork at Emu point site.	-4147.00
25431	21/05/2009	ALBANY PUBLIC LIBRARY	STAFF TEA MONEY FOR APRIL AND MAY 2009	-144.00
25432	21/05/2009	CHOOKS FRESH & TASTY - ALBANY	LIBRARY - FINDING MY PLACE (FMP) CATERING	-54.65
25433	21/05/2009	DEPARTMENT FOR PLANNING AND INFRASTRUCTURE	VEHICLE REGISTRATIONS	-1443.10
25434	21/05/2009	KITCHEN NEEDS	CATERING EQUIPMENT	-58.25
25435	21/05/2009	PETTY CASH - ALBANY AQUATIC AND LEISURE CENTRE	NETBALL UMPIRE PAYMENTS	-904.50
25436	21/05/2009	PATRICK ELMS & CO	PIANO PREPARATION - TOWN HALL	-130.00
25437	21/05/2009	PETTY CASH - ALBANY PUBLIC LIBRARY	PETTY CASH REIMBURSEMENTS	-385.71
25438	21/05/2009	POWIS	ROLL ON LAWN	-60.00
25439	21/05/2009	SAXXON IT	COMPUTER MAINTENANCE/WAVELAN UPGRADE/EXCHANGE SERVER	-24112.00
25440	21/05/2009	SHRAPNEL URBAN PLANNING	FEE FOR COMPLETION OF THE ALBANY RETAIL STRATEGY	-4840.00
25442	21/05/2009	WATER CORPORATION	WATER CONSUMPTION	-14592.25
25443	21/05/2009	TELSTRA CORPORATION LIMITED	TELEPHONE CHARGES	-14966.51
25444	28/05/2009	AMP FLEXIBLE LIFETIME SUPER PLAN	Superannuation contributions	-368.60
25445	28/05/2009	AMP RSA	Superannuation contributions	-178.96
25446	28/05/2009	ASGARD	Superannuation contributions	-266.82
25447	28/05/2009	BT BUSINESS SUPER (ANDREW DOUGLAS BUCHANAN)	Superannuation contributions	-437.46
25448	28/05/2009	CARTRIDGE WORLD	LASER REMANUFACTURE HP 2100	-110.00
25449	28/05/2009	COMMONWEALTH BANK SUPERANNUATION SAVINGS ACCOUNT	Superannuation contributions	-309.36
25450	28/05/2009	REBECCA COMMONS	ADMINISTRATION WORK AT VAC	-66.00
25451	28/05/2009	DEPARTMENT FOR PLANNING & INFRASTRUCTURE	2x AMAZING ALBANY NUMBER PLATES (452-A, 1275-A)	-270.00
25452	28/05/2009	DEPARTMENT OF COMMERCE	BUSINESS NAME RENEWAL FOR VISITORS CENTRE	-75.00
25453	28/05/2009	ALLAN ELLAM	40 x Boys of Pyramid Print (FOR FORTS)	-1092.55
25454	28/05/2009	FROM THE CAKE TIN	ASSORTED SLICES FOR ALAC CAFÉ	-246.79
25455	28/05/2009	GENERATIONS PERSONAL SUPER FUND	Superannuation contributions	-167.83
25457	28/05/2009	HESTA SUPER FUND	Superannuation contributions	-481.84
25458	28/05/2009	HOSSTPLUS PTY LTD	Superannuation contributions	-431.67
25459	28/05/2009	THE LIONS CLUB OF ALBANY INC	FINANCIAL ASSISTANCE FOR THE RUNNING OF LIONS DISTRICT W2 CONVENTION TO BE HELD 26-27 SEPTEMBER 2009	-1100.00
25460	28/05/2009	MLC NOMINEES PTY LTD	Superannuation contributions	-472.17

25461	28/05/2009	MLC MASTERKEY BUSINESS SUPER	Superannuation contributions	-315.65
25462	28/05/2009	SENSIS PTY LTD	YELLOW ONLINE BUSINESS BASICS MONTHLY	-46.20
25463	28/05/2009	PLUM NOMINEES P/L PLUM SUPER FUND	Superannuation contributions	-432.28
25464	28/05/2009	TOWER TRUST LIMITED	Superannuation contributions	-253.40
25465	28/05/2009	WRITING WA INC	MEMBERSHIP OF WRITING WA	-110.00
25466	28/05/2009	WATER CORPORATION	WATER CONSUMPTION	-5464.75
25467	28/05/2009	MRS SANDRA KELLY	REIMBURSEMENT OF TRIBUNAL COSTS 5 KELLY V CITY OF ALBANY	-660.00
25468	28/05/2009	SRM NOMINEES PTY LTD	OVERPAYMENT ON BL 290464 - REFUND TO APPLICANT	-384.08
25469	28/05/2009	PETTY CASH - ALBANY CLASSIC MOTOR EVENT	CASH FLOAT FOR 2009 CLASSIC	-1000.00
				<b>-124389.02</b>

List of Accounts Due & Submitted to Committee

<u>EFTs</u>	<u>Date</u>	<u>Name</u>	<u>Description</u>	<u>Amount</u>
EFT52186	04/05/2009	CITY OF GERALDTON-GREENOUGH	VAC EVENT - TOBISHA LEARNER AND ELIZABETH HONEYS HALF SHARE IN FLIGHT COSTS	-357.20
EFT52187	07/05/2009	JOHN BOCCAMAZZO (THREE OF A KIND P/L)	RETURN OF DEFECTS BOND FOR LOT 92 CLYDESDALE ROAD	-15100.00
EFT52188	07/05/2009	JOHN KINNEAR AND ASSOCIATES	RETURN OF OUTSTANDING WORKS BOND A161929 4 WITTENOON STREET	-13560.00
EFT52189	07/05/2009	AAPT LIMITED	TELEPHONE CHARGES	-86.36
EFT52190	07/05/2009	ABBOTTS LIQUID SALVAGE PTY LTD	PUMP PUBLIC TOILETS	-140.00
EFT52191	07/05/2009	ACTIV FOUNDATION INC.	CLEANING RAGS	-534.04
EFT52192	07/05/2009	EDENBORN PTY LTD	Contract Mowing for the month of March & April 2009	-8123.00
EFT52193	07/05/2009	ALBANY PRINTERS	ART PRIZE 1000 STICKERS	-65.00
EFT52194	07/05/2009	ALBANY TRAVEL TOWER	PRUNE GUM TREES TO 6 METRES ABOVE GROUND AT 200 BAYVIEW DRIVE	-117300.00
EFT52195	07/05/2009	ALBANY V-BELT AND RUBBER	FILTERS/VEHICLE PARTS	-206.77
EFT52196	07/05/2009	ALBANY STATIONERS	STATIONERY SUPPLIES	-1.95
EFT52197	07/05/2009	ALBANY MOTORCYCLES	OIL FILTER AND OIL	-67.85
EFT52198	07/05/2009	ALBANY CHAMBER OF COMMERCE & INDUSTRY	COMMUNITY FINANCIAL ASSISTANCE PROGRAM - ECONOMIC DEVELOPMENT - GO TASTE ALBANY TRIAL	-6215.00
EFT52199	07/05/2009	ALBANY HISTORICAL SOCIETY	CLEANING AND MANNING OF THE BRIG AMITY FOR APRIL 2009	-600.00
EFT52200	07/05/2009	ALBANY SCREENPRINTERS & SIGNWRITERS	EXTINGUISHER AND WATER PUMP STICKERS	-187.00
EFT52201	07/05/2009	ALBANY MOBILE WELDING	Construct 2 x well cover lids	-1232.00
EFT52202	07/05/2009	ALBANY NEWS DELIVERY	NEWSPAPER DELIVERIES	-28.00
EFT52203	07/05/2009	ALBANY VINTAGE AND CLASSIC MOTORCYCLE CLUB	COMMUNITY EVENTS FINANCIAL ASSISTANCE GRANT FUNDING 2008/09	-1500.00
EFT52204	07/05/2009	ALBANY MILK DISTRIBUTORS	CATERING SUPPLIES	-218.88
EFT52205	07/05/2009	ALD FUEL INJECTION SERVICES	HAND PUMP	-31.02
EFT52206	07/05/2009	ANGUS AND ROBERTSON BOOK WORLD	Horticultural books	-354.80
EFT52207	07/05/2009	AQUALAB WATER CARE SERVICES	Aquapro 23L/M UV Steriliser	-450.00
EFT52208	07/05/2009	ATC WORK SMART	CASUAL STAFF/APPRENTICE FEES	-2031.75
EFT52209	07/05/2009	AUDIO-READ PTY LTD	Charger for Audio-Read Navigator	-131.70
EFT52210	07/05/2009	AUSSIE DRAWCARDS PTY LTD	SOUTH WEST CAPE SERVICE QUARTERLY SERVICE FEES FOR MARCH - MAY	-1131.00
EFT52211	07/05/2009	AUSTRALIAN TAXATION OFFICE	Payroll deductions	-91090.41
EFT52212	07/05/2009	AUSTRALIAN AIR EXPRESS PTY LIMITED	FREIGHT CHARGES	-51.98
EFT52213	07/05/2009	BANKSIA GARDENS RESORT MOTEL	ACCOMODATION AND MEALS FOR JASON ROULSTON 19/4 - 24/4/09 FORTS PROJECT	-4576.65
EFT52214	07/05/2009	BARNESBY FORD	Purchase of new Ford Ranger 4WD Super Cab Utility	-4066.30
EFT52215	07/05/2009	VIVIANA DANDOLO	PSYCHOLOGICAL CONSULTATION, MEDIATION, GROUP FACILITATION AND REPORT PREPARATION	-2200.00
EFT52216	07/05/2009	BENNETTS BATTERIES	BATTERY PURCHASES	-82.50
EFT52217	07/05/2009	ADVANCED TRAFFIC MANAGEMENT	Traffic Control	-1340.80
EFT52218	07/05/2009	BEST OFFICE SYSTEMS	PHOTOCOPIER CHARGES	-3909.85
EFT52219	07/05/2009	BLOOMIN FLOWERS	WREATH ANZAC DAWN SERVICE + WREATH ANZAC MEMORIAL SERVICE	-305.00
EFT52220	07/05/2009	ALBANY BOBCAT SERVICES	Hire of Bobcat/Truck	-2600.00
EFT52221	07/05/2009	BUILDING & CONSTRUCTION IND TRAINING FUND	BCITF LEVY COLLECTED FOR THE MONTH OF APRIL 2009	-14989.03
EFT52222	07/05/2009	BUILDERS REGISTRATION BOARD	BRB LEVY - COLLECTED FOR THE MONTH OF APRIL 2009	-2212.00
EFT52223	07/05/2009	LOUISE BURLER	COUNCILLER REFRESHMENT STOCKS	-17.96
EFT52224	07/05/2009	CABCHARGE AUSTRALIA LIMITED	TAXI FARES	-998.71
EFT52225	07/05/2009	CAMPBELL CONTRACTORS	Repair to footpath at 3/5 Swarbrick Street	-2860.00
EFT52226	07/05/2009	CAPE AGENCIES	3 x GAS BOTTLES - CAPE RICHE	-108.00
EFT52227	07/05/2009	JD & S CAREY	12 metres turf - PEACE PARK	-75.00

EFTS2228	07/05/2009	CID EQUIPMENT PTY LTD	VEHICLE PARTS	-120.38
EFTS2229	07/05/2009	BIS CLEANAWAY LIMITED	RUBBISH REMOVAL CONTRACT	-754.02
EFTS2230	07/05/2009	COFFEY PROJECTS (AUSTRALIA) PTY LTD	PROFESSIONAL SERVICES	-11000.00
EFTS2231	07/05/2009	COCA-COLA AMATIL PTY LTD	SOFT DRINK FOR ALAC CAFE	-207.06
EFTS2232	07/05/2009	COLES SUPERMARKETS AUSTRALIA PTY LTD	GROCERIES FOR DAY CARE	-466.81
EFTS2233	07/05/2009	COMPLETE LANDCARE SERVICES	FIREBREAK CLEARANCE	-6463.10
EFTS2234	07/05/2009	COMMITTECH WIRELESS	PATRON PAGER SYSTEM RENTAL AGREEMENT	-297.00
EFTS2235	07/05/2009	AL CURNOW HYDRAULICS	VEHICLE PARTS/MAINTENANCE	-551.02
EFTS2236	07/05/2009	DORALANE PASTRIES	PASTRIES FOR TIMEOUT CAFE	-35.20
EFTS2237	07/05/2009	DORMA BWN AUTOMATICS PTY LTD	SCHEDULED SERVICE (SINGLE DOOR)	-121.00
EFTS2238	07/05/2009	EATCHA HEART OUT CAFE	CATERING FOR VARIOUS FUNCTIONS	-4368.15
EFTS2239	07/05/2009	ELEKER GENERAL STORE	FUEL PURCHASES	-146.90
EFTS2240	07/05/2009	P AND W ELOY ELECTRICAL SERVICES	ELECTRICAL REPAIRS	-9434.48
EFTS2241	07/05/2009	MILTON EVANS	REIMBURSTMENT FOR ACCOMODATION	-142.42
EFTS2242	07/05/2009	EVERITE SIGNS	Signage for the Brig Amity Precinct Refurbishment	-9953.90
EFTS2243	07/05/2009	FARM FRESH WHOLESALERS	CATERING SUPPLIES	-195.59
EFTS2244	07/05/2009	FLIPS ELECTRICS	REPAIRS TO AIR COMPRESSOR	-258.50
EFTS2245	07/05/2009	FRANEY & THOMPSON	TIMBER SUPPLIES	-1596.92
EFTS2246	07/05/2009	BILL GIBBS EXCAVATIONS	Hire of Excavator	-14493.60
EFTS2247	07/05/2009	GORDON WALMSLEY PTY LTD	Supply of mountable kerbing	-26419.85
EFTS2248	07/05/2009	GRACE REMOVALS GROUP	NATIONAL DISTRIBUTION OF ART WORKS	-1878.57
EFTS2249	07/05/2009	GRANDE FOOD SERVICE	ASSORTED SLICES FOR ALAC CAFE	-165.49
EFTS2250	07/05/2009	GREAT SOUTHERN GROUP TRAINING	APPRENTICES FEES	-9650.32
EFTS2251	07/05/2009	GREAT SOUTHERN PACKAGING SUPPLIES	CLEANING GOODS FEBRUARY - MARCH INVOICES	-1646.91
EFTS2252	07/05/2009	GROCOTT TRANSPORT	Hire of Semi Tipper	-5929.00
EFTS2253	07/05/2009	GT BEARING AND ENGINEERING SUPPLIES	VEHICLE PARTS	-74.00
EFTS2254	07/05/2009	PROTECTOR FIRE SERVICES PTY LTD	FIRE EQUIPMENT MAINTENANCE	-6702.30
EFTS2255	07/05/2009	HARLEY SURVEY GROUP PTY LTD	PROFESSIONAL FEES - LINK ROAD SUBDIVISION	-222.75
EFTS2256	07/05/2009	HARVEY NORMAN ELECTRICAL ALBANY	2 x 2400Watt Heaters/Coolers	-598.00
EFTS2257	07/05/2009	HAVOC BUILDERS PTY LTD	LABOUR SUPPLIED	-264.00
EFTS2258	07/05/2009	HIDEWOOD QUALITY PRINTERS	500 X SIPPER CARDS FOR ALAC CAFE	-141.90
EFTS2259	07/05/2009	CITIGATE PERTH	Accommodation: Ian McLoughlin Sun 5th April 2009 - Thurs 9th April 2009	-1785.50
EFTS2260	07/05/2009	HYDRAMET AUSTRALIA	INJECTOR - DNA TUBING	-250.80
EFTS2261	07/05/2009	KLB SYSTEMS	19 Samsung TFT Monitor"	-1397.00
EFTS2262	07/05/2009	KNOTTS PLUMBING PTY LTD	PLUMBING REPAIRS/MAINTENANCE	-4317.81
EFTS2263	07/05/2009	ALBANY WORLD OF CARS	VEHICLE MAINTENANCE (7,500 km oil change Volkswagen Passat)	-296.00
EFTS2264	07/05/2009	LANDFILL GAS AND POWER PTY LTD	ELECTRICITY CHARGES	-29774.83
EFTS2265	07/05/2009	LAWRENCE AND HANSON	SAFETY SUPPLIES	-23.46
EFTS2266	07/05/2009	LINCOLN AND GOMM WINES	ASSORTED WINE PURCHASES	-542.06
EFTS2267	07/05/2009	LYONS AIRCONDITIONING SERVICES (WA) PTY LTD	REPAIRS/MAINTENANCE AIR CONDITIONER TO GRADER AND ROLLER	-1544.27
EFTS2268	07/05/2009	M2 TECHNOLOGY PTY LTD	QUARTERLY INVOICE NORTH ROAD M2 CUSTOMNET ON HOLD PROGRAM	-377.00
EFTS2269	07/05/2009	SALLY MALONE	LANDSCAPE, URBAN AND STREETSCAPE DESIGN ADVICE	-242.00
EFTS2270	07/05/2009	ALBANY CITY MOTORS	VEHICLE PARTS/MAINTENANCE	-3062.73
EFTS2271	07/05/2009	MARINA INDUSTRIES ASSOCIATION OF AUSTRALIA	INTRODUCTION TO MARINA MANAGEMENT - ANDREA WISEMAN	-715.00
EFTS2272	07/05/2009	MIRA MAR VETERINARY SERVICES	DISPOSAL OF ANIMALS	-14.55

EFT52273	07/05/2009	JOHN MOIR	RUBBISH REMOVAL FROM CAPE RICHE	-1440.00
EFT52274	07/05/2009	MR MOO DAIRY DISTRIBUTORS	CATERING ITEMS	-176.57
EFT52275	07/05/2009	MOTEL LE GRANDE	ACCOMMODATION/CATERING	-395.00
EFT52276	07/05/2009	MY PLACE COLONIAL ACCOMMODATION	FREENA HAMILTON FX ONE NIGHT ACCOMMODATION (LIBRARY EVENT)	-115.00
EFT52277	07/05/2009	NEVE CONTRACTING	PROGRESS PAYMENT FOR DOWNHILL MOUNTAIN BIKE TRACK	-11000.00
EFT52278	07/05/2009	NYMANN STRATHAVEN	Uncrushed Gravel from Pit" at Severn Hills on Kojaneerup Springs Road"	-5320.00
EFT52279	07/05/2009	OCS SERVICES PTY LTD	CLEANING SERVICES	-11222.20
EFT52280	07/05/2009	MICHAEL JAMES O'DOHERTY	WORKSHOP AND PERFORMANCE ORGANISATION	-360.00
EFT52281	07/05/2009	OKEEFE'S PAINTS	2 drums line marking paint	-446.57
EFT52282	07/05/2009	PALMER EARTHMOVING (AUSTRALIA) PTY LTD	Hire of Excavator	-5534.13
EFT52283	07/05/2009	HANSON CONSTRUCTION MATERIALS PTY LTD	Tonnes 5-7MM Washed Blue Metal	-1570.69
EFT52284	07/05/2009	PLANT SUPPLY COMPANY	ASSORTED PLANTS FOR NURSERY	-415.91
EFT52285	07/05/2009	PROMACO CONVENTIONS PTY LTD	INSTITUTE OF PUBLIC WORKS ENGINEERING STATE CONFERENCE MAR 11-13 - KEVN KETTERER	-990.00
EFT52286	07/05/2009	QUEENSLAND ARTS COUNCIL	61 CIRCUS ACTS IN 60 MINUTES SECOND INSTALMENT PERFORMANCE FEE	-3667.49
EFT52287	07/05/2009	REDCOAL PTY LTD	PREPAID CREDIT FOR WIRELESS INTERNET SERVICES	-110.00
EFT52288	07/05/2009	W P REID	Raise driveway levels at Susan Court	-5115.00
EFT52289	07/05/2009	ROYAL LIFE SAVING SOCIETY AUSTRALIA	TOWING MANIKIN - ALAC EQUIPMENT	-369.80
EFT52290	07/05/2009	CAFE SAILS	CATERING FOR THE 19TH MARCH 2009	-112.00
EFT52291	07/05/2009	ALBANY SANDWICH BAR	TOWN HALL CATERING SUPPLIES	-22.00
EFT52292	07/05/2009	SAN-MATEO PTY LTD	Hire for Spreading Lime	-1320.00
EFT52293	07/05/2009	SCHWEPES AUSTRALIA	ASSORTED SOFT DRINKS FOR ALAC CAFÉ	-214.53
EFT52294	07/05/2009	SHEILAH RYAN	WORKING HOURS FOR VAC GARDENING	-375.00
EFT52295	07/05/2009	SKILL HIRE	CASUAL STAFF	-11382.32
EFT52296	07/05/2009	SOUTHERN TOOL & FASTENER CO	HARDWARE SUPPLIES	-702.63
EFT52297	07/05/2009	SOUTHWAY DISTRIBUTORS (WA) PTY LTD	CATERING GOODS	-1194.06
EFT52298	07/05/2009	SOUTHCOAST SECURITY SERVICE	SECURITY SERVICES	-647.17
EFT52299	07/05/2009	SOUTH WEST ABORIGINAL LAND AND SEA COUNCIL	ABORIGINAL HERITAGE PROTECTION SURVEY OF THE PROPOSED SITE FOR GOODE BEACH FIRE STATION	-17140.10
EFT52300	07/05/2009	STIRLING CONFECTIONERY PLUS	ASSORTED CONFECTIONERY FOR ALAC CAFÉ	-572.72
EFT52301	07/05/2009	STORM OFFICE NATIONAL	STATIONERY SUPPLIES	-44.80
EFT52302	07/05/2009	ALBANY LOCK SERVICE	Replacement fob for Albany Public Library security system	-242.20
EFT52303	07/05/2009	SWAN VALLEY OASIS RESORT	ACCOMMODATION NATHAN TYSOE - 5 APRIL 2009 - 9 APRIL 2009	-800.00
EFT52304	07/05/2009	SYKES GROUP PTY LTD	TEST AND SET UP PORTABLE TRAFFIC LIGHT REMOTE CONTROL	-377.30
EFT52305	07/05/2009	SYNERGY	ELECTRICITY SUPPLIES	-1046.90
EFT52306	07/05/2009	T & C SUPPLIES	HARDWARE/TOOL SUPPLIES	-101.42
EFT52307	07/05/2009	THE NAKED BEAN COFFEE ROASTERS	COFFEE SUPPLIES FOR ALAC CAFE	-135.00
EFT52308	07/05/2009	TRAILBLAZERS	GAS REFILL FOR ALAC	-24.90
EFT52309	07/05/2009	TRUCKLINE	VEHICLE PARTS	-443.35
EFT52310	07/05/2009	ALBANY TYREPOWER	TYRE PURCHASES/MAINTENANCE	-1697.25
EFT52311	07/05/2009	VERVE ST DESIGN	CoA ART PRIZE 2009 CERTIFICATES, ADS AND PROMO LEAFLET DESIGN	-1370.00
EFT52312	07/05/2009	IT VISION AUSTRALIA PTY LTD	SYNERGYSOFT CAT CONTROL & ANNUAL LICENCE FEE	-2212.84
EFT52313	07/05/2009	ALBANY AND GREAT SOUTHERN WEEKENDER	ADVERTISING	-326.80
EFT52314	07/05/2009	WESTRAC EQUIPMENT PTY LTD	VEHICLE PARTS	-124.74
EFT52315	07/05/2009	WESTERN WORK WEAR	WORKWARE	-156.00
EFT52316	07/05/2009	YAKKA PTY LTD	UNIFORMS	-1722.05

EFT52317	07/05/2009	ZENITH LAUNDRY	LAUNDRY SERVICES/HIRE	-46.60
EFT52318	14/05/2009	ABA SECURITY	SECURITY SERVICES	-793.40
EFT52319	14/05/2009	ACTIV FOUNDATION INC.	CLEANING RAGS	-85.00
EFT52320	14/05/2009	ADVERTISER PRINT	1000 A4 Meeting sheets	-112.00
EFT52321	14/05/2009	AIRSERVICES AUSTRALIA	PROVISION OF PREVENTATIVE MAINTENANCE - AIRPORT NAVIGATION FACILITIES JAN - MARCH 09	-35386.40
EFT52322	14/05/2009	ALBANY TOYOTA	Purchase of new Toyota Hilux 4WD Dual Cab Utility - Reserves Supervisor's Vehicle	-8474.97
EFT52323	14/05/2009	ALBANY INDUSTRIAL SERVICES PTY LTD	HOURS HIRE SEMI TIPPER 16/2/9	-9027.98
EFT52324	14/05/2009	ALBANY SIGNS	SIGN PURCHASES - AIR BP SIGN 600X400	-82.50
EFT52325	14/05/2009	ALBANY STATIONERS	STATIONARY ITEMS	-66.05
EFT52326	14/05/2009	ALBANY RETRAVISION	NORTON SECURITY ANTI VIRUS FOR AIRPORT	-129.95
EFT52327	14/05/2009	ALBANY GAS CENTRE PTY LTD	MAINTENANCE ON DEEP FRYER AT ALAC	-80.00
EFT52328	14/05/2009	ALBANY GATEWAY INCORPORATED	GATEWAY CALENDAR WEBSITE LINK - ALBANY CLASSIC ADVERTISMENT	-220.00
EFT52329	14/05/2009	ALBANY REFRIGERATION	QUARTERLY MAINTENANCE AIRCONDITIONING SYSTEMS NORTH ROAD	-1625.50
EFT52330	14/05/2009	ALBANY EISTEDDFOD COMMITTEE INC	COMMUNITY EVENTS FINANCIAL ASSISTANCE FOR ALBANY EISTEDDFOD 2009	-2000.00
EFT52331	14/05/2009	ALBANY FILTER CLEAN	FILTERS CHANGED AND CLEANED	-28.00
EFT52332	14/05/2009	ALL EVENTS PROSOUND HIRE	SUPPLY OF TC ELECTRONIC REVERB UNIT	-1235.00
EFT52333	14/05/2009	ALLEASING PTY LTD	PHOTOCOPIER CHARGES	-1872.32
EFT52334	14/05/2009	ALLCOMMERCIAL FINANCE AUSTRALIA PTY LTD	MONTHLY LEASE PAYMENT FOR COMMERCIAL VAC & AQUA POOL CLEANER	-471.31
EFT52335	14/05/2009	AMITY CRAFTS	COORDINATION OF 2009 MOTHERS DAY MARKETS	-275.00
EFT52336	14/05/2009	ATC WORK SMART	CASUAL STAFF/APPRENTICE FEES	-1380.01
EFT52337	14/05/2009	AUSTRALIA POST	POSTAGE/AGENCY FEES	-3481.95
EFT52338	14/05/2009	MA & ES & GA BAIL	100 m3 Compaction Sand	-1320.00
EFT52339	14/05/2009	BARCINO	CATERING DELIVERED TO VACOUVER ARTS CENTRE	-114.00
EFT52340	14/05/2009	COMFORT INN BELLE YRE PERTH	Accommodation for K Sutherland & M Casey for IPWEA Module 4 training. 2 nights	-837.04
EFT52341	14/05/2009	BENNETTS BATTERIES	200 litre drums of Rubia engine oil	-4422.88
EFT52342	14/05/2009	ADVANCED TRAFFIC MANAGEMENT	Hire of Traffic Control on 27 March 2009 (3 Controllers & 1 vehicle)	-5400.50
EFT52343	14/05/2009	BEST OFFICE SYSTEMS	PHOTOCOPIER CHARGES	-70.00
EFT52344	14/05/2009	ALBANY BITUMEN SPRAYING	COST OF REPAIR HOTMIX 23 BLUFF STREET	-132.00
EFT52345	14/05/2009	J BLACKWOOD AND SON LIMITED	PROTECTIVE CLOTHING, TOWN HALL EQUIPMENT	-559.40
EFT52346	14/05/2009	BLOKTEK PTY LTD	Ton of Cockburn Creme Cement	-28128.74
EFT52347	14/05/2009	ALBANY BOBCAT SERVICES	Hire Bobcat & Truck on 20 April 2009	-1360.00
EFT52348	14/05/2009	BOC GASES AUSTRALIA LIMITED	CONTAINER SERVICE RENTAL	-291.81
EFT52349	14/05/2009	BOOEASY AUSTRALIA PTY LTD	MONTHLY INVOICING FOR BOOEASY PRODUCTS APRIL 2009	-6001.46
EFT52350	14/05/2009	BORAL CONSTRUCTION MATERIALS GROUP LTD	LITRES BITUMEN SUPPLY DELIVERY AND SPRAY PRIME SEAL - MILLBROOK AND LOWER DENMARK ROADS	-49756.88
EFT52351	14/05/2009	BORAL PLASTERBOARD	PLASTERBOARD SUPPLIES	-1002.22
EFT52352	14/05/2009	BUNNINGS BUILDING SUPPLIES PTY LTD	HARDWARE/TOOL SUPPLIES	-122.40
EFT52353	14/05/2009	CAMTRANS ALBANY PTY LTD	PICK UP OF EIGHT 6M X 375MM PLASTIC PIPES FROM ROCLA AND DELIVERY TO COA DEPOT	-360.00
EFT52354	14/05/2009	CAMPBELL CONTRACTORS	Construct concrete footpath on Alicia St	-9349.60
EFT52355	14/05/2009	J AND S CASTLEHOW ELECTRICAL SERVICES	ELECTRICAL REPAIRS/MAINTENANCE	-275.00
EFT52356	14/05/2009	SYNERGY GRAPHICS	Provide design services for Community Calendar.	-990.00
EFT52357	14/05/2009	CJD EQUIPMENT PTY LTD	VEHICLE PARTS	-1512.26
EFT52358	14/05/2009	BIS CLEANAWAY LIMITED	RUBBISH REMOVAL CONTRACT	-254327.29
EFT52359	14/05/2009	COLES SUPERMARKETS AUSTRALIA PTY LTD	GROCERIES FOR DAY CARE CENTRE	-961.23
EFT52360	14/05/2009	COURIER AUSTRALIA	FREIGHT FEES	-596.22

EFT52361	14/05/2009	COVENTRYS	VEHICLE PARTS	-323.48
EFT52363	14/05/2009	DOWNER EDI WORKS PTY LTD	Supply drops of 7mm hotmix for drive ways	-369.11
EFT52364	14/05/2009	CEMEX AUSTRALIA PTY LTD	Concrete for the anchor platform for disable jetty	-2212.19
EFT52365	14/05/2009	THE LAMINEX GROUP (CULLITY'S)	TREATED PINE - EMU POINT DISABILITY ACCESS	-163.39
EFT52366	14/05/2009	AL CURNOW HYDRAULICS	VEHICLE PARTS/MAINTENANCE	-24.04
EFT52367	14/05/2009	DATA TRAX PTY LTD	SLIDE SHOW AND AUDIO ADVERTISEMENT QUARTERLY PAYMENT	-770.00
EFT52368	14/05/2009	MICHELLE DAYMAN	ALCOHOL FOR VOLUNTEERS VIP MOVIE NIGHT/ MOVIE PURCHASE FOR MOVIE SCREENING	-378.73
EFT52369	14/05/2009	35 DEGREES SOUTH	Federal Blackspot survey	-1100.00
EFT52370	14/05/2009	LANDGATE	TITLE SEARCHES	-2397.34
EFT52371	14/05/2009	DORALANE PASTRIES	PASTRIES FOR TIMEOUT CAFE	-187.44
EFT52372	14/05/2009	DOWN TO EARTH TRAINING & ASSESSING	BLUE CARD TRAINING	-270.00
EFT52373	14/05/2009	ECLIPSE REFRIGERATION ALBANY	ATTEND TO COOLROOM DOOR IN CAFE	-115.50
EFT52374	14/05/2009	EDDIES PEST AND WEED CONTROL	TREAT BEE HIVE AT OLD FORT ARTILLERY STORE	-88.00
EFT52375	14/05/2009	P AND W ELOY ELECTRICAL SERVICES	ELECTRICAL REPAIRS	-792.73
EFT52376	14/05/2009	ALBANY ENGINEERING COMPANY	Repair free roll shaft as required	-421.08
EFT52377	14/05/2009	FARM FRESH WHOLESALERS	CATERING SUPPLIES FOR ALAC CAFE	-173.84
EFT52378	14/05/2009	FARMERS CENTRE (1978) PTY LTD	VEHICLE PARTS	-124.00
EFT52379	14/05/2009	FLIPS ELECTRICS	Connect flow switch to drinking fountain pressure pump @ Mt Clarence	-220.00
EFT52380	14/05/2009	ROBERT FORSTER	REIMBURSEMENT FOR ACCOMODATION FOR TRAINING	-685.70
EFT52381	14/05/2009	FRANEY & THOMPSON	TIMBER FOR COASTAL GUN SAFETY FENCE	-782.24
EFT52382	14/05/2009	GRANDE FOOD SERVICE	ASSORTED SLICES FOR ALAC CAFE	-173.47
EFT52383	14/05/2009	GREAT SOUTHERN GROUP TRAINING	APPRENTICES FEES	-11011.40
EFT52384	14/05/2009	GREAT SOUTHERN TAPE	CERT III CIVIL CONSTRUCTION TRAINING	-1136.00
EFT52385	14/05/2009	GREEN SKILLS INC	Repairs and upgrade to trail at Quararup	-8331.55
EFT52386	14/05/2009	GREAT STHN PEST & WEED CONTROL	RODENT MANAGEMENT	-99.00
EFT52387	14/05/2009	GREAT SOUTHERN PERSONNEL	GARDENING/GROUND SERVICES	-201.50
EFT52388	14/05/2009	GREAT SOUTHERN PACKAGING SUPPLIES	BOXES SLIMLINE PAPER TOWELS	-1025.63
EFT52389	14/05/2009	GSM AUTO ELECTRICAL	VEHICLE PARTS/MAINTENANCE	-515.60
EFT52390	14/05/2009	GT BEARING AND ENGINEERING SUPPLIES	VEHICLE PARTS	-18.00
EFT52391	14/05/2009	HAESE'S PICTURE FRAMING & GALLERY	FRAME REPLACEMENT ON MAGPIE PAINTING - ART PRIZE PAINTING	-180.00
EFT52392	14/05/2009	HART SPORT	EQUIPMENT FOR ALAC	-255.00
EFT52393	14/05/2009	HEALTHWORKS	BOOKLETS: HEART CARE - EMPLOYEE WELLNESS PROGRAM	-210.90
EFT52394	14/05/2009	HELEN LEEDER-CARLSON	OVER 50'S ART CLASS	-122.50
EFT52395	14/05/2009	HYDRAMET AUSTRALIA	REPLACEMENT REFRIGERATION PUMP FOR ALAC	-930.60
EFT52396	14/05/2009	JOHN KINNEAR AND ASSOCIATES	Survey request at Down Road from Albany Hwy to 200 m west of driveway	-4611.75
EFT52397	14/05/2009	JUST SEW EMBROIDERY	EMBROIDERY OF CITY LOGO UNIFORMS	-27.50
EFT52398	14/05/2009	JUST A CALL DELIVERIES	INTERNAL MAIL DELIVERIES	-842.60
EFT52399	14/05/2009	KALGAN BUSHFIRE BRIGADE	REIMBURSEMENT FOR THE PURCHASE OF FUEL	-131.56
EFT52400	14/05/2009	KNOTTS PLUMBING PTY LTD	PLUMBING REPAIRS/MAINTENANCE	-4819.59
EFT52401	14/05/2009	DENNIS KOSTER	UNIFORMS - SAFETY BOOTS	-119.95
EFT52402	14/05/2009	LA FREEGARD	STUMP GRINDING FOR TREE REMOVALS FOR MARCH /APRIL 2008	-1056.00
EFT52403	14/05/2009	LAWRENCE AND HANSON	SAFETY SUPPLIES	-26.40
EFT52404	14/05/2009	JULIA EDITH LEVER	CASUAL ADMINISTRATION AND GENERAL DUTIES AT VANCOUVER ARTS CENTRE	-715.00
EFT52405	14/05/2009	LINK ENERGY PTY LTD	LITRES DIESEL FUEL	-61716.24
EFT52406	14/05/2009	ALBANY LIQUID WASTE	CLEARING OF DOG POUND DRAIN	-93.50

EFT52407	14/05/2009	LOCAL GOVERNMENT MANAGERS AUSTRALIA	DELEGATE REGISTRATION FOR FUNCTIONAL COMMUNITIES - CLOSING THE GAP LOCAL GOVERNMENT & INDIGENOUS COMMUNITIES CONFERENCE 29 APRIL TO 1ST MAY 2009 MAYOR MILTON EVANS JP - CITY OF ALBANY	-1904.00
EFT52408	14/05/2009	LORLAINE DISTRIBUTORS PTY LTD	CLEANING ITEMS	-108.00
EFT52409	14/05/2009	LOVES BUS SERVICE	Pick up and return of students from ASHS to the Vancouver Arts Centre	-124.30
EFT52410	14/05/2009	ALBANY CITY MOTORS	GARDEN SUPPLIES	-1500.35
EFT52411	14/05/2009	MASTERY OF FX	TRAVEL FOR LIBRARY EVENT 30/4/09	-870.80
EFT52412	14/05/2009	MCCRACKEN DEC	Rates refund for assessment A199809 5 ORION AVENUE MCKAIL WA 6330	-567.11
EFT52413	14/05/2009	METROOF ALBANY	ROOF MATERIALS FOR PARKS BUILDING ALTERATIONS	-378.73
EFT52414	14/05/2009	MIDALIA STEEL PTY LTD	STEEL SUPPLIES FOR BOND STORE	-26.00
EFT52415	14/05/2009	MINTER ELLISON LAWYERS	LEGAL COSTS	-11058.49
EFT52416	14/05/2009	MJB INDUSTRIES PTY LTD	1200mm x 1200mm x 100mm BOX CULVERTS	-4405.53
EFT52417	14/05/2009	NEVE CONTRACTING	PROGRESS PAYMENT FOR DOWNHILL MOUNTAIN BIKE TRACK AT MT CLARENCE	-11000.00
EFT52418	14/05/2009	PN & ER NEWMAN QUALITY CONCRETE	1200 x 900 concrete tank - MT CLARENCE DESERT CORPS MEMORIAL	-444.40
EFT52419	14/05/2009	ALBANY COMMUNITY PHARMACY	SAFETY SUPPLIES - STICKS SUN BLOCK ZINC	-26.00
EFT52420	14/05/2009	NOVUS AUTOGLASS REPAIRS & REPLACEMENTS	REPLACE WINDSCREEN ON TOYOTA HILUX AS9667	-383.90
EFT52421	14/05/2009	OCS SERVICES PTY LTD	CLEANING SERVICES	-22229.44
EFT52422	14/05/2009	PALMER EARTHMOVING (AUSTRALIA) PTY LTD	Cubic metres WIN, CRUSH & STOCKPILE GRAVEL to -80mm MILLBROOK ROAD	-46127.28
EFT52423	14/05/2009	PC MACHINERY	Wacker Vibratory Rammer B560-zi	-3724.16
EFT52425	14/05/2009	AUSTRALASIAN PERFORMING RIGHT ASSOCIATION LIMITED	PERFORMING RIGHT ASSOCIATION LICENCE FEES 01/03/09 - 28/02/10	-176.66
EFT52426	14/05/2009	HANSON CONSTRUCTION MATERIALS PTY LTD	Tonnes 14mm Washed Blue Metal - DOWN ROAD	-801.56
EFT52427	14/05/2009	POWELL SECURITY SERVICES	SERURITY SERVICES	-407.85
EFT52428	14/05/2009	R & L BITUMEN REPAIR SERVICES	Labour and bitumen emulsion and aggregate to seal runway 05/23 Albany Airport to remedy water pooling on runway	-12117.60
EFT52429	14/05/2009	RAINBOW COAST LAWNMOWING SERVICE	LAWN MOWING SERVICES FOR DAY CARE CENTRE 10/3 & 8/4/2009	-110.00
EFT52430	14/05/2009	W P REID	CONSTRUCTION OF STONE WALL ALONG PATH MIDDLETON ROAD	-2230.80
EFT52431	14/05/2009	ELIZABETH RICHARDS PTY LTD	LIBRARY ITEMS	-114.60
EFT52432	14/05/2009	ROCLA	METRES PLR23756 375 PLASTREAM X 6M RJ	-2520.67
EFT52433	14/05/2009	MP ROGERS AND ASSOCIATES PTY LTD	Provide detailed design drawing of the ANZAC Peace Park Marine Wall	-2293.73
EFT52434	14/05/2009	E AND MJ ROSHER PTY LTD	Supply of Reach mower parts	-1364.30
EFT52435	14/05/2009	ROYAL LIFE SAVING SOCIETY AUSTRALIA	SWIMMING AND LIFESAVING MANUAL	-580.00
EFT52436	14/05/2009	RESOURCE UNIT FOR CHILDREN WITH SPECIAL NEEDS	Kids 'n' music 4 people (DAYCARE)	-55.00
EFT52437	14/05/2009	SAUNA AND STEAM AUSTRALIA PTY LTD	DECALIFIER FOR ALAC	-174.90
EFT52438	14/05/2009	SCHWEPES AUSTRALIA	SOFT DRINKS FOR ALAC CAFÉ	-251.93
EFT52439	14/05/2009	SEATADVISOR AUSTRALIA	APRIL TICKET SALES TOWN HALL	-682.61
EFT52440	14/05/2009	SERVICE FINANCE CORPORATION LIMITED	MONTHLY PAYMENT FOR ALAC COFFEE MACHINE	-321.76
EFT52441	14/05/2009	SESCO SECURITY	QUARTERLY MONITORING BRIG AMITY	-171.60
EFT52442	14/05/2009	SHOP FOR SHOPS STOREWORKS	SPORT STORE STOCK	-385.00
EFT52443	14/05/2009	SKILL HIRE	CASUAL STAFF	-5736.06
EFT52444	14/05/2009	SOUTHERN ELECTRICS	ELECTRICAL REPAIRS/MAINTENANCE	-396.00
EFT52445	14/05/2009	SOUTHERN TOOL & FASTENER CO	HARDWARE SUPPLIES	-238.91
EFT52446	14/05/2009	SOUTHWAY DISTRIBUTORS (WA) PTY LTD	CATERING GOODS	-2485.77
EFT52447	14/05/2009	SOUTHCOAST SECURITY SERVICE	SECURITY SERVICES	-8450.55



EFT52448	14/05/2009	SPECTRUM THEATRE INC	REFUND OF RENT DUE TO BUILDING CLOSURE - 28/1/2009 - 30/4/2008	-146.60
EFT52449	14/05/2009	DEPARTMENT OF PREMIER & CABINET	GOVERNMENT GAZETTE ADVERTISING	-511.64
EFT52450	14/05/2009	SAI GLOBAL LTD	AS4902-2000 5 copies RYAN TAYLOR (PEACE PARK CONSTRUCTION)	-366.06
EFT52451	14/05/2009	STIRLING CONFECTIONERY PLUS	ASSORTED CONFECTIONERY FOR ALAC	-421.44
EFT52452	14/05/2009	STORM OFFICE NATIONAL	STATIONERY SUPPLIES	-13.00
EFT52453	14/05/2009	STREET FURNITURE AUSTRALIA	DF4 Fountain head drinking fountain Height from ground level 1.100mm Solid one piece casting 6mm flow of drinking water Body finish powder coat colour	-4416.50
EFT52454	14/05/2009	ALBANY LOCK SERVICE	ASSORTED E3 TYPE PADLOCKS FOR FIRE GATES	-1634.00
EFT52455	14/05/2009	SYNERGY	ELECTRICITY SUPPLIES	-30301.60
EFT52456	14/05/2009	T & C SUPPLIES	HARDWARE SUPPLIES	-750.38
EFT52457	14/05/2009	TELSTRA LICENSED SHOP ALBANY	CREDIT FOR PRE PAID TELEPHONE FOR ANZAC PEACE PARK	-50.00
EFT52458	14/05/2009	THE NAKED BEAN COFFEE ROASTERS	COFFEE SUPPLIES FOR ALAC CAFE	-273.00
EFT52459	14/05/2009	THE ALBANY CLUB	ALBANY CLASSIC CAR SPONSORSHIP UPSTAIRS ROOM HIRE AT THE ALBANY CLUB	-55.00
EFT52460	14/05/2009	TOLL PRIORITY	FREIGHT DISPATCH ORDERS TO 30/4/2009	-2706.39
EFT52461	14/05/2009	THE TROPHY SHOP	ENGRAVED GOLD PLATE FOR CITY OF ALBANY PLAQUE HMAS ARUNTA - 24/04/09	-46.50
EFT52462	14/05/2009	ALBANY TYREPOWER	TYRE PURCHASES/MAINTENANCE	-234.00
EFT52463	14/05/2009	NATHAN TYSOE	REIMBURSEMENT FOR MOTOR BIKE LICENCE	-85.70
EFT52464	14/05/2009	THE VINTAGE SPORTS CAR CLUB OF WA (INC)	REFUND OF ADVANCE BY VINTAGE SPORTS CAR CLUB OF WA FOR SUPPORT OF THE 2008 ALBANY CLASSIC MOTOR EVENT - REFER J BERRY	-5400.00
EFT52465	14/05/2009	IT VISION AUSTRALIA PTY LTD	SOFTWARE DEVELOPMENT	-731.50
EFT52466	14/05/2009	WALCON MARINE AUSTRALIA PTY LTD	Progress payment claim 3 - EMU POINT DISABILITY ACCESS JETTY	-14063.85
EFT52467	14/05/2009	ALBANY AND GREAT SOUTHERN WEEKENDER	ADVERTISING	-1155.42
EFT52468	14/05/2009	THINKWATER ALBANY	Grundfos CH2_60 pump including pressure switch, tank and flow switch	-1881.90
EFT52469	14/05/2009	WESTERBERG PANEL BEATERS	TOWING OF VEHICLE - ULLSTER ROAD - GREEN MITSUBISHI WITH 3 WHEELS	-77.00
EFT52470	14/05/2009	WESTRAC EQUIPMENT PTY LTD	VEHICLE PARTS	-1482.18
EFT52471	14/05/2009	WESTERN AUSTRALIAN LOCAL GOVERNMENT ASSOCIATION	COA display ad for senior accounting officer in West Australian	-3863.08
EFT52472	14/05/2009	WEST AUSTRALIAN NEWSPAPERS LIMITED	Production, Printing and Distribution of 2009 Albany Traveller Magazine	-31350.00
EFT52473	14/05/2009	WESTSIDE FIRE SERVICES	SUPPLY 5 FIRE BREAK GLASSES - ALAC	-101.75
EFT52474	14/05/2009	WESTERN WORK WEAR	UNIFORMS	-119.00
EFT52475	14/05/2009	DIANNE WOLFER	DINOSAURS ON THE PAGE	-1335.00
EFT52476	14/05/2009	WOOD AND GRIEVE ENGINEERS	SCHEMATIC DESIGN, DESIGN AND DOCUMENTATION, CONTRACT ADMINISTRATION PEACE PARK	-825.00
EFT52477	14/05/2009	WURTH AUSTRALIA PTY LTD	PLANT REPAIRS	-159.99
EFT52478	14/05/2009	YAKKA PTY LTD	UNIFORMS	-425.92
EFT52479	14/05/2009	ZENITH LAUNDRY	LAUNDRY SERVICES/HIRE	-34.61
EFT52480	14/05/2009	ARCHIBALD DONALD DUFTY	COUNCILLOR SITTING FEE 10/3/2009 - 30/6/2009 (PREVIOUS EFT OF 26/3/2009 CANCELLED)	-2167.00
EFT52481	15/05/2009	GREAT SOUTHERN DEVELOPMENT COMMISSION	ALBANY ENTERTAINMENT CENTRE CONTRIBUTION PART 2 OF 2	-880000.00
EFT52482	21/05/2009	ABBOTTS LIQUID SALVAGE PTY LTD	PUMP PUBLIC TOILETS	-280.00
EFT52483	21/05/2009	AD CONTRACTORS PTY LTD	PLANT HIRE	-57124.90
EFT52484	21/05/2009	ALBANY TOYOTA	Purchase of new Toyota Hilux 4WD Dual Cab Utility	-3790.15
EFT52485	21/05/2009	ALBANY V-BELT AND RUBBER	FILTERS/VEHICLE PARTS	-741.77
EFT52486	21/05/2009	ALBANY STATIONERS	STATIONERY SUPPLIES	-264.15
EFT52487	21/05/2009	ALBANY GAS CENTRE PTY LTD	FORKLIFT GAS CYLINDER REFILL	-412.50
EFT52488	21/05/2009	ALBANY LANDSCAPE SUPPLIES	COMPACTION SAND AND ROADBASE	-720.00
EFT52489	21/05/2009	ALBANY QUALITY LAWNMOWING	LAWN MOWING AT LOTTERIES HOUSE	-96.00

EFT52490	21/05/2009	ALFLOW INDUSTRIAL	Quarterly service on oil separator located at Depot	-327.25
EFT52491	21/05/2009	ARDESS NURSERY	9 x native seedlings wrapped in gold paper with green ribbon - 28/04/09.	-36.00
EFT52492	21/05/2009	ATC WORK SMART	CASUAL STAFF/APPRENTICE FEES	-1097.35
EFT52493	21/05/2009	AUSTRALIAN TAXATION OFFICE	Payroll deductions	-95862.71
EFT52494	21/05/2009	AYTON BAEJSIU PLANNING	FINALISATION OF DESIGN GUIDELINES LOT 247 CULL ROAD	-6063.75
EFT52495	21/05/2009	BACKSAFE AUSTRALIA	Mobile Hydraulic Lift Table - HMS500	-561.00
EFT52496	21/05/2009	STEPHAN BALTOV	CREATE SALES PLAN BROCHURE FOR CULL ROAD STAGE 1 SUBDIVISION	-504.50
EFT52497	21/05/2009	BANDICOOT NURSERY	PLANTS FOR ROUNDABOUT CENTRES	-360.30
EFT52498	21/05/2009	BENNETTS BATTERIES	BATTERY PURCHASES	-159.50
EFT52499	21/05/2009	BERTOLA HIRE SERVICES ALBANY PTY LTD	EQUIPMENT HIRE	-19.80
EFT52500	21/05/2009	BEVANS (WA) PTY LTD	CATERING SUPPLIES	-24.00
EFT52501	21/05/2009	ALBANY BOBCAT SERVICES	PICK UP OF LOPPINGS AT THE CORNER BREWSTER/COLLINGWOOD RD	-200.00
EFT52502	21/05/2009	BOOLAH ART AND CRAFT SUPPLIES	GOODS - VANCOUVER ARTS CENTRE	-178.65
EFT52503	21/05/2009	BUNNINGS BUILDING SUPPLIES PTY LTD	BUILDING MATERIALS	-292.14
EFT52504	21/05/2009	CAMPBELL CONTRACTORS	Construction of concrete footpaths at various locations.	-59405.60
EFT52505	21/05/2009	CAPE BYRON IMPORTS	SPORT STORE STOCK	-473.85
EFT52506	21/05/2009	J AND S CASTLEHOW ELECTRICAL SERVICES	ELECTRICAL REPAIRS/MAINTENANCE	-507.05
EFT52507	21/05/2009	CHADSON ENGINEERING PTY LTD	CHLORINE	-355.30
EFT52508	21/05/2009	CLARK EQUIPMENT SALES PTY LTD	PLANT REPAIRS	-104.58
EFT52509	21/05/2009	COFFEY ENVIRONMENTS PTY LTD	SAMPLING & ANALYSIS PEACE PARK MONITORING 28/4/- 30/4 EMP REVISION 9/4-29/4	-3676.20
EFT52510	21/05/2009	COLES SUPERMARKETS AUSTRALIA PTY LTD	SUNDRY ITEMS FOR CITY WORKS	-187.22
EFT52511	21/05/2009	DAPHNE JEAN COTTON	WORK DONE ON BEHALF OF CENTRAL ALBANY BUSINESS OWNERS ALLIANCE	-2625.25
EFT52512	21/05/2009	COVENTRYS	VEHICLE PARTS	-453.12
EFT52513	21/05/2009	CREATIVE ALBANY INC	COMMUNITY EVENT FINANCIAL ASSISTANCE-HARBOUR SOUND CONCERT WEEKEND 24/04/09-26/04/09	-3000.00
EFT52514	21/05/2009	DOWNER EDI WORKS PTY LTD	TONNES COLDMIX	-934.49
EFT52515	21/05/2009	CEMEX AUSTRALIA PTY LTD	50 tonnes metal dust - SPENCER PARK STAGES 1 & 2	-1181.55
EFT52516	21/05/2009	AL CURNOW HYDRAULICS	VEHICLE PARTS/MAINTENANCE	-85.58
EFT52517	21/05/2009	CUTTING EDGES PTY LTD	VEHICLE PARTS	-1013.74
EFT52518	21/05/2009	CYNERGIC COMMUNICATIONS	DOMAIN NAME REGISTRATION ALBANYARTS.COM.AU RENEWAL	-66.00
EFT52519	21/05/2009	35 DEGREES SOUTH	TURNER AND DUNN STREETS SURVEY EQU044	-7645.00
EFT52520	21/05/2009	LANDGATE	DISCOVER WESTERN AUSTRALIA & SOUTH SET EDITION 1 (ELECTRONIC)	-22.55
EFT52521	21/05/2009	HOUSING AUTHORITY	Rates refund for assessment A775S8 3 TRIMMER ROAD SPENCER PARK WA 6330	-1045.34
EFT52522	21/05/2009	DORALANE PASTRIES	PASTRIES FOR TIMEOUT CAFE	-73.59
EFT52523	21/05/2009	NAOMI DYER	FACILITATING FOOD SENSE COURSE	-96.00
EFT52524	21/05/2009	EASIFLEET MANAGEMENT	Payroll deductions	-1185.86
EFT52525	21/05/2009	EASIFLEET MANAGEMENT	Payroll deductions	-1279.40
EFT52526	21/05/2009	P AND W ELOY ELECTRICAL SERVICES	ELECTRICAL REPAIRS	-3173.86
EFT52527	21/05/2009	ENVIRONMENTAL RESOURCES MANAGEMENT AUSTRALIA	Separate health risk assessment analysis to meet auditor requirements, additional SAP works - PEACE PARK	-3671.80
EFT52528	21/05/2009	MILTON EVANS	FUEL/CAR REMBURSEMENT	-558.67
EFT52529	21/05/2009	EVERTRANS MOTOR BODY BUILDERS	BRAKE DRUMS & LININGS FOR TWO TRAILERS	-2596.00
EFT52530	21/05/2009	EVERITE SIGNS	SIGNWRITING/SIGN PURCHASES	-110.00
EFT52531	21/05/2009	FARMERS CENTRE (1978) PTY LTD	Mower blades for slasher	-400.40
EFT52532	21/05/2009	FLETCHERS BLOCK PAVING	Being for seventy (70) charcoal 400x400x60 paving slabs - BOND STORE	-465.00
EFT52533	21/05/2009	GODYCKI-CWIRKO JK, J & M	Rates refund for assessment A27620 58 BORONIA AVENUE COLLINGWOOD HEIGHTS	-174.05

EFTS2534	21/05/2009	GREAT SOUTHERN TAPE	REPRINT OF CERTIFICATE 111 IN CIVIL CONSTRUCTION - ENZO MANERA	-50.00
EFTS2535	21/05/2009	GREEN SKILLS INC	LABOUR HIRE FOR WEED CONTROL	-2751.10
EFTS2536	21/05/2009	GREAT SOUTHERN PERSONNEL	GARDENING/GROUND SERVICES LOTTERIES HOUSE	-160.99
EFTS2537	21/05/2009	GREAT SOUTHERN PACKAGING SUPPLIES	CLEANING ITEMS	-372.46
EFTS2538	21/05/2009	THE GREAT SOUTHERN FACTOR INCORPORATED	PURCHASE OF SCREEN FOR ALBANY MOTOR CLASSIC EVENT	-200.00
EFTS2539	21/05/2009	GROCOTT TRANSPORT	PLANT HIRE	-1724.80
EFTS2540	21/05/2009	PROTECTOR FIRE SERVICES PTY LTD	3 x 9kg chemical fire extinguishers in MD12 break style glass units nozzle attachment for water pump and extra signs and clamps - EMU POINT BOAT PENS	-1843.43
EFTS2541	21/05/2009	HARLEY SURVEY GROUP PTY LTD	Road Surveys at various locations	-11605.00
EFTS2542	21/05/2009	HART SPORT	SPORT STORE STOCK	-1301.10
EFTS2543	21/05/2009	HAYNES ROBINSON	LEGAL FEES	-660.00
EFTS2544	21/05/2009	HELEN LEEDER-CARLSON	SENIORS ART CLASS	-197.50
EFTS2545	21/05/2009	JUST SEW EMBROIDERY	POLOS AND LOGOS FOR ALAC	-188.65
EFTS2546	21/05/2009	JUST A CALL DELIVERIES	DELIVER REFRESHMENTS TO ALAC	-27.50
EFTS2547	21/05/2009	G AND J KELLY PTY LTD	CULL ROAD - WATER TESTING/SEWER EXTENSION	-6075.85
EFTS2548	21/05/2009	KGT FREIGHT MANAGEMENT	CLAIM NUMBER 019253 CAPE RICHE PONTOON	-255.75
EFTS2549	21/05/2009	KING RIVER HORSE AND PONY CLUB	COMMUNITY FINANCIAL ASSISTANCE PROGRAM - COMMUNITY FACILITY FUNDING - SHOW JUMPING EQUIPMENT	-4500.00
EFTS2550	21/05/2009	KLB SYSTEMS	PURCHASE OF PCs	-4328.50
EFTS2551	21/05/2009	KNOTTS PLUMBING PTY LTD	PLUMBING REPAIRS/MAINTENANCE	-116.19
EFTS2552	21/05/2009	LAURAINNE DIGGINS FINE ART MELBOURNE	CITY OF ALBANY ART PRIZE - ARTIST GENEVIEVE LOY - SALE OF ARTWORK TITLED BUSH TURKEY STORY	-2847.50
EFTS2553	21/05/2009	LAWRENCE AND HANSON	SAFETY SUPPLIES	-27.50
EFTS2554	21/05/2009	LOCKHART HOLDINGS PTY LTD	Rates refund for assessment AS891 36758 SOUTH COAST HIGHWAY GNOWELLEN WA 6328	-121.54
EFTS2555	21/05/2009	THE LORD FORREST HOTEL	ONE NIGHT ACCOMMODATION FOR KEITH BARNETT (6TH MAY/7TH MAY 09)	-172.00
EFTS2556	21/05/2009	LOUGHTON PATTERSON PTY LTD	Rates refund for assessment A209555 UNIT 8 266 MIDDLETON ROAD	-260.90
EFTS2557	21/05/2009	M2 TECHNOLOGY PTY LTD	M2 CUSTOMNET ON HOLD MESSAGE - QUARTERLY INVOICE	-377.01
EFTS2558	21/05/2009	SALLY MALONE	SIGNAGE DESIGN AND CONCEPT FOR HARAHAN ROAD LANDFILL SITE	-4146.01
EFTS2560	21/05/2009	EMMA MCRAE	RECORDS KEEPING COURSE REIMBURSEMENT -EMIMA MCRAE	-32.80
EFTS2561	21/05/2009	MERRIFIELD REAL ESTATE	Rates refund for assessment A32186 189 CHESTER PASS ROAD MILPARA WA 6330	-1509.51
EFTS2562	21/05/2009	MERCURY FIRE SAFETY PTY LTD	32 DRUMS OF CHEMGUARD CLASS A FOAM	-4879.00
EFTS2563	21/05/2009	MIDALIA STEEL PTY LTD	STEEL SUPPLIES	-68.64
EFTS2564	21/05/2009	MINTER ELLISON LAWYERS	LEGAL COSTS	-5268.78
EFTS2565	21/05/2009	JULIA MITCHELL	CANCELLATION OF MOTHERS DAY MARKET STALL	-35.00
EFTS2566	21/05/2009	MOUNT BARKER COMMUNICATIONS	SITE VISIT TO PERTH - MOVE ANTENNA	-643.50
EFTS2567	21/05/2009	NEVILLES HARDWARE & BUILDING SUPPLIES	HARDWARE/TOOL SUPPLIES	-1425.30
EFTS2568	21/05/2009	NEVE CONTRACTING	PROGRESS PAYMENT FOR DOWNHILL MOUNTAIN BIKE TRACK AT MT CLARENCE	-11000.00
EFTS2569	21/05/2009	OKEEFE'S PAINTS	PAINT & PAINTING SUPPLIES	-215.57
EFTS2570	21/05/2009	OPUS INTERNATIONAL CONSULTANTS LTD	PROFESSIONAL SERVICES - CULL ROAD/BLACKSPOT DESIGNS AT VARIOUS LOCATIONS	-20020.78
EFTS2571	21/05/2009	PENNANT HOUSE	CITY OF ALBANY FLAG	-434.50
EFTS2572	21/05/2009	HANSON CONSTRUCTION MATERIALS PTY LTD	Tonnes 7mm Washed Blue Metal DOWN ROAD	-2352.44
EFTS2573	21/05/2009	PLASTICS PLUS	STOREMATE SYSTEM (ALAC)	-55.99
EFTS2574	21/05/2009	POWELL SECURITY SERVICES	SECURITY SERVICES	-202.00
EFTS2575	21/05/2009	PRINCESS ROYAL SAILING CLUB	FUNDING FOR A GALLANTE TO ATTEND 2009 WORLD MIRROR TITLES IN WALES	-8800.00
EFTS2576	21/05/2009	RADIOWEST BROADCASTERS PTY LTD	AUTHORITY TO BROADCAST (1/5/2009 - 30/5/2009) ALBANY CLASSIC EVENT	-1652.75
EFTS2577	21/05/2009	REEVES AND COMPANY BUTCHERS PTY LTD	CATERING SUPPLIES	-33.85

EFT52578	21/05/2009	ROYAL LIFE SAVING SOCIETY AUSTRALIA	AWARD CERTIFICATES & BADGES ALAC	-294.80
EFT52579	21/05/2009	SCHWEPPE AUSTRALIA	SOFT DRINKS - ALAC	-513.90
EFT52580	21/05/2009	SHENTON ENTERPRISES	AQUA PRINCE	-199.00
EFT52581	21/05/2009	THE SINGING TREE ALBANY	BOOK PURCHASES	-44.91
EFT52582	21/05/2009	SKILL HIRE	CASUAL STAFF	-11705.07
EFT52583	21/05/2009	SOS OFFICE EQUIPMENT	REPAIR LASERJET PRINTER - TOWN HALL	-93.17
EFT52584	21/05/2009	SOUTHERN TOOL & FASTENER CO	HARDWARE SUPPLIES	-812.70
EFT52585	21/05/2009	SOUTHWAY DISTRIBUTORS (WA) PTY LTD	CATERING GOODS	-1273.48
EFT52586	21/05/2009	SOUTHERN WATER CARTS	Hire of Water Trucks	-9350.00
EFT52587	21/05/2009	STATEWIDE BEARINGS	VEHICLE PARTS	-947.26
EFT52588	21/05/2009	SAI GLOBAL LTD	INTERNET DOWNLOAD	-274.63
EFT52589	21/05/2009	STORM OFFICE NATIONAL	STATIONERY SUPPLIES	-75.45
EFT52590	21/05/2009	ALBANY LOCK SERVICE	LOCKSMITH SERVICES, REPAIRS ETC	-1537.90
EFT52591	21/05/2009	ALBANY IGA	GROCERIES	-30.30
EFT52592	21/05/2009	T & C SUPPLIES	HARDWARE/TOOL SUPPLIES	-640.44
EFT52593	21/05/2009	TELSTRA LICENSED SHOP ALBANY	TELEPHONE CABLE ALTERATIONS	-245.56
EFT52594	21/05/2009	TRAILBLAZERS	PROTECTIVE CLOTHING FOR STAFF	-331.95
EFT52595	21/05/2009	TRAFFIC PLANS AUSTRALIA	ADDITIONAL LICENCES MAINTENANCE/RAPID PLAN REFER ORIGINAL P/O 40500	-660.00
EFT52596	21/05/2009	TRUCKLINE	VEHICLE PARTS	-37.99
EFT52597	21/05/2009	TRU-BLU GROUP PTY LTD	EQUIPMENT HIRE	-1118.00
EFT52598	21/05/2009	TWADDLE JR	Rates refund for assessment A167949 73 MCGONNELL ROAD MCKAIL WA 6330	-308.30
EFT52599	21/05/2009	ALBANY TYREPOWER	TYRE PURCHASES/MAINTENANCE	-15.00
EFT52600	21/05/2009	WA AQUATIC CLUB PTY LTD	SPORT STORE STOCK	-2850.14
EFT52601	21/05/2009	WA LOCAL GOVT SUPERANNUATION	Superannuation contributions	-99154.47
EFT52602	21/05/2009	COURTNEY WARD	RECORDS KEEPING COURSE REIMBURSEMENTS FOR COURTNEY WARD	-108.04
EFT52603	21/05/2009	MICHAEL J WEBB	SETTING UP GALLERY EXHIBITION	-66.00
EFT52604	21/05/2009	ALBANY AND GREAT SOUTHERN WEEKENDER	ADVERTISING	-50.40
EFT52605	21/05/2009	WESTRAC EQUIPMENT PTY LTD	VEHICLE PARTS	-11.29
EFT52606	21/05/2009	WESTERN WORK WEAR	WORKWARE	-140.40
EFT52607	21/05/2009	GRAHAM WITHERS	REIMBURSEMENT FOR GRAHAM WITHERS HOTEL ACCOMODATION - CONFERENCE ATTENDANCE	-1096.00
EFT52608	21/05/2009	YAKKA PTY LTD	UNIFORMS	-422.71
EFT52609	21/05/2009	YARALLA PASTORAL COMPANY	Gravel Royalties on Millbrook Road gravel pit	-12948.10
EFT52610	21/05/2009	ZENITH LAUNDRY	LAUNDRY SERVICES/HIRE	-6.72
EFT52611	21/05/2009	MICHELLE DAYMAN	AUSTRALIA DAY CONFERENCE - SYDNEY	-534.84
EFT52612	21/05/2009	COURTNEY WARD	MEAL REIMBURSEMENTS WHILST ON TRAINING IN PERTH	-154.00
EFT52613	28/05/2009	ACTIV FOUNDATION INC.	PACKAGING	-40.00
EFT52614	28/05/2009	AD CONTRACTORS PTY LTD	Dry hire of Loader for April 2009	-5138.00
EFT52615	28/05/2009	ADVERTISER PRINT	500 business cards for Paul Richards, 250 business cards for Fran Buswell.	-55.00
EFT52616	28/05/2009	AGCRETE ALBANY	CONCRETE SUPPLIES	-220.00
EFT52617	28/05/2009	AGEST	Superannuation contributions	-428.14
EFT52618	28/05/2009	ALBANY ADVERTISER LTD	ADVERTISING	-3080.05
EFT52619	28/05/2009	ALBANY PRINTERS	500 BUSINESS CARDS - WHALEWORLD	-440.00
EFT52620	28/05/2009	ALBANY GUTTER CLEAN	CLEAN GUTTERS OF STADIUM & ROOF AREA OVER POOL	-2156.00
EFT52621	28/05/2009	ALBANY TRAVEL TOWER	Verge Pruning on Takenup Road	-6900.00
EFT52622	28/05/2009	ALBANY SWEEP CLEAN	Sweep carparks, cycleways & boardwalks	-4197.00

EFT52623	28/05/2009	ALBANY STATIONERS	STATIONERY SUPPLIES	-2.50
EFT52624	28/05/2009	ALBANY COMMUNITY HOSPICE	Payroll deductions	-28.00
EFT52625	28/05/2009	ALBANY PEST AND WEED CONTROL	Destroy feral Bee hive at Eco Park	-120.00
EFT52626	28/05/2009	ALBANY CHAMBER OF COMMERCE & INDUSTRY	ADVERTISING - 2010 DIRECTORY	-437.00
EFT52627	28/05/2009	ALBANY STOCK FEEDS	BAGS OF PAL MEATY BITE BISCUITS	-82.60
EFT52628	28/05/2009	ALBANY HISTORICAL SOCIETY	MANNING AND CLEANING OF THE BRIG AMITY FOR MAY	-600.00
EFT52629	28/05/2009	ALBANY MOBILE WELDING	PLAYGROUND EQUIPMENT REPAIRS - REPAIR OF POMMEL CHAIN FITTINGS	-396.00
EFT52630	28/05/2009	HOME TIMBER & HARDWARE	HARDWARE	-7.54
EFT52631	28/05/2009	ALBANY OFFICE PRODUCTS DEPOT	STATIONERY/PRINTING SUPPLIES	-3226.45
EFT52632	28/05/2009	ALBANY NEWS DELIVERY	NEWSPAPER DELIVERIES	-230.10
EFT52633	28/05/2009	ALBANY CITY CLEANERS	WINDOW CLEANING	-792.00
EFT52634	28/05/2009	ALBANY KAWASAKI	BATTERY FOR KLX MOTORBIKE	-55.00
EFT52635	28/05/2009	ALINTA	GAS USAGE CHARGES	-13694.65
EFT52636	28/05/2009	AMALGAMATED MOVIES	COPYRIGHT LICENSE FOR SCREENING OF THE BLACK BALLOON	-288.20
EFT52637	28/05/2009	AMITY PAINTING AND DECORATING	PAINTING AT VAC	-660.00
EFT52638	28/05/2009	AMP SUPERANNUATION LIMITED	Superannuation contributions	-1677.83
EFT52639	28/05/2009	ANGUS AND ROBERTSON BOOK WORLD	NEWSPAPERS/BOOKS/MAGAZINES/STATIONERY	-397.58
EFT52640	28/05/2009	ANNETTE DAVIS	PLANNING AND CO-ORDINATION OF THE 2009 CoA ART PRIZE	-4808.32
EFT52641	28/05/2009	APH CONTRACTORS PTY LTD	LOT 247 CULL ROAD ALBANY SUBDIVISION PORTION STATE 1A	-280689.20
EFT52642	28/05/2009	ARDESS NURSERY	CONCENTRATED CONFIDOR FOR WEED PEST CONTROL LOWER STIRLING TERRACE	-43.00
EFT52643	28/05/2009	ATC WORK SMART	CASUAL STAFF/APPRENTICE FEES	-1380.01
EFT52644	28/05/2009	AUSSIE DRAWCARDS PTY LTD	QUARTERLY SERVICE FEES FOR JUNE - AUGUST 09	-169.50
EFT52645	28/05/2009	AUSTRALIAN TAXATION OFFICE	Payroll deductions	-3371.64
EFT52646	28/05/2009	AUSTRALIAN SERVICES UNION WA BRANCH	Payroll deductions	-2016.30
EFT52647	28/05/2009	AUSTRALIAN PRIMARY SUPERANNUATION FUND	Superannuation contributions	-277.06
EFT52648	28/05/2009	SKANDIA GLOBAL SUPER SOLUTION	Payroll deductions	-384.61
EFT52649	28/05/2009	AUSTRALIAN ETHICAL SUPERANNUATION FUND	RATES COLLECTIONS COSTS - AUSTRAL MERCANTILE COLLECTIONS	-2338.85
EFT52650	28/05/2009	AUSTRALIAN ETHICAL SUPERANNUATION FUND	Superannuation contributions	-87.36
EFT52651	28/05/2009	AXA GENERATIONS PERSONAL SUPERANNUATION	Superannuation contributions	-291.20
EFT52652	28/05/2009	BANKWEST	Payroll deductions	-1044.20
EFT52653	28/05/2009	BARNESBY FORD	VEHICLES/VEHICLE PARTS/REPAIRS	-561.96
EFT52654	28/05/2009	ADVANCED TRAFFIC MANAGEMENT	hours-Hire of Traffic Control on 29 April 2009 (4 Controllers & 2 Vehicles)	-3299.44
EFT52655	28/05/2009	BERTOLA HIRE SERVICES ALBANY PTY LTD	EQUIPMENT HIRE (CHEMICAL TOILET HIRE/DELIVERY/PICK UP/PUMP OUTS)	-1767.64
EFT52656	28/05/2009	ALBANY BOBCAT SERVICES	HOURS HIRE BOBCAT AND TRUCK HIRE	-2880.00
EFT52657	28/05/2009	BOOLAH ART AND CRAFT SUPPLIES	GOODS - VANCOUVER ARTS CENTRE	-40.85
EFT52658	28/05/2009	BORAL CONSTRUCTION MATERIALS GROUP LTD	Spray & cover using C320 bitumen & .10mm + 7mm aggregate for runway 05/23	-282873.58
EFT52659	28/05/2009	BOWEY COMMUNICATIONS	REMAKE TV COMMERCIALS FOR 2009 ALBANY CLASSIC MOTOR EVENT	-1518.00
EFT52660	28/05/2009	BUNNINGS BUILDING SUPPLIES PTY LTD	COLOURBOND AND RIDGE CAP FOR CAPE RICHE	-2421.35
EFT52661	28/05/2009	CABCHARGE AUSTRALIA LIMITED	TAXI FARES	-743.82
EFT52662	28/05/2009	CAMTRANS ALBANY PTY LTD	PACK COMMON BRICKS FOR WORKS ON PARADE STREET	-382.80
EFT52663	28/05/2009	CAMLYN SPRINGS WATER DISTRIBUTORS	WATER CONTAINER REFILLS	-708.00
EFT52664	28/05/2009	CAMPBELL CONTRACTORS	Construction of concrete headwall at Peace Park	-28941.40
EFT52665	28/05/2009	AMY CARNEY	REMBURSEMENT FOR SNACKS FOR CSC RELAUNCH	-133.05
EFT52666	28/05/2009	CBUS	Superannuation contributions	-323.46
EFT52667	28/05/2009	CHILD SUPPORT AGENCY	Payroll deductions	-145.80

EFT52668	28/05/2009	CID EQUIPMENT PTY LTD	GRADER REPAIRS	-2793.36
EFT52669	28/05/2009	COCA-COLA AMATIL PTY LTD	SOFT DRINK FOR ALAC CAFE	-574.82
EFT52670	28/05/2009	COLES SUPERMARKETS AUSTRALIA PTY LTD	FOOD AND DRINK FOR DAYCARE CENTRE	-673.59
EFT52671	28/05/2009	COLONIAL FIRST STATE ROLLOVER & SUPER FUND	Superannuation contributions	-127.89
EFT52672	28/05/2009	COLONIAL FIRST STATE FIRSTCHOICE PERSONAL SUPER	Superannuation contributions	-520.30
EFT52673	28/05/2009	CONTACH METAL INDUSTRIES	ENCLOSED TRAILER FOR VISITOR CENTRE (MOBILE INFORMATION STAND)	-9832.00
EFT52674	28/05/2009	ANN COPEMAN BVA	ASSISTANCE TO THE CURATOR OF THE CITY OF ALBANY ART PRIZE 2009	-500.00
EFT52675	28/05/2009	COURIER AUSTRALIA	FREIGHT FEES	-122.86
EFT52676	28/05/2009	COUNTRY ARTS WA	ANNUAL SUBSCRIPTION TO COUNTRY ARTS WA	-55.00
EFT52677	28/05/2009	COUNTRYWIDE SIGNS	OUTDOOR SIGNAGE FOR FORTS	-264.00
EFT52678	28/05/2009	COVENTRYS	VEHICLE PARTS	-168.70
EFT52679	28/05/2009	CROWNE PLAZA PERTH	ACCOMMODATION FOR MAYOR MILTON EVANS FOR LOCAL GOVERNMENT & INDIGENOUS COMMUNITIES	-900.00
EFT52680	28/05/2009	CROKER LACEY GRAPHIC DESIGN	CONFERENCE	-120.00
EFT52681	28/05/2009	CEMEX AUSTRALIA PTY LTD	Graphic Design for Volunteers Week Flyers	-3789.31
EFT52682	28/05/2009	AL CURNOW HYDRAULICS	100 tonnes metal dust - SPENCER PARK STAGES 1 & 2	-308.21
EFT52683	28/05/2009	CYNERGIC COMMUNICATIONS	VEHICLE PARTS/MAINTENANCE	-493.90
EFT52684	28/05/2009	DATA #3 LIMITED	MANAGE SERVER - WEBSITE MAINTENANCE	-15925.62
EFT52685	28/05/2009	LANDGATE	ExchgStdCAL 2007 ENG OLP NL LclGov DvcCAL MS2003 UPGRADES	-87.50
EFT52686	28/05/2009	DEPARTMENT FOR PLANNING AND INFRASTRUCTURE	TITLE SEARCHES	-1144.00
EFT52687	28/05/2009	G AND M DETERGENTS AND HYGIENE SERVICES	EMU POINT MARINE FACILITY SEA BED LEASE 01/06/09 - 31/05/10	-1575.86
EFT52688	28/05/2009	ALBANY DISCOUNT PHOTOS	MONTHLY HYGIENE CONTRACT	-10.00
EFT52689	28/05/2009	DONDI SUPER FUND	PASSPORT SIZED PHOTOS FOR ASIC RENEWAL	-156.14
EFT52690	28/05/2009	DORALANE PASTRIES	Superannuation contributions	-208.56
EFT52691	28/05/2009	JON & GRYSJE DOUST	PASTRIES FOR TIMEOUT CAFE	-275.00
EFT52692	28/05/2009	EDUCATIONAL EXPERIENCE PTY LTD	Meet the author session 14/05/2009 LIBRARY PROGRAM - FINDING MY PLACE	-379.29
EFT52693	28/05/2009	ELDERS LIMITED	Items as selected -FOR LIBRARY CHILDRENS SERVICES	-689.96
EFT52694	28/05/2009	P AND W ELOY ELECTRICAL SERVICES	5 Litre Drums of Pulse Penetrant	-3196.91
EFT52695	28/05/2009	ALBANY ENGINEERING COMPANY	ELECTRICAL REPAIRS	-190.85
EFT52696	28/05/2009	ENVISION WARE PTY LTD	MAINTENANCE VEHICLES	-857.54
EFT52697	28/05/2009	EVERTRANS MOTOR BODY BUILDERS	Warranty/Maintenance - Envisionware Suite First Building Bundle	-547.80
EFT52698	28/05/2009	EYERITE SIGNS	VEHICLE REPAIRS	-646.80
EFT52699	28/05/2009	FARM FRESH WHOLESALERS	SIGNWRITING/SIGN PURCHASES	-298.01
EFT52700	28/05/2009	ALBANY FIREBREAK AND SLASHING CO. PTY LTD	CATERING SUPPLIES	-308.00
EFT52701	28/05/2009	FRANEY & THOMPSON	3.5 hrs rotary hoeing - SPENCER PARK STAGES 1 & 2	-159.89
EFT52702	28/05/2009	RAYMOND W GEORGE	TIMBER SUPPLIES FOR EMU POINT DISABILITY ACCESS	-310.00
EFT52703	28/05/2009	SANDRA GILFILLAN	DINOSAURS IN SCHOOLS - COORDINATORS CLAIM FOR APRIL 09	-3365.00
EFT52704	28/05/2009	GRANDE FOOD SERVICE	FAUNA SURVEY AT 143 WILCOX ROAD, REDMOND	-219.01
EFT52705	28/05/2009	GREAT SOUTHERN GROUP TRAINING	ASSORTED SLICES FOR ALAC CAFE	-9816.82
EFT52706	28/05/2009	GREAT STHN PEST & WEED CONTROL	APPRENTICES FEES	-77.00
EFT52707	28/05/2009	GREAT SOUTHERN SAND AND LANDSCAPING SUPPLIES	CARRY OUT SERVICE FOR THE MANAGEMENT OF BORER TO ART PIECE	-32494.18
			Cubic metres Top Soil/Mulch Mix supplied & delivered as per quotation EQU043_036_2008.6	

EFT52708	28/05/2009	GREAT SOUTHERN PACKAGING SUPPLIES	CLEANING GOODS	-564.78
EFT52709	28/05/2009	GREENMAN TRADING COMPANY	TREE HAZARD ASSESSMENT AT ALISON HARTMAN GARDENS	-726.00
EFT52710	28/05/2009	GT BEARING AND ENGINEERING SUPPLIES	VEHICLE PARTS	-60.00
EFT52711	28/05/2009	PROTECTOR FIRE SERVICES PTY LTD	FIRE EQUIPMENT MAINTENANCE	-77.00
EFT52712	28/05/2009	HAYNES ROBINSON	LEGAL FEES	-1119.26
EFT52713	28/05/2009	HBF OF WA	Payroll deductions	-1155.50
EFT52714	28/05/2009	HELEN LEEDEER-CARLSON	OVER 50s ART CLASS	-122.50
EFT52715	28/05/2009	HITACHI CONSTRUCTION MACHINERY AUSTRALIA	PLANT REPAIRS	-496.96
EFT52716	28/05/2009	HUDSON HENNING AND GOODMAN	Rates refund for assessment A116839 16 ABERCORN STREET ORANA WA 6330	-322.30
EFT52717	28/05/2009	HYDRAMET AUSTRALIA	REPAIR TO SPA DOSING SYSTEM	-113.86
EFT52718	28/05/2009	IBM AUSTRALIA LTD	SERVICES FOR IBM EXPRESS MANAGED SERVICES FOR 07/03/09 - 06/04/09	-1307.08
EFT52719	28/05/2009	ING LIFE LIMITED	Superannuation contributions	-121.74
EFT52720	28/05/2009	ING LIFE LIMITED	Superannuation contributions	-381.30
EFT52721	28/05/2009	INTERLINK COMMERCIAL INTERIORS WA - UCI	Flight from Perth ( ROB PENNINGTON) - 28/4/2009 to quote north road partitions changes	-450.00
EFT52722	28/05/2009	INTEGRATED RECORDS & INFORMATION SOLUTIONS	RECORDS MANAGEMENT & KEYWORD CLASSIFICATION TRAINING	-1364.00
EFT52723	28/05/2009	ISIS CAPITAL LIMITED	MONTHLY PAYMENT FOR GYM EQUIPMENT	-3494.82
EFT52724	28/05/2009	JUST SEW EMBROIDERY	YOUTH STRATEGIES INITIATIVES - Goddess program - T/SHIRTS, HATS ETC	-211.20
EFT52725	28/05/2009	H U KENDALL AND COMPANY	VELCRO STRAP 300MM FOR DEPOT	-75.10
EFT52726	28/05/2009	NOVA KETTLEWELL	POSTER/FLYER WORK FOR MOTHERS DAY MARKET	-20.00
EFT52727	28/05/2009	KIM SOUNNESS & CO	FUEL FOR GNOWELLEN VOLUNTEER BUSH FIRE BRIGADE	-163.24
EFT52728	28/05/2009	KNOTTS PLUMBING PTY LTD	PLUMBING REPAIRS/MAINTENANCE	-2499.00
EFT52729	28/05/2009	LANDFILL GAS AND POWER PTY LTD	ELECTRICITY CHARGES	-31930.03
EFT52730	28/05/2009	LIFETIME SUPERANNUATION FUND	Superannuation contributions	-257.04
EFT52731	28/05/2009	LINK ENERGY PTY LTD	LITRES DIESEL FUEL	-9825.08
EFT52732	28/05/2009	LOADTEK AUST	MAINTENANCE OF FIRE VEHICLES	-329.12
EFT52733	28/05/2009	LORLAINE DISTRIBUTORS PTY LTD	CATERING SUPPLIES	-230.00
EFT52734	28/05/2009	M2 TECHNOLOGY PTY LTD	ON HOLD CUSTOMNET VOICE SERVICE AGREEMENT - QUARTERLY INVOICE	-402.60
EFT52735	28/05/2009	ALBANY PARTY HIRE	CATERING EQUIPMENT FOR VOLUNTEERS EVENT	-320.00
EFT52736	28/05/2009	ALBANY CITY MOTORS	VEHICLES/VEHICLE PARTS/REPAIRS	-607.00
EFT52737	28/05/2009	METROOF ALBANY	BUILDING MATERIALS - DEPOT	-54.65
EFT52738	28/05/2009	MINTER ELLISON LAWYERS	LEGAL COSTS	-1140.48
EFT52739	28/05/2009	MJB INDUSTRIES PTY LTD	DRAINAGE WORKS BAYONET HEAD AND ANZAC PARK	-17368.69
EFT52740	28/05/2009	MLC NOMINEES PTY LTD	Superannuation contributions	-266.82
EFT52741	28/05/2009	MOTEL LE GRANDE	ACCOMMODATION FOR MR CRAIG SLARKE OF McLEODS BARRISTERS & SOLICITORS OVERNIGHT 19TH MAY 2009	-110.00
EFT52742	28/05/2009	ALBANY NEAT AND TRIM LAWN5	MOW LAWN VANCOUVER ARTS CENTRE	-160.00
EFT52743	28/05/2009	NIKANA CONTRACTING PTY LTD	TRANSPORT TO WELLSTEAD TRANSFER STATION TO EMPTY TWO SKIP BINS AND RETURN	-522.50
EFT52744	28/05/2009	ALBANY COMMUNITY PHARMACY	TWIN RIX SHOTS	-290.00
EFT52745	28/05/2009	OPUS INTERNATIONAL CONSULTANTS LTD	SUPERINTENDENTS REPRESENTATIVE FOR THE PEIR OF REMEMBRANCE	-654.50
EFT52746	28/05/2009	ORICA AUSTRALIA P/L	CHLORINE	-344.52
EFT52747	28/05/2009	PALMER EARTHMOVING (AUSTRALIA) PTY LTD	Hours Hire of Dozer at Millbrook Rd gravel pit	-11616.00
EFT52748	28/05/2009	PLANT SUPPLY COMPANY	GARDEN SUPPLIES - ROUNDABOUTS	-528.13
EFT52749	28/05/2009	PRE-EMPTIVE STRIKE PTY LTD	DESIGN AND CREATE MAP FOR ALBANY CLASSIC BOOK	-660.00
EFT52750	28/05/2009	REST SUPERANNUATION	Superannuation contributions	-2169.29

EFT52751	28/05/2009	RICOH FINANCE PTY LTD	PHOTOCOPIER CHARGES	-9309.80
EFT52752	28/05/2009	ROJUL NOMINEES	FEES FOR FOCUSING ON FAMILY PHOTOS SEMINAR - LIBRARY PROGRAM	-275.00
EFT52753	28/05/2009	E AND MJ ROSHER PTY LTD	Supply reach mower parts	-727.50
EFT52754	28/05/2009	RULES HAULAGE	Supply common bricks for manholes Whidby Road	-221.75
EFT52755	28/05/2009	SALES EXCHANGE	4 x office desks	-1645.00
EFT52756	28/05/2009	SANDY BAYS SUPERANNUATION FUND	Superannuation contributions	-81.62
EFT52757	28/05/2009	SCHWEPPES AUSTRALIA	ASSORTED SOFT DRINKS FOR ALAC CAFÉ	-237.60
EFT52758	28/05/2009	MARITIME SUPER	Superannuation contributions	-202.30
EFT52759	28/05/2009	SECUREPAY PTY LTD	SECUREPAY TRANSACTION FEES FOR APRIL 2009	-63.76
EFT52760	28/05/2009	SERENITY PARK	DISPOSAL OF DOGS	-360.00
EFT52761	28/05/2009	G & L SHEETMETAL	STAINLESS STEEL STRIPS - for building alterations at Parks Office	-368.50
EFT52762	28/05/2009	GENYA SHEPHARD	PAY BACK FOR OVERPAYMENT OF UNIFORM DEDUCTIONS	-40.38
EFT52763	28/05/2009	DIANE SHEEHAN	TEACHING FOR SERIES 1 CROSS CULTURAL - 4 SESSIONS	-420.00
EFT52764	28/05/2009	SIGNS PLUS	Name badges for Forts Volunteers	-74.80
EFT52765	28/05/2009	SKANDIA GLOBAL SUPER SOLUTION	Superannuation contributions	-277.06
EFT52766	28/05/2009	SKANDIA GLOBAL SUPER SOLUTION	Superannuation contributions	-51.89
EFT52767	28/05/2009	SKANDIA GLOBAL SUPER SOLUTION	Superannuation contributions	-495.40
EFT52768	28/05/2009	SKANDIA GLOBAL SUPER SOLUTION	Superannuation contributions	-655.28
EFT52769	28/05/2009	SKANDIA GLOBAL SUPER SOLUTION	Superannuation contributions	-248.43
EFT52770	28/05/2009	SKILL HIRE	Superannuation contributions	-8245.88
EFT52771	28/05/2009	SOUTHERN TOOL & FASTENER CO	CASUAL STAFF	-26.57
EFT52772	28/05/2009	SOUTHWAY DISTRIBUTORS (WA) PTY LTD	HARDWARE SUPPLIES	-2436.60
EFT52773	28/05/2009	STATEWIDE BEARINGS	CATERING GOODS	-129.98
EFT52774	28/05/2009	STABILISATION TECHNOLOGY	VEHICLE PARTS	-1776.50
EFT52775	28/05/2009	STIRLING CONFECTIONERY PLUS	Site supervision on Down Road	-727.24
EFT52776	28/05/2009	ST JOHN AMBULANCE AUSTRALIA	ASSORTED CONFECTIONERY	-407.00
EFT52777	28/05/2009	SUMMIT MASTER TRUST PERSONAL SUPERANNUATION PLAN	FIRST AID STICKERS, LOCATION STICKERS, WORK VEHICLE STICKERS	-296.40
EFT52778	28/05/2009	ALBANY LOCK SERVICE	LOCKSMITH SERVICES,REPAIRS ETC	-159.60
EFT52779	28/05/2009	ALBANY IGA	CATERING SUPPLIES	-197.73
EFT52780	28/05/2009	SYNERGY	ELECTRICITY SUPPLIES	-17896.20
EFT52781	28/05/2009	T & C SUPPLIES	BAGS GREY CEMENT AND VARIOUS HARDWARE PURCHASES	-1222.87
EFT52782	28/05/2009	TELSTRA LICENSED SHOP ALBANY	MOBILE PHONE & BLUETOOTH HANDS FREE KIT	-149.00
EFT52783	28/05/2009	THE NAKED BEAN COFFEE ROASTERS	COFFEE SUPPLIES FOR ALAC CAFE	-698.00
EFT52784	28/05/2009	RACHAEL THOMAS	PERFORMANCE FEE TO SING THE NATIONAL ANTHEM AT THE 2009 ALBANY CLASSIC MOTOR EVENT	-200.00
EFT52785	28/05/2009	TICKETS.COM	DATABOX SUPPORT	-104.10
EFT52786	28/05/2009	TOTAL EDEN	GARDEN SUPPLIES	-413.22
EFT52787	28/05/2009	CENTAMAN SYSTEMS PTY LTD	TURNSTILE SYSTEM CONFIGURATION	-5225.00
EFT52788	28/05/2009	TRAILBLAZERS	UNIFORMS	-456.85
EFT52789	28/05/2009	WESTERN AUSTRALIAN TREASURY CORPORATION	LOAN REPAYMENTS	-1685714.52
EFT52790	28/05/2009	TRU-BLU GROUP PTY LTD	COMPRESSOR HIRE	-508.73
EFT52791	28/05/2009	TWU SUPER	Superannuation contributions	-425.34
EFT52792	28/05/2009	ALBANY TYREPOWER	Supply and fit loader tyres	-8723.50
EFT52793	28/05/2009	ARMOGEDIN PTY LTD T/AS VANCOUVER WASTE SERVICES	GREEN WASTE SERVICES	-11755.99



EFT52794	28/05/2009	RENE VERMEULEN	TRAVEL ALLOWANCE - FORTS	-29.90
EFT52795	28/05/2009	WA AQUATIC CLUB PTY LTD	SPORT STORE PURCHASE	-145.20
EFT52796	28/05/2009	WAYNE JOHN STEAD PTY LTD SUPERANNUATION	Payroll deductions	-5693.39
EFT52797	28/05/2009	ALBANY AND GREAT SOUTHERN WEEKENDER	Full page colour ad for community information page in Weekender on Thursday 30 April.	-2678.97
EFT52798	28/05/2009	THINKWATER ALBANY	IRRIGATION SUPPLIES	-2030.04
EFT52799	28/05/2009	WESTRAC EQUIPMENT PTY LTD	VEHICLE PARTS	-92.83
EFT52800	28/05/2009	LANDMARK LIMITED	4 x 20 litres bioactive glyphosate 450	-1217.33
EFT52801	28/05/2009	WESTERN STABILISERS PTY LTD	Hours Mobilisation/Demobilisation	-7426.25
EFT52802	28/05/2009	WESTSHRED DOCUMENT DISPOSAL	Monthly removal of and replacement of sharps containers located in public conveniences	-412.50
EFT52803	28/05/2009	WESTSCHEME	Superannuation contributions	-3145.60
EFT52804	28/05/2009	WESTERN WORK WEAR	UNIFORMS	-510.90
EFT52805	28/05/2009	AMANDA LORAIN WESTCOTT	DELIVERY OF GODDESS PROGRAM WEEK ONE AND WEEK TWO (5/5, 7/5, 12/5 & 14/5)	-400.00
EFT52806	28/05/2009	BRUCE WILSON	REIMBURSEMENT FOR ITEMS PURCHASED ALAC	-50.40
EFT52807	28/05/2009	THE WINDOW WASHER MAN	WINDOW CLEANING - VAC	-36.00
EFT52808	28/05/2009	DIANNE WOLFER	SECOND AND THIRD INSTALLMENT OF 2009 ANTHOLOGY	-1144.03
EFT52809	28/05/2009	WOOD AND GRIEVE ENGINEERS	Investigation of flood issues at corner York Street/Peels Place	-10345.50
EFT52810	28/05/2009	WREN OIL	BULK WASTE OIL DISPOSAL HANRAHAN TIP	-1985.50
EFT52811	28/05/2009	YAKKA PTY LTD	UNIFORMS	-182.32
EFT52812	28/05/2009	ZENITH LAUNDRY	LAUNDRY SERVICES/HIRE	-65.70
EFT52813	28/05/2009	DR & MF MURPHY	RETURN OF OUTSTANDING WORKS BOND FOR CROSSOVER FOR LOT 71 GLADVILLE ROAD A632425 WAPC	-2950.00
			107440	-5304513.52



**APRIL 2009 MASTERCARDS**

Date	Name	Description	Amount
28/04/2009	I'M Angus Cockle Bay	EDWS /CEO Sydney Conference	384.00
9/04/2009	Thrifty Car Rental	Eliminate April credit	522.50
28/04/2009	Skywest	Reform Strategy Workshop	562.05
27/04/2009	Skywest	SLWA Travel	455.35
2/04/2009	Subway	Youth Forum	267.07
16/04/2009	Spectrum Signal	Radio Link - Forts	1,006.30
	Other - less than \$ 200		307.89
			<b>3,505.16</b>

**CREDIT CARDS**

**760,719.00**

**SALARIES / WAGES - MAY 09**

## TO THE BUSINESS OWNER / OPERATOR

### **INVITATION FOR SUBMISSIONS ON PROPOSED 15% DIFFERENTIAL RATE LEVY TO FUND A BUSINESS IMPROVEMENT DISTRICT (BID) PROGRAM FOR CENTRAL ALBANY**

At its 21 April 2009 meeting, Council considered a proposal from the Central Albany Business Owners' Alliance (CABOA) for it to impose an additional differential rate levy of 15% on commercial properties zoned 'Central' in the City of Albany's Local Planning Scheme and also to properties having a frontage to Lockyer Avenue.

The purpose of the proposed levy is to fund a Business Improvement District (BID) Program, which aims to enhance the appearance, safety, marketing and general vibrancy of Albany's Central Business District (CBD).

If adopted by Council, the differential rate levy will be imposed on the property owner. Council has written separately to affected property owners seeking written submissions on the proposal, however any business owner and/or operator in the CBD and electors of the City of Albany are also welcome to make submissions.

#### Background

CABOA is a group of business owners and managers which has been working with City staff over the past 24 months on planning the concept of establishing a BID in Albany. It has undertaken a preliminary survey of property owners and businesses in the Albany CBD, which revealed eighty-five percent (85%) support for the concept of establishing a BID. Given the strong positive response, CABOA then commissioned the preparation of a business plan to guide the development and operations of the BID. The business plan proposes an annual operating budget in the order of \$300,000. A differential rate levy of approximately 15% would be required in order to raise these funds on an annual basis and so that an effective and sustainable revitalisation program can be established.

Enclosed is a letter from the Central Albany Business Owners Alliance outlining its views on the benefits of establishing a Business Improvement District Program in the Albany CBD.

At the time Council considers the imposition of this levy, it will also decide upon a suitable mechanism to administer the funds for operations and program delivery. A baseline services agreement will be prepared which will outline the current level of

services provided by Council and identify additional initiatives which will form the BID Program. Recommended new services identified by CABOA are outlined in the BID business plan [see the *Public Comment section under the Your Council tab of [www.albany.wa.gov.au](http://www.albany.wa.gov.au)*]

#### Further Information

A range of documents associated with this proposal can be downloaded from the Public Comment section under the 'Your Council' tab at [www.albany.wa.gov.au](http://www.albany.wa.gov.au). Alternatively documents can be inspected at the City of Albany Administration offices located at 102 North Road Yakamia.

If you wish to discuss the proposal I can be contacted on (08) 98419339. Contact details for the Central Albany Business Owners Alliance are also enclosed for your perusal.

#### Making a Submission

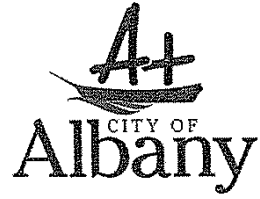
Before making a decision to impose the levy, Council is seeking written submissions on this proposal which is required to be made as part of the adoption of the 2009/10 budget. Please use the attached form to lodge your submission. A structured submission setting out arguments for or against a proposal assists Council in its decision making process. Submissions should be in writing and lodged in one of the following ways:

- Post to: Chief Executive Officer, City of Albany, PO Box 484, ALBANY 6331
- Deliver to: City of Albany, 102 North Road, Yakamia
- Fax to (08) 98414099
- Email to: [staff@albany.wa.gov.au](mailto:staff@albany.wa.gov.au)

Yours sincerely

-----  
Jon Berry  
Manager Economic Development

**Proposal to Establish a Business Improvement District  
Program in Central Albany**



Submission to: Chief Executive Officer  
City of Albany  
PO Box 484  
ALBANY WA 6331

Respondent Status (Tick all that Apply)

Property Owner  Business Owner  Property Lessee  Business Manager   
Resident  Other  \_\_\_\_\_ (Please specify)

I support the proposal by the Central Albany Business Owners Alliance for Council to impose a Differential Rate of 15% in the CBD (commencing 2009/10) for the purpose of establishing a Business Improvement District Program.

Yes  No  Unsure  (Please tick one box)

Comment: (Please attach additional paper if required)

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Person lodging submission:

Name: \_\_\_\_\_

Business: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone: \_\_\_\_\_ Email: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

The closing date for submissions is 5pm on Friday 22 May 2009.



CENTRAL ALBANY BUSINESS OWNERS ALLIANCE (CABOA)  
PO BOX 5273 ALBANY WA 6332

25<sup>th</sup> May 2009



Mr Paul Richards  
Chief Executive Officer  
City of Albany  
PO Box 484  
ALBANY WA 6331

City of Albany Records  
Doc No: ICR8081923  
File: MAN252  
Date: 26 MAY 2009  
Officer: CEO1;MAYOR1;MLAO2  
Attach:

Dear Mr Richards

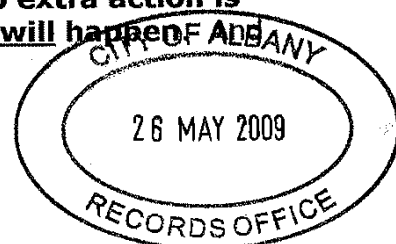
**REQUEST TO COUNCIL TO DEFER THE APPLICATION FOR A SPECIAL  
AREA RATE TO CBD BUSINESSES TO ESTABLISH A BUSINESS  
IMPROVEMENT DISTRICT**

This letter refers to the recent application by the Central Albany Business Owners Alliance (CABOA) that requested Council's support for the proposed Business Improvement District (BID) concept for the Central Albany Business District by the levying of a differential rate to property owners in the designated central area, to support the BID.

The application was the result of considerable work, including a survey undertaken to measure satisfaction with current services and to determine perceived gaps in services that are seen to prevent the central area from meeting its potential as a vibrant, inviting and exciting city heart. Central Albany has, for some time, been seen as somewhat "tired", losing foot traffic to outer shopping centres, losing businesses to shopping precincts so that there is little incentive for those existing central businesses to extend their hours to maintain the life and activity of the CBD.

The work achieved in a short time by (largely) volunteer effort, with support from the City of Albany and the Albany Chamber of Commerce and Industry to attract cruise ship passengers by enlivening the central Albany area is a demonstration of what can be achieved by Council working in partnership with other interested bodies.

CABOA's concern has been, and still is, that **if no extra action is taken to bring life to the CBD, then nothing will happen**





**CENTRAL ALBANY BUSINESS OWNERS ALLIANCE (CABOA)  
PO BOX 5273 ALBANY WA 6332**

whatever is undertaken needs to be well thought out, with input from the traders themselves as well as from persons who are experienced and knowledgeable in setting up and running Business Improvement Districts.

CABOA's request to Council, at this stage, is to withdraw the application for the imposition of a differential rate to the central businesses, as set out in the letter of the 14<sup>th</sup> of March 2009. This would allow deferment of full implementation of the project for the time necessary to further explore possible additional funding sources.

The reasons for deferment are:

- Economic uncertainty for businesses may cause concern about additional rates at this time.
- Council support for the concept seems to have changed over the last two years, from its original strong and enthusiastic support
- Confusion has been generated by Council's letter to businesses of 7<sup>th</sup> May 2009, inviting expressions of interest in setting up a CBD masterplan and asking for survey responses. The final question on this survey asked the same question as was covered in the CABOA 2007 survey, and the results of which formed part of the CABOA Business Plan for the CBD.
- Confusion that has also been generated by a Councillor's referral to the requirement for "an 80% approval rating" from a council vote for the concept. It is unclear what this 80% refers to, but time is needed to make available the range of figures (readily accessed on the Internet) that have been seen as demonstrating an acceptable level of trader support for other very successful BID's particularly those in England, which ranged from 59% - 93% support from a response rate of 52% upwards (more than 90 BIDs).
- The plan for the CBD, as seen by CABOA, requires a strong management focus that gives confidence to all parties including traders (both retail & other businesses), ratepayers and Council. An identifiable logo, an incorporated body, a competent management group with audited accounts, will be established in the next few months, with management systems put into place so that a fully accountable process of action and expenditure will allow the Central BID to concentrate on the actual business improvement issues that have been identified.

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CENTRAL ALBANY BUSINESS OWNERS ALLIANCE (CABOA)  
PO BOX 5273 ALBANY WA 6332

- Additional time is required to identify and apply for funding from sources other than just a differential rate from central businesses.
- Additional time is required to re-examine the boundaries of the proposed BID, acknowledging that it is not currently supported by Macquarie investments, the management group of the Albany Plaza centre, which is a significant contributor to the rates pool.

The points above are not made as criticism of processes surrounding the differential rate application; rather, those issues have collectively influenced the CABOA Steering Group to determine that a deferment is the wisest option at this time. Our commitment to achieving a Business Improvement District in the CBD continues, in the belief that a BID gives the framework to develop and manage what is needed and hoped for in the Albany CBD.

For the reasons set out above, we therefore request withdrawal of the application for the imposition of a differential rate levy for central businesses, with a view to deferment until next year's Council budget.

Yours sincerely



**Davyd Hooper**  
CABOA Chairman

CC The Mayor and all Councillors

## MINUTES

### SENIORS ADVISORY COMMITTEE HELD ON THE 21 MAY 2009 AT THE CITY OF ALBANY CIVIC ROOM, 102 NORTH ROAD, ALBANY.

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1. **Meeting commenced at:** 10:00am

2. **Chair:** Cr Don Dufty

3. **Attendance:**

Janet St Jack	Assn. Independent Retirees
Michael Calton	National Seniors Australia
Esme' Justins	Albany Breaksea Ladies Probus Club
Kim Buttfield	WA Country Health Service (Injury Prevention)
Ray Crocker	Over 50's Recreation Association
Colleen Tombelson	Lions Community Care
Middy Dumper	Seniors Community Representative

4. **Apologies:**

John Beamon	Albany Sub-Branch RSL
Celia Barnesby	Senior Citizen's Centre (Meals on Wheels)
Guy Martin	Community Development Officer - Seniors

5. **Guests:**

Tricia Martin	COA Recreation Planning Officer
Mark Weller	COA Manager Community Development

- *A note was made that in the future the process for inviting guests will be that the committee will identify an issue and request a guest to address in relation to this.*

6. **Disclosure of Interest:**

Nil

7. **Confirmation of Previous Minutes:**

**Motion:** That the minutes of the previous meeting held on the 16<sup>th</sup> April 2009 are confirmed to be a true and accurate record of proceedings.

<b>Moved:</b>	Kim Buttfield
<b>Seconded:</b>	Esme Justins
<b>Carried</b>	5 - 0

8. **Business Arising from the Previous Minutes:**

8.1 **Celebration of SAC**

- Janet provided examples, Kim has sent through summary to Guy Martin. Summary used towards event proposed for end of year. Mark Weller to follow up this is a standing agenda item.

## 8.2 Seniors Expo

Mark briefed the committee on the Seniors Expo.

- There are 3 financial budget scenario options. This includes contingencies for if the \$30,000 grant is achieved, if the lotteries grant is achieved or if no external grant is achieved.
- It was confirmed that commercial exhibitor fees should be incrementally increased so that the following expo can be sustainable without needing to source major external funding
- There is a proposal to change the date so the expo can be held 'back to back' with the Great Southern sporting expo and sports-fest. This would result in substantial cost savings in mobilisation and demobilisation of expo tables and booths
- Ray Crocker recommended that the entry charge includes free coffee. This was generally accepted and will be confirmed at the sub-committee meeting
- Seniors Expo Sub-Committee to consist of Esme Justins, Ray Crocker and John Beamon. Other interested members invited to attend Sub-Committee to meet next Thursday 28<sup>th</sup> May 2009 at 10.00am. **[note: date subsequently changed to Thursday 4<sup>th</sup> June]**
- Kim Buttfeld to contact and invite Seniors Interest Groups.
- Janet St Jack to contact and invite – AIR.
- Mark suggested and the group accepted using portfolio responsibility system for expo working group – similar to relay for life committee structure. This involves sub-committee members each being responsible for a portfolio and recruiting other volunteers to assist. Portfolio examples include – Logistics, Entertainment, Catering etc...
- Kim offered (and was accepted) to be responsible for evaluations.

## 8.3 Weekender News Article

- Guy Martin provided an article for the current edition.

For the next three months:

- Kim Buttfeld will do an article for healthy older blokes (project) on physical activity levels of men in the Lower Great Southern area.
- Colleen Tombelson will do an article in relation to respite care.
- Mark will submit an article summarising information provided about the anniversary of the committee and Civic Reception
- The working group will provide an article in relation to the Seniors Expo.

## 8.4 City of Albany Asset Management Pathways Plan – Feedback

- Members of the SAC met outside regular meetings and provided feedback on the general direction of the strategy. This is appended to these minutes.

9. Correspondence In: Nil

10. Correspondence Out:

- Letter tabled by Kim Buttfeld – feedback to Council on Asset Management Pathways Plan

## **11. General Business:**

### **11.0 Guest – Tricia Martin**

Tricia briefed the group in relation to the proposed Sportsfest and sporting expo events which are proposed to be run 'back to back' with the Seniors Expo. Options were discussed and will be further explored for seniors involvement in the sportsfest

### **11.1 ACROD Bay outside Albany Medical Centre – Albany Highway (opposite ANZ)**

- The committee noted there was one there already and was not sure of what was being requested of them. It was resolved to defer this item to the next meeting.

### **11.2 Stay on Your Feet (14-19<sup>th</sup> Sept) grants**

- Kim Buttfeld briefed the Committee about the stay on your feet week.
- Kim detailed that falls is the most significant cause of hospital usage for Seniors.
- Kim discussed risk factors. The Health Department has offered Grants, which are subject to projects demonstrating a link with a published risk factor and also must be within 'Stay on Your Feet Week'.
- Kim asked that SAC members distribute to their Committees/Members and tabled grant application forms.
- The Committee raised cost or barrier to seniors fitness. The Seniors Fitness Program and initiatives were discussed.

### **11.3 Country Aged Pension Fuel Card**

- Kim Buttfeld raised this to ensure all were aware this was discussed.
- Janet St Jack detailed that independent retirees are not eligible and this may not be fair.
- Kim briefed that there are 18 taxis in Albany.
- Colleen and Kim are investigating a community bus system and believe that the fuel subsidy can be used for this.
- Middy raised a question about use of the fuel card for Seniors being transported by family members.
- Kim explained how this works and passed on the guidelines.

### **11.4 Albany CBD Master Plan**

- The Committee discussed the proposal. Concern was raised that Committee members may put time and effort into the CBD Committee but the project may not happen.
- Mark Weller discussed the City's project management process for implementing these type of initiatives

- Councillor Dufty discussed and confirmed the City's process and importance of the project.
- The committee indicated they are interested but would like to defer the issue until the next meeting. They would like to see the terms of reference for the committee.

#### **11.5 Vote of thanks for Guy Martin's service on the Committee**

**Recommendation:**

**Moved a vote of thanks to Guy Martin for service with Seniors Advisory Committee.**

**Moved: Middy Dumper**

**Seconded: (all)**

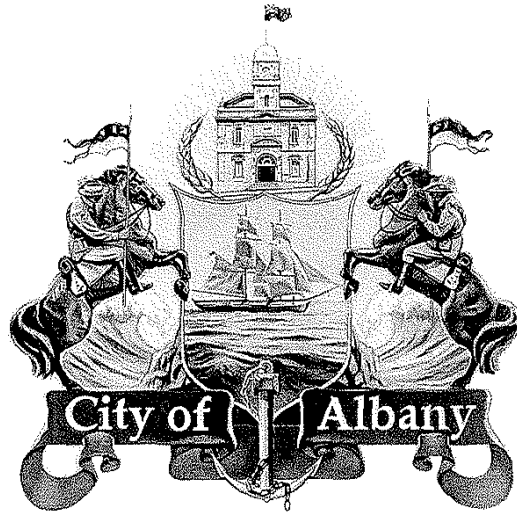
**Carried 5 - 0**

#### **11.6 Healthy Older Blokes**

Kim Buttfeld briefed the committee on activities for the 'Healthy Older Blokes' program. The Seniors Advisory Committee will be invited to launch on 17<sup>th</sup> June 2009.

**12.0 Next Meeting** Thursday 18<sup>th</sup> June 2009 in the Civic Chambers

**13.0 Close** 12.00pm



## **MINUTES**

# **COMMUNITY AND ECONOMIC DEVELOPMENT STRATEGY AND POLICY COMMITTEE**

**Held on  
Friday, 22<sup>nd</sup> May 2009  
1.00pm**

**Margaret Coates Boardroom**

**TABLE OF CONTENTS**

<b>1.0</b>	<b>Record of Attendance/Apologies/Leave of Absence</b>	<b>2</b>
<b>2.0</b>	<b>Appointment of Presiding Officer</b>	<b>2</b>
<b>3.0</b>	<b>Question / Briefing Time</b>	<b>2</b>
<b>4.0</b>	<b>Confirmation of Previous Meetings Minutes</b>	<b>2</b>
<b>5.0</b>	<b>Disclosure of Financial Interests</b>	<b>2</b>
<b>6.0</b>	<b>Items for Discussion</b>	<b>3</b>
6.1	Princess Royal fortress Business Plan	3
6.2	Flinders Park Project	4
6.3	Proposal to Introduce Non-Smoking out the front and side of the Albany Regional Airport	4
6.4	Late Item - Proposal to Incorporate a Day Hospital in the Brooks Garden Estate	5
6.5	Late Item – Realisation of major government funding for projects within the Centennial Park Precinct	5
<b>7.0</b>	<b>Time &amp; Date of Next Meeting</b>	<b>7</b>
<b>8.0</b>	<b>Closure of Meeting</b>	<b>7</b>



**1.0 RECORD OF ATTENDANCE/APOLOGIES/LEAVE OF ABSENCE (PREVIOUSLY APPROVED)**

Attendances:

Councillors

J Matla  
D Dufty  
K Stanton  
D Price (Deputy Chairperson)  
G Kidman (from 1.20pm)  
P Madigan  
M Weller  
A Carney

Executive Director Corporate & Community Services  
Manager Community Development  
Manager Customer Service

Apologies/Leave of Absence:

Mayor  
Councillor  
Councillor  
Councillor  
Councillor

M Evans  
R Paver  
J Bostock  
J Walker (Chairperson)  
J Wolfe

**2.0 APPOINTMENT OF PRESIDING OFFICER**

**MOVED COUNCILLOR MATLA  
SECONDED COUNCILLOR DUFTY**

**THAT Cllr Price be appointed to preside the meeting, due to the absence of Cllr Walker.**

**CARRIED 4-0**

**3.0 QUESTION / BRIEFING TIME**

Peter Madigan (EDCCS) briefed the committee about the proposal for local government reform process.

MCS briefed the committee on the City's new Customer Service process.

EDCCS briefed the committee on the City's new GIS and asked if councillors are interested in having a training session in this area. Councillors indicated they would like to attend a training session.

**4.0 CONFIRMATION OF PREVIOUS MEETING MINUTES**

**MOVED COUNCILLOR MATLA  
SECONDED COUNCILLOR DUFTY**

**THAT the minutes of the Community and Economic Development Strategy and Policy Committee meeting of Friday 24 April 2009 were a true and accurate record of proceedings.**

**CARRIED 4-0**

**5.0 DISCLOSURE OF FINANCIAL INTEREST**

Nil

**6.0 ITEMS FOR DISCUSSION**

(Cllr Kidman arrived at 1.20pm)

**6.1 Princess Royal Fortress Business Plan**

Following the adoption of the facilities strategic plan, the Princess Royal Fortress Business Plan is being developed with the aim of implementing a platform of financial sustainability to underpin the future success of the forts. The plan follows direction from council to improve the sustainability of all operations and currently has two major identified goals:

**Goal 1:** To in five years achieve near break even for the operation of the Princess Royal Fortress. This will be measured using the City's financial reporting system by performance against the budget contained within this document.

**Goal 2:** That the following aspects of the forts are either maintained or improved:

- Number of visitors to the Forts
- Visitors level of satisfaction with the Forts
- Amenity of grounds and displays
- Level of maintenance of buildings and infrastructure
- Level of product/ service offered (number of displays etc)
- Visitor safety and OHS

It is recognised that an integrated performance measurement system is currently being developed for City of Albany services and the achievement of 'goal 2' will be measured utilising this tool.

Both Goals must be achieved for the Business plan to be a success. It is requested that the committee provide feedback on the direction and content draft plan which would then be finalised.

**Committee Feedback**

Clr Dufty	Supported the proposed price increase based on belief that the Forts presents a high quality experience and that it is currently undervalued compared to other similar facilities
Clr Stanton	Discussed the need to ensure focused on recruiting and retaining volunteers
Clr Price	Ongerup has an excellent small museum at the Railway Barracks, which showed the early lifestyle of the settlement. Reference made to the need to also include lifestyle at home memorabilia for the military exhibitions as well. Ongerup has used the Railway barracks to show each room of a typical house at that time.  As people at home were at war too, memorabilia that such stories or examples of kids about making dresses out of parachutes to go to a dance; making underclothing out of same; people walking 2 miles home after the dance and going to work in the morning; coupons and ration books and what they used to eat in those days would be an asset to our collection.
	Suggests partnership with local tour group(s) for them to include and market Forts curatorial tours as part of their package

	Recommended we maintain a list of key donators and people who have made a significant contribution as volunteers to the Forts and invite them as honoured guests for the Anzac centenary celebrations
Clr Stanton	Signage at Amity, Anzac Peace Park and Forts so the venues cross-promote each other
Clr Kidman	Marketing – joint initiatives with Albany Tourism Marketing Advisory Committee
Clr Stanton	Recommended security for display of stored high value items and asked that they could be put on show
	Recommended we call for donations of major items to the Forts and that these are promoted

**COMMITTEE RECOMMENDATION  
 MOVED COUNCILLOR STANTON  
 SECONDED COUNCILLOR DUFTY**

**THAT subject to the feedback items being included, the Princess Royal Fortress Business Plan be submitted to Council for adoption.**

**CARRIED 5-0**

**6.2 Flinders Park Project**

An innovative partnership between the State Government, Private Developers, The Department of Sport and Recreation and the City of Albany has led to the confirmation of funds for development of much needed shared community and school sporting facilities adjacent the Flinders Park Primary School.

Unfortunately the project has been delayed for over four years due to the level of environmental approval required. Due to this extended delay there is uncertainty in relation to the funding status of the project. Mark Weller will brief the committee on the current status of the project allowing the committee to consider its sustainability.

**This item was deferred until the next meeting.**

**6.3 Proposal to Introduce Non-Smoking out the front and side of the Albany Regional Airport**

Under Government legislation smoking is prohibited with a 5 metre boundary from all door and windows of all government buildings. There are a number of instances where this prohibition is currently not adhered to by patrons of the Albany Regional Airport. Peter Madigan to discuss this matter in further detail, and to seek support from the committee to introduce a non-smoking policy out the front and side of the Albany Regional Airport.

**COMMITTEE RECOMMENDATION  
 MOVED COUNCILLOR MATLA  
 SECONDED COUNCILLOR STANTON**

**THAT the introduction of a non-smoking area, incorporating the footpath to the front and side of the Albany Regional Airport terminal, be supported.**

**CARRIED 5-0**

**6.4 Late Item - Proposal to Incorporate a Day Hospital in the Brooks Garden Estate**

Previous Reference: Item 12.2.1 OCM February 2009.

Council has previously considered a proposal to establish a day hospital in the Brooks Garden Estate.

It is proposed this development would be complimentary to the Albany Regional Hospital development.

The day hospital would include two theatres and medical suites for out of town specialists, such as Orthodontists, Urologists, etc.

The concept could be further developed to create a medical precinct, and perhaps expand to a full private hospital in the future.

The estimated development costs for such a concept are in the vicinity of \$10 million.

In discussion with the developers, their current anticipated return on investment is 10% - 14%.

Initial indications were that it would be advantageous to incorporate the City's land, known as the 'Archibald Menzies Gardens' within the development area.

As a result, the Council resolved to prepare a business plan in relation to the Proposed Day Hospital concept, and that such business plan be represented for Council consideration prior to any formal processes being implemented.

Advice has now been received that the developers have taken the decision not to pursue the Day Hospital option for development of Lot 1004. This was as a result of their due diligence and enquiries which showed that at the present time this type of development would not be feasible.

**COMMITTEE RECOMMENDATION  
MOVED COUNCILLOR MATLA  
SECONDED COUNCILLOR STANTON**

**THAT Council take no further action in relation to this proposal.**

**CARRIED 5-0**

**6.5 Late Item - Realisation of major government funding for projects within the Centennial Park Precinct**

Peter Madigan and Mark Weller and briefed the committee in relation to project options for the the expenditure of an \$8 Million 2008 State Government Election Commitment towards Centennial Precinct projects and \$2.9 Million Federal Government commitment for the ALAC stage II Project.

The Committee was shown preliminary scoping for works to the whole precinct valued at an estimate \$32 Million. A revised scope of the ALAC II project was also discussed. It is recognised that the full scope of proposals cannot be realised in the short term and that Council has focused on financial sustainability including debt retirement in 5- year financial planning.

As a result there will not be major capital funding for the proposals available to be sourced from Council budgets.

The promised state and federal grants are seen as a highly positive solution to focus on priority projects within the precinct.

Options discussed were whether or not to apply \$3 Million of the State Government Commitment towards ALAC stage II to realise the project or to relinquish the federal grant, not pursue ALAC stage II and expend the full \$8 Million state government Commitment on the Centennial Park Precinct.

It was also discussed whether or not \$2 Million from the State funding could be retrospectively applied to retire debt from the ALAC I redevelopment.

Prioritisation of components within Centennial Precinct was discussed.

The committee saw the ALAC stage II project as a major priority given the number of users who would be serviced as well as the opportunity presented by the offer of \$2.9 Million in Federal funding for this project. The committee discussed whether or not after money was committed to the ALAC II project, the balance of state funding (\$5 million) should be spread through projects within the precinct or focused on a major project that would resolve major issues within the precinct and benefit a large number of users.

The fact that drainage and environmental works are crucial to the use of the precinct was discussed as was the desire to see grounds within the precinct able to be utilised to their full potential. The fact that there is potential insufficient summer water supply to the precinct and that the Department of Sport and Recreation had communicated potential problems as a result of climate change (heat waves combined with insufficient water supply resulting in municipal playing fields being unplayable for a whole season and extreme rainfall events flooding low lying and poorly drained areas) was discussed. That many playing fields became unusable at times throughout winter was discussed as was that there are problems with drainage during the annual Agriculture show.

As a result the committee believed that there should be a prioritisation of drainage and water supply works to grounds to maximise their summer and winter playability into the future.

**COMMITTEE RECOMMENDATION  
MOVED COUNCILLOR STANTON  
SECONDED COUNCILLOR DUFTY**

**THAT**

- i) Council pursue THE COMPLETION of the tabled revised scope of the ALAC stage II project (subject to QS confirmation) with the balance of funds being directed to drainage works in accordance with the discussed plan, pursuing best value for money, and a focus on the Centennial Park area; and
- ii) The City immediately informs groups within the precinct, on these initiatives.

**CARRIED 5-0**

**COMMITTEE RECOMMENDATION  
MOVED COUNCILLOR PRICE  
SECONDED COUNCILLOR MATLA**

**THAT a vote of thanks BE EXTENDED to all those involved in the development of the draft plans for the Centennial Precinct.**

**VOTE 5-0**

**7.0 TIME AND DATE OF NEXT MEETING**

Friday 19<sup>th</sup> June 2009 at 1.00pm

(Cllr Dufty withdrew at 2.35pm)

**8.0 CLOSE OF MEETING**

2.40pm.



## Council Business Plan

# Princess Royal Fortress



**DRAFT**  
**FOR CONSIDERATION BY COUNCIL**

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Page 1 of 20

**TABLE OF CONTENTS**

**1. Introduction/ Historical and Strategic Context .....P3**

**2. Business Plan Goals and Objectives .....P4**

**3. Products and Services Provided .....P5**

**4. SWOT Analysis .....P8**

**5. Target Market Analysis .....P9**

**6. Competition Analysis .....P10**

**7. Business Plan Initiatives .....P11**

**8. Marketing Plan .....P13**

**9. Operations and Staffing .....P18**

**10. 5-Year Financial Projections .....P20**

**11. City Finance Strategy Impact Statement .....P20**

**12. Recommendations .....P20**

**13. Review Position and Date .....P20**

**14. Associated Documents .....P20**

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## 1. Introduction/ Historical and Strategic Context

The Princess Royal Fortress is a military museum/ heritage park, located on Mt Adelaide, Albany. The current 'forts' consists of a combination of restored decommissioned original pre-world war, 1<sup>st</sup> world war and second world war defensive military infrastructure, a number of additional military themed displays; and supporting archival, maintenance and visitor amenities.

In September 2009 the City of Albany adopted a strategic plan for the development of the Princess Royal Fortress. A number of actions detailed in the plan have been achieved with others prioritised for future implementation. This Business plan is presented within the context of the adopted strategic plan.

The mission of the Princess Royal Fortress is:

***"An excellently presented, interpreted and maintained military heritage museum which:***

- ***celebrates the historical importance of the Princess Royal Fortress***
- ***features the original old Fortress and coastal defences as well as other demarked themed military displays***
- ***respects and memorialises the contribution and sacrifice of those who served and continue to serve our country***
- ***focuses on displays featuring the links with people and families in the Albany and the Great Southern Region***

***For locals, visitors to the region and the families and comrades of those lost in military service".***

This business plan is presented within the strategic context of the Albany insight beyond 2020 strategic plan. The specific goals and initiatives guiding the operation of the Forts within this plan are:

*Albany will be a City where ...*

*1.4 Our cultural and artistic communities are valued, celebrated and supported.*

*1.5 Development ...*

- *responds to our unique historical and environmental values;*

*Albany will be a City where ...*

*2.4 Our unique cultural heritage attractions deliver world class tourism experiences.*

*The City of Albany will...*

*4.2 Manage our municipal assets to ensure they are capable of supporting our growing community.*

*4.3 Deliver excellent community services that meet the needs and interests of our diverse communities."*

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## 2. Business Plan Goals/ Objectives

While attracting income, like a number of City of Albany facilities (eg. library, leisure centre), the Princess Royal Fortress has been operated under an operating deficit justified by its benefit to the Albany community. The Current deficit is \$84,000 per year as a result of the cost of maintaining and staffing the forts to the required standard exceeding the level of income.

Council have identified a need to increase the sustainability of operations to maximise long term benefit to the community.

This Business Plan is presented in the context of achievement of the strategic plan and councils current strategic direction. The main aim is identifying and implementing a business and operational model and initiatives which achieve the following two goals:

**Goal 1: To in five years achieve near break even for the operation of the Princess Royal Fortress. This will be measured using the City's financial reporting system by performance against the budget contained within this document.**

**Goal 2: That the following aspects of the forts are either maintained or improved:**

- Number of visitors to the Forts
- Visitors level of satisfaction with the Forts
- Amenity of grounds and displays
- Level of maintenance of buildings and infrastructure
- level of product/ service offered (number of displays etc)
- Visitor safety and OHS

**It is recognised that an integrated performance measurement system is currently being developed for City of Albany services and the achievement of 'goal 2' will be measured utilising this tool.**

Both Goals must be achieved for the Business plan to be a success.

The underlying nature of this plan is to present a platform of financial sustainability to underpin the future success of the forts. It is envisaged that once the operational model of this plan is implemented it will be reviewed with the aim of identifying further opportunity to increase the level of service and amenity of the forts.

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### **3. Products and Services Provided**

#### **3.1 Currently Products and Services**

The current major components of the forts providing service are outlined in the headings below:

##### **3.1.1 Volunteers**

Volunteers are the lifeblood of the Albany community and particularly that of the Princess Royal Fortress. They contribute over 3,000 hours per year staffing the entry gates with further hours in curatorial and caretaking assistance. Finding, recruiting, training and retaining volunteers is a major challenge for the many organisations that require the services of volunteers and the Forts is no exception. Recently a process has been implemented to recruit, train and support Forts volunteers. Continued focus in this area has been identified by the City and elected members as essential to achieve the outcomes of this Business plan.

##### **3.1.2 Princess Royal Fortress Staff**

The City of Albany recognises the need to have highly qualified, efficient and motivated staff throughout the organisation. Overseen by the Manager of Community Development, the City currently employees at the forts a part time Caretaker, a part time Curator and part time Outdoor display preservation specialist. Operations are supported by the Admin Officer Community Development and maintenance is carried out by the City Works and Services department and private contractors.

The current operating structure of the Forts will be required to be enhanced to achieve the outcomes of this plan. The major direction of this would be enhancing the 'Curator role' and the incumbent would be responsible for 'on the ground' delivery of the initiatives in this plan as well as supervise the operations of the Forts.

##### **3.1.3 Coastal Defences**

As part of the original establishment of the Princess Royal Fortress in 1893, the erection and placement of the coastal defences are a major attraction to visitors. The need to maintain and keep the area in a state that depicts its original purpose is a key component in the representation and interpretation of the area.

##### **3.1.4 Barracks Building**

As part of the original establishment of the Princess Royal Fortress in 1893, the erection and presence of the Barrack Building has been the major building attraction of the Forts. However over the years, the interpretation and displays within has not reflected the true purpose of the building and what transpired within its walls. It is the

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City's aim to create an interpretation of the life and times of the Forts that will allow visitors to leave with a better understanding and knowledge of the importance of its establishment and the history of the Forts after decommissioning.

### **3.1.5 Curatorial and Archival Offices and Service**

As part of the implementation of the forts strategic plan, grant funding was sourced and the Curatorial and Archival offices and storage upgraded to a modern standard.

In order to maximise visitor experience and encourage repeat visitation, adoption of modern practice such as rotation of material in and out of display and the consistent creation and renewal of displays is an essential part of the future operation of the forts.

### **3.1.6 "Ellam-Innes Collection"**

The addition of this collection to the Princess Royal Fortress and the approval by council in accepting the donation in March 2008, has enabled the Forts to install a high quality display that will set the precedent for future presentations.

### **3.1.7 Australian Light Horse Museum (10th Light Horse Regiment)**

The Light Horse Regiment is one of Australia's well known military institutions, and as such, makes this museum located at the Forts one of the most visited attractions. This display has been compiled and looked after by the Albany Light Horse Association with minimal input by the Forts curator and volunteers apart from general cleaning and maintenance.

### **3.1.8 Naval Guns**

This area includes displays of restored world war II and modern Naval guns. Albany has a strong naval tradition and the Princess Royal Fortress and City of Albany maintain strategic alliance with the Australian Navy. As part of this, serving navy crew assist in the maintenance of these displays.

### **3.1.9 US Submariners Memorial**

The US Submariners Memorial and Display serves to recognise the American's who were based in Albany's submarine base during the Second World War and as a focal point for an annual memorial service to all US submariners who were lost at sea. Relatives and comrades visit the site in March each year in remembrance as the City holds an official ceremony and laying of wreaths.

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### **3.1.10 Former HMAS Perth Interpretative Centre**

In 2000 the City of Albany was granted the decommissioned HMAS Perth for use as an artificial reef. As part of the making the ship ready for sinking, many parts and significant memorabilia were salvaged and donated to the Forts. This has now formed the Former HMAS Perth Interpretation Centre and Interpretive Trail.

### **3.1.11 Artillery Display Centre**

The Forts have had donated several original artillery pieces from 1890's for restoration. These cannons, field guns and other artillery pieces have been superbly restored and are highly popular with visitors.

### **3.1.12 Modern Military**

The Forts time of operations was from the late 1800s to its decommissioning in 1956, however modern displays represent a high interest point for visitors. The City's aim is to develop current displays with the addition of several modern military vehicles and further displays to enhance the visitor's experience in this section.

### **3.1.13 Retail**

A small selection of retail items are offered at the forts. These have proved popular and expansion of this service is a key part of this plan.

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## 4. SWOT Analysis

### Strengths

- Being a business unit as part of the operation of the City of Albany (economy of scale, access to intellectual property)
- Uniqueness of forts (cannot be replicated)
- Committed, passionate, qualified and experienced staff
- Momentum of the past three years of revitalization of the forts
- Interest of passionate locals

### Weaknesses

- A degree of commercial inflexibility and inability to maintain full commercial confidentiality as the result of being part of a government rather than private operation
- Limited ability to incur further debt to fund a major redevelopment

### Opportunities

- Ability to source heritage grants to improve the forts
- Current fee levels 'undervalued' compared to similar facilities, ability to review to increase sustainability
- Demand for retail memorabilia – ability to implement enhanced outlet
- Ability to implement tours and programs
- Locals as ambassadors
- Implementation of new major attraction as is often the case in similar major museums

### Threats

- If nothing is done the Forts presentation may be seen as dated and visitation drops
- If volunteers cannot be recruited and retained the viability of the forts may be affected

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## **5. Target Market Analysis**

The forts major target market has been initially segmented demographically and psychographically based on the currently available level of information provided by forts volunteers, observation and review of entry type statistics. Further analysis using observational and customer feedback surveys will occur as part of the ongoing implementation of this plan. Due to the expense, independent consultative marketing research has not currently been implemented.

### **5.1 Demographic Segment 1:**

Retired couples visiting Albany from inter and intra-state as part of a tour of Australia, referred by the Albany visitor centre.

### **5.2 Demographic Segment 2:**

Inter and intra-state family's on short holiday

### **5.3 Demographic Segment 3:**

Local primary school age school groups as part of a school excursion

### **5.4 Psycho-graphic Segment 1:**

Visitors to Albany who have an interest in military history, the Anzac story and the place Alban has in these. This may have been developed through military service or the service of relatives and/or friends.

### **5.5 Psycho-graphic Segment 2:**

Visitors on cruise ships

### **5.6 Exclusions**

Exclusions: It is believed that customers do not visit Albany solely to experience the Princess Royal Fortress (as say visitors would go to the Gold coast to experience theme parks) however there is a perception that Albany is a good place to visit and the forts is one attraction as part of the whole Albany experience.

It is recognized that the above does not capture all the potential visitors to the forts however serves to provide a focus or marketing and services effort at the forts.

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## 6. Competition Analysis

A traditional business planning viewpoint could perceive the following as competitors however it is believed that given each is unique and a number can be experienced by visitors during one stay, they should actually be perceived as complimentary services with the aim that each assists in marketing the others to increase the total visitor experience.

Similar local provision includes:

- Whale World
- Albany Residency Museum
- Brig Amity
- Patrick Taylor Cottages
- Strawberry Hill Farm
- Old Gaol

Similar state operations include:

- Army Museum of WA
- Western Australian Museum
- Leighton Beach/Buckland Hill Battery

National Partner:

- Australian War Memorial (the site is considered an annex of the Australian War Memorial)

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## **7. Business Plan Initiatives**

Following review, in order to achieve the goals outlined in section 2 of this plan, the following initiatives are to be undertaken:

### **7.1 New Fee Structure**

Appended to this business plan is an analysis of fee structures for similar facilities and a proposed new fee structure for the forts. Based on review, comments received from forts visitors and visitation of many of these facilities by forts staff members (in a private capacity, undertaking an unbiased as possible assessment) it is believed that the current fees do not reflect the 'value' of the forts experience.

A major component of this is the increased level of presentation of the forts as well as the land area, volume, uniqueness and scale of displays.

It is believed that as a result of this current 'undervaluing', fees can be increased above CPI over the next 5-years without reducing visitation. The level of fees would bring the forts from one of the comparatively lowest cost experiences to fee levels in the middle range of surveyed operations.

A major component of the new fee structure is recognition of the potential for locals to act as 'ambassadors' for the forts, in recognition a fee category allowing free entry for suitably trained persons bringing visitors to the forts has been introduced.

### **7.2 Memorabilia Retail Outlet**

Given feedback from customers and the success of this aspect observed in other similar operations it is intended that the current retail outlet is expanded.

Given that there would be insufficient demand to make full time staffing of such an outlet feasible the following would be implemented to ensure a return to offset operational deficit.

- Display of sale items set up in glass cabinets within retail outlet room in 'married quarters' curatorial complex (reduces risk of theft and need for full time surveillance)
- Catalogue/ Brochure and order form on display in holder on site
- Area manned where possible by curatorial volunteers and direct purchases available during these times
- Purchase through submission of order form with payment details and mailing to home address during other times.
- Ability to extend the catalogue purchase to visitor centre, website and home mail-outs for local distribution

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Maintained By:  
Document Reference:

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A list of items has been compiled, estimates of sales and costs completed (based on a conservative estimate) and the results inputted as part of the attached budget.

### **7.3 Programs/ tours**

Based on increased capacity through increase of curatorial hours (detailed in section 9 below) it is proposed that a new level of tours is created, conducted personally by the forts curator.

A proportion of the forts is currently not open to the public and could not be safely opened for unsupervised access. Curatorial tours would provide a new level of experience for visitors and encourage repeat visitation as well as provide a 'premium' experience for those who desire it.

### **7.4 Future attractions**

Concurrent with implementation of the first 6-12 months of this business plan and reviewing the result of customer feedback surveys, a plan will be developed and submitted for funding and development of additional attractions at the forts.

These will focus on sourcing external capital for high quality attractions which will present a significant draw card to visitors and positive return to the operation of the forts through low operating costs and high quality, soundness of interpretive content, uniqueness and value to visitors to the forts.

The method for submission shall be a project registrations sheet, business case outline and project initiation document within the context of the City's project management framework.

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## 8. Marketing Plan

### 8.1 Objectives

The objectives of implementing a marketing plan at the Princess Royal Fortress are:

**“To support the achievement of the Princess Royal Fortress Mission by:**

- **Maximizing attendance at the Princess Royal Fortress**
- **Promoting and maximizing public awareness of the historical importance of the Forts; and**
- **Promoting respect and memorializing the contribution and sacrifice of those who served, those who continue to serve our country and our allies**

**The achievement of this will be supported by creating opportunities and partnerships and will be pursued in the context of seeking best value for money maximizing the use of available resources.**

**Achievement of these will be measured through increases achieved in attendance statistics over time and marketing related pre-awareness of the forts demonstrated in customer feedback surveys”**

### 8.2 Marketing Strategy

It is recognized that there are two main overarching focuses within which the Princess Royal Fortress can be marketed.

1. Marketing the forts to visitors as part of the range of experiences once they have arrived in Albany as their holiday destination
2. Marketing of the Forts to potential visitors as part of attracting them to Albany as a destination

A strategy based on focus area 2 is highly capital intensive and would generally only be available to attractions with budgets and cash flows an order of magnitude larger than the Princess Royal fortress. An example would be places like 'Australia Zoo' and the 'Australian War Memorial'. It is believed that focus area 1 would achieve the most value for money. There should still be a component of the plan towards focus area 2 within the context of the City's overall tourism marketing plan.

The Marketing strategy for the forts will be to achieve the marketing plan objectives by focus on:

- Engaging in partnerships with the Albany Visitor Center and Local Accommodation providers to market the forts to visitors to Albany once they have made the decision that Albany is their destination and as soon as possible to their arrival within Albany

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- Engaging in partnerships for cross promotion with other local attractions such as museums and whaleworld to increase the number of attractions visited during visitors stay, with the flow on effect of increasing the overall desirability of Albany as a tourist destination
- Contributing to the City of Albany's combined tourism marketing effort to present the forts as one of the options for visitors as they choose whether or not Albany will be their destination
- Participate in joint internal city of Albany projects presenting a range of experiences to visitors during major festivals and events.
- Market the forts to locals who can undertake an 'ambassador role' further promoting the venue to visitors
- Undertake cost benefit analysis prior to entering all marketing activities to ensure best value for money
- In line with the other objectives of the Forts strategic and business plan present a quality experience and excellent customer service to visitors

### 8.3 Budget/ Limitations

While there is a demonstrated link between marketing and sales/ attendance the level of marketing budgets are also limited by the capacity and cash flow availability of funding. The Available funds for marketing of the Princess Royal Fortress as part of this business plan are:

08/09	09/10	10/11	11/12	12/13	13/14
\$4,500	\$4,500	\$6,000	\$6,500	\$7,000	\$7,500

It is noted that internal signage and interpretive content of the forts while having some marketing effect is seen as a capital rather than marketing budget.

### 8.3 Action Programs

Where relevant focusing on the specific identified target markets within section 5 the following actions are relevant. Note budgetary percentages are indicative only to demonstrate the focus of effort and may be subject to change to ensure best value for money and effect.

#### 8.3.1 Data collection/ Visitor satisfaction

1. Undertake annual qualitative survey of customers to set an initial benchmark and monitor achievement of the marketing, business plan and strategic objectives as well as customer satisfaction	
2. Continue to collect and monitor visitation statistical data;	
3. Install and monitor a traffic counter at the forts entrance	
Timeframe	Ongoing
Officers	Forts Curator
Budget	1 and 2 (combined) – 5% of annual forts marketing/ advertising budget. 3. Subject to capital funding

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### 8.3.2 Partner with the Albany Visitor Centre

4. Undertake forts familiarisation with all new AVC staff within 6 months of their appointment 5. Undertake re-familiarisation with staff annually or when new major attractions/ initiatives are unveiled 6. Stock Brochures within the Albany Visitor Centre	
Timeframe	Ongoing
Officers	Forts Curator and Albany Visitor Centre Supervisor.
Budget	4 and 5 (combined) - 5% of annual forts marketing budget and relevant component of AVC training budget. 6 – 25% of annual forts marketing budget

### 8.3.3 Engage in partnerships with local accommodation providers to market the forts to visitors

7. Provide brochures or engage brochure distribution marketing services for the forts within local accommodation providers 8. Investigate and implement the most appropriate and cost effective method of further partnership with providers eg. familiarisation, a number of free passes etc.	
Timeframe	Ongoing
Officers	Forts Curator
Budget	25% of annual forts marketing budget

### 8.3.4 Engage in partnerships for cross promotion with other local attractions as well as tour groups such as museums, Whaleworld and bus tour operators

9. Given the significant benefit demonstrate, continue to provide to 2 for 1 discount offer in partnership with Whaleworld 10. Investigate and implement the most appropriate and cost effective method of further partnership and cross promotion with other attractions 11. Implement signage at City of Albany tourism attractions to cross promote with other City of Albany attractions 12. Investigate and implement entry statement signage at the entrance to forts rd. and Marne drive, promoting the attractions within those areas	
Timeframe	Ongoing
Officers	Forts Curator
Budget	9+10 15% of annual forts marketing budget. 11 +12 Projects Budget.

### 8.3.4 Contributing to the City of Albany's combined tourism marketing effort to present the forts as one of the options for visitors as they choose whether or not Albany will be their destination

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13. Engage in partnership and joint initiatives with the Albany Tourism Marketing Advisory Committee	
14. Contribute towards joint marketing initiatives within the context of the City's tourism marketing strategies	
Timeframe	Ongoing
Officers	Forts Curator
Budget	20% of annual forts marketing budget

**8.3.5 Participate in joint internal city of Albany projects presenting a range of experiences to visitors during major festivals and events.**

15. Develop projects and initiate within the City's project management system, on a case by case basis with the scale commensurate with the size of event	
Timeframe	Case by Case, Ongoing
Officers	Forts Curator
Budget	Separate project budget offset against revenue

**8.3.6 Market the forts to locals who can undertake an 'ambassador role' further promoting the venue to visitors**

16. Develop procedures, training and promotional materials, conduct training, issue identification and monitor the program	
Timeframe	Ongoing
Officers	Forts Curator, Administration Officer Community Development
Budget	Minor expenses within forts volunteer budget

**8.3.7 Implement special promotions and displays where high value forts items are displayed with appropriate security**

17. Implement special promotions and displays where high value forts items are displayed with appropriate security	
Timeframe	Ongoing
Officers	Forts Curator
Budget	Project budgets on a case by case basis

**8.3.8 Promote the opportunity to donate and have items become a part of the story of the forts**

18. Conduct regular 'donation days' and other similar promotions to encourage donation of memorabilia (in keeping with the forts strategic plan) for display at the forts	
19. Maintain a list of key donators and people who have made a significant contribution to the forts and invite them as honored guests for the ANZAC centenary celebrations	
Timeframe	Ongoing
Officers	Forts Curator

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18. Conduct regular 'donation days' and other similar promotions to encourage donation of memorabilia (in keeping with the forts strategic plan) for display at the forts	
19. Maintain a list of key donators and people who have made a significant contribution to the forts and invite them as honored guests for the ANZAC centenary celebrations	
Timeframe	Ongoing
Budget	5% of forts marketing budget

**8.3.9 Undertake cost benefit analysis prior to entering all marketing activities to ensure best value for money**

20. Develop procedures, training and promotional materials, conduct training, issue identification and monitor the program	
Timeframe	Ongoing
Officers	Forts Curator, Administration Officer Community Development
Budget	Minor expenses within forts volunteer budget

**8.3.10 In line with the other objectives of the Forts strategic and business plan present a quality experience and excellent customer service to visitors**

21. In line with the other objectives of the Forts strategic and business plan present a quality experience and excellent customer service to visitors	
22. Evaluate the above in accordance with section 8.3.1 of this plan	
Timeframe	Ongoing
Officers	Forts Curator, all forts staff
Budget	No specific budget required

**8.4 Control**

The above will be implemented within the context of the City's performance, project management and budgetary/ financial control systems as relevant for each item.

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## 9.0 Operations and Staffing

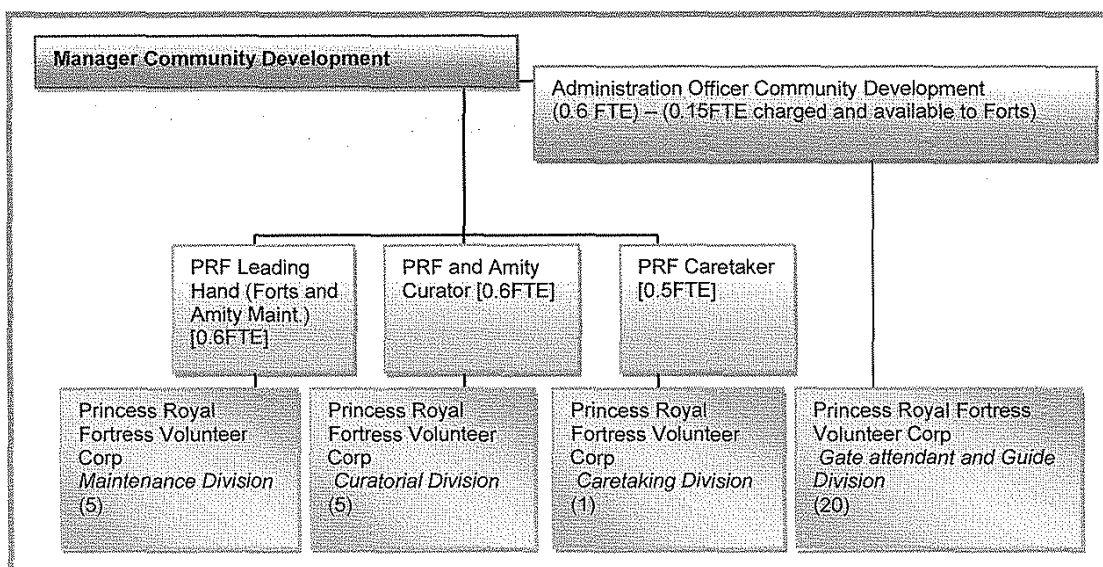
### 9.1 Proposed roles to achieve business plan

Our staff team are one of the most important assets of the forts. In order to achieve the initiatives in this business plan outlined in section 7 and objectives of this business plan outlined in section 2 an enhancement of the staffing structure is proposed. This reflects that in order to implement higher fees the standard of presentation and service at the forts must be increased and that in order to generate revenue through retail and programs/ tours, staffing of these is required. It is believed that the enhancement is modest and will be offset its pivotal role in the achievement of the business plans financial and quality objectives.

The key roles of staff to achieve the objectives of the business plan are detailed below:

Position	Business Plan Roles
Forts Curator	<ul style="list-style-type: none"> <li>• Oversight of business plan implementation</li> <li>• Achieving external funding targets for installation of new displays and features</li> <li>• Leading curatorial tours and programs</li> <li>• Supervision of retail section</li> <li>• Supervision of PRF staff</li> </ul>
Administration Officer Community Development	<ul style="list-style-type: none"> <li>• Assisting with recruitment and liaison with Forts volunteer corps</li> </ul>
PRF Leading Hand	<ul style="list-style-type: none"> <li>• Ensuring presentation and maintenance of outdoor displays</li> <li>• Recruitment and overseeing of volunteer maintenance/ restoration crew</li> </ul>
PRF Caretaker	<ul style="list-style-type: none"> <li>• Ensuring presentation of Forts grounds</li> <li>• Recruitment and overseeing of volunteer caretakers</li> </ul>

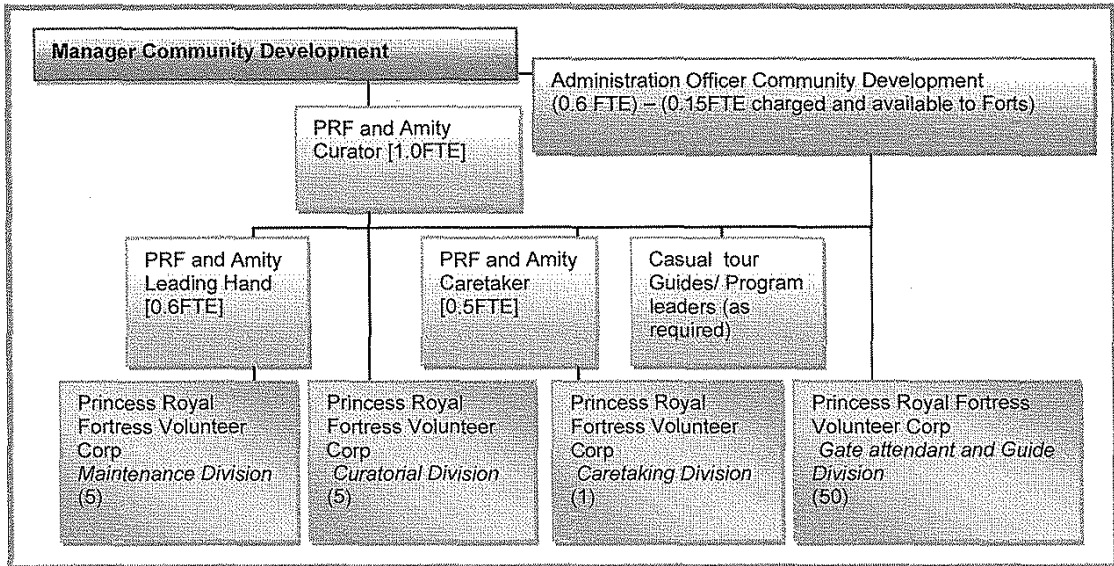
### 9.2 Current operational structure





\*note the Princess Royal Fortress Curator and Leading hand provide 0.1FTE in services each, charged to the Brig Amity Business Unit

### 9.3 Proposed Operating Structure



\*note the Princess Royal Fortress Curator and Leading hand will provide 0.1FTE in services each, charged to the Brig Amity Business Unit

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## 10.0 5-Year Financial Projections

Five year financial projections are attached. The projections show the intended financial effect of implementation of the initiatives discussed in this plan. The major financial goal of this business plan is to in five years achieve near break even for the operation of the Princess Royal Fortress while increasing the quality of experience for visitors and maintaining safety and preserving and improving the asset structures and amenity.

## 11.0 City Finance Strategy Impact Statement

Currently the Princess Royal Fortress is operated at a financial deficit. Achievement of the financial outcome detailed in section 8 above will result in approximately an additional \$80,000 per year available for other City Services (after 5 years) while positively impacting the service and experience of the Albany community, offered by the Princess Royal Fortress.

## 12.0 Recommendations

Recommendation 1. That the business plan initiatives, marketing plan, staffing structure and budget initiatives are implemented as detailed, to achieve the goals of the Princess Royal Fortress business plan.

Recommendation 2. That the business plan is reviewed as or prior to the specified date and if warranted further objectives developed and initiated

## 13.0 Review Position and Date

Executive Manager Community Services on or before 30/6/2010.

## 14.0 Associated Documents

- Princess Royal Fortress Strategic Plan 2008-2013

CEO Authorisation: \_\_\_\_\_

Date: \_\_\_\_\_

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DRAFT PRINCESS ROYAL FORTRESS - BUSINESS PLAN - PROJECTED BUDGET OVERVIEW

SUMMARY	Expend	Income	Expend	Income	Expend	Income	Expend	Income	Expend	Income	Expend	Income
other recurrent total	174,248	(91,300)	189,132	(118,300)	199,252	(141,697)	206,377	(153,283)	213,708	(170,204)	221,051	(179,965)
merchandise	1	(2,400)	45,230	(57,471)	37,947	(53,580)	45,848	(64,295)	53,334	(73,940)	57,873	(85,031)
programs	1	1	2,500	(7,997)	3,000	(9,339)	3,600	(10,856)	4,320	(13,636)	5,184	(15,967)
capital projects	1	1	41,000	(40,000)	50,000	(45,000)	0	0	0	0	0	0
<b>TOTAL</b>	<b>174,251</b>	<b>(93,698)</b>	<b>277,861</b>	<b>(223,768)</b>	<b>290,199</b>	<b>(249,616)</b>	<b>255,825</b>	<b>(228,434)</b>	<b>271,362</b>	<b>(257,780)</b>	<b>284,108</b>	<b>(280,963)</b>
<b>NET</b>	<b>80,553</b>		<b>54,093</b>		<b>40,583</b>		<b>27,391</b>		<b>13,582</b>		<b>3,145</b>	

	2008/2009		2009/2010		2010/2011		2011/2012		2012/2013		2013/2014	
Forts Salaries *	93,475		101,475		104,519		107,655		110,885		114,211	
Oncosts	13,086		14,207		14,633		15,072		15,524		15,990	
Forts Entry Fees		(80,000)		(104,000)		(127,111)		(138,551)		(155,177)		(164,488)
Forts Rentals		(11,300)		(14,300)		(14,886)		(14,732)		(15,029)		(15,477)
Forts-Water Charges	1,300		1,350		1,400		1,450		1,500		1,550	
Forts-Western Power	8,000		8,000		8,100		8,100		8,200		8,200	
Forts-Telstra	2,000		2,500		2,600		2,700		2,800		2,900	
For Volunteers	14,000		14,000		16,000		16,500		17,000		17,500	
Forts-Mowing	2,500		2,500		3,000		3,100		3,200		3,300	
Forts-Tool-Hardware	400		500		1,000		1,100		1,200		1,300	
Forts-Cleaning Equipment	1,134		1,200		1,300		1,400		1,500		1,600	
Forts-Advertising	4,500		4,500		6,000		6,500		7,000		7,500	
Forts-Security	3,000		3,500		4,000		4,500		5,000		5,500	
Forts-Sundries/ Equip	2,855		3,000		3,100		3,200		3,300		3,400	
Forts-Flags	600		600		600		600		600		600	
Forts-Displays	2,100		3,000		3,000		3,500		4,000		4,500	
Forts - Christmas Party	600		800		1,000		1,000		1,000		1,000	
Outdoor Display Maint	2,277		3,000		3,000		3,000		3,000		3,000	
Forts-Insurances	5,421		7,000		7,000		7,000		7,000		7,000	
Forts - Bldg Maint	17,000		18,000		19,000		20,000		21,000		22,000	
Forts - Other Recurrent	174,248	(91,300)	189,132	(118,300)	199,252	(141,697)	206,377	(153,283)	213,708	(170,204)	221,051	(179,965)
<b>OTHER RECURRENT TOTAL</b>	<b>82,948</b>		<b>70,832</b>		<b>57,555</b>		<b>53,094</b>		<b>43,505</b>		<b>41,086</b>	
<b>PROFITS</b>												
Merchandise												
Purchase of Stock			40,230		34,827		41,792		48,061		51,018	
Sales costs			5,000		3,120		4,056		5,273		6,855	
Sales income				(57,471)		(53,580)		(64,295)		(73,940)		(85,031)
<b>Sub-Total (Net Income)</b>				(12,241)		(15,633)		(18,447)		(20,606)		(27,158)
Programs												
Programs Costs			2,500		3,000		3,600		4,320		5,184	
Programs Income				(7,997)		(9,339)		(10,856)		(13,636)		(15,967)
<b>Sub-Total (Net Income)</b>				(5,497)		(6,339)		(7,256)		(9,316)		(10,783)

note : 2010/2011 and beyond capital projects detailed in the forts strategic plan are subject to feasibility, costing, prioritisation and funding and will be further detailed and implemented as part of the City's annual budget planning process, as part of the 'projects' system. Projects will only be initiated if it can be demonstrated they will increase attendance and heritage value and either reduce or have a neutral impact on the forts operational deficit.

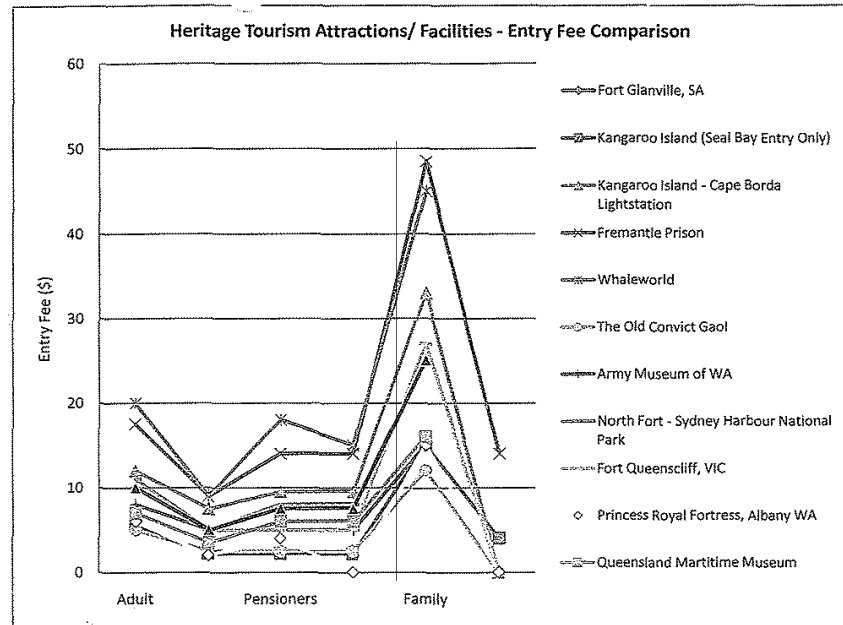
\*As salaries were allocated in other cost codes in 2008/2009 (i.e. outdoor maintainanace, amity, curator) these have been added back as estimates to the salary code in this year to allow fair comparison

	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014
CAPITAL PROJECTS 09/10						
Volunteer 'Crib' rooms		1,000				
Design + Install Interpretive Signage		30,000 (30,000)				
Artillery Shelter		10,000 (10,000)				
Sub-Total		41,000 (40,000)				
10/11 - Major attraction			50,000 (45,000)			

\*As salaries were allocated in other cost codes in 2008/2009 (i.e. outdoor maintainance, amity, curator) these have been added back to allow fair comparison

DRAFT PRINCESS ROYAL FORTRESS - BUSINESS PLAN - PROPOSED ENTRY AND OTHER FEES - INCLUDING COMPARISON STATS TO OTHER SIMILAR FACILITIES

TYPE	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015
Adults	per visit \$ 6	\$ 9	\$ 11	\$ 12	\$ 14	\$ 14	
Children (aged 11-16)	per visit \$ 2	n/a	n/a	n/a	n/a	n/a	
Children (aged 9-16)	per visit \$	\$ 3	\$ 4	\$ 4	\$ 5	\$ 5	
Pensioners	per visit \$ 4	\$ 6	\$ 7	\$ 7	\$ 8	\$ 8	
Family (2 adults + any number of Children)	per visit \$ 15	\$ 21	\$ 26	\$ 28	\$ 33	\$ 33	
Fort's Ambassador *	per visit n/a	Free	Free	Free	Free	Free	
Annual pass (single adult)	per year \$ 25	\$ 30	\$ 30	\$ 31	\$ 31	\$ 32	
Coaches (over 30 seat) **	per visit \$ 32	\$ 50	\$ 150	\$ 180	\$ 240	\$ 240	
Bus (up to 30 seat) **	per visit \$ 32	\$ 45	\$ 125	\$ 150	\$ 200	\$ 200	
Mini Bus (up to 12 seat) **	per visit \$ 20	\$ 32	\$ 56	\$ 56	\$ 64	\$ 64	
Professional Photography Fee	per visit \$ 32	\$ 32	\$ 32	\$ 32	\$ 32	\$ 32	
Wedding Fee	\$ 50	see event fees					
Guide Fee	\$ 15	\$3.50pp minimum of 6 people for prebooked tour					
Curatorial Tour Fee		\$9.50pp minimum of 6 people for prebooked tour					
EVENT FEES							
Additional staff member required for event	N/A	\$30p/h***	\$31.20	\$32.50	\$33.80	\$35.00	
Prepaid Group Entry Fees over 50 people (excludes coaches and busses)	N/A	Standard fees minus 30% discount					
BBQ Area:							
Up to 50 people	Stand. Entry	Standard					
Over 50 people	½ Standard Entry	See event fees					
Group pre-booking by registered local NFP (openi	N/A	FREE					
Fort's Cafe (Entry to Cafe only)	FREE	FREE					
Fort's collection momentos/ merchandise (Posters,badges,books,etc) Recommended Retail Price							



\* Fort's ambassador - a person who has completed the training, registration and other requirements who brings others to visit the fort's  
 \*\* Mini Bus, Bus, Coach can elect to pay fare per passenger entry fees  
 \*\*\*2 hr minimum applicable

Facility	Adult	Child	Pensioners	Students	Family	Group	Comments
Princess Royal Fortress, Albany WA	\$6.00	\$2.00	\$4.00	\$0.00	\$15.00	\$0.00	
Fort Glanville, SA	\$5.50	\$2.20	\$2.20	\$2.20	\$15.00	\$4.00	Military Museum, Tours, Historic
Kangaroo Island (Seal Bay Entry Only)	\$10.00	\$6.00	\$8.00	\$8.00	\$27.00	N/A	Scenic, Historic, Tours
Kangaroo Island - Cape Borda Lightstation	\$12.00	\$7.50	\$9.50	\$9.50	\$33.00	N/A	Scenic, Historic, Tours
Fremantle Prison	\$17.50	\$9.00	\$14.00	\$14.00	\$48.50	\$14.00	Historic, Tours, Museum
Whaleworld	\$20.00	\$9.00	\$18.00	\$15.00	\$45.00		Historic, Tours, Museum, Albany
The Old Convict Gaol	\$5.00	\$2.50	\$2.50	\$2.50	\$12.00	N/A	Historic, Tours, Museum, Albany
WA Museum - Albany	Donation Entry						Historic, Museum, Albany
Army Museum of WA	\$8.00	\$5.00	\$5.00	\$5.00	\$15.00		Military Museum, Tours, Historic
North Fort - Sydney Harbour National Park	\$11.00	\$5.00	\$8.00	\$8.00	\$25.00		Military Museum, Tours, Historic
Fort Queenscliff, VIC	\$10.00	\$5.00	\$5.00	\$5.00	\$27.00	N/A	Military Museum, Tours, Historic
Queensland Maritime Museum	\$7.00	\$3.50	\$6.00	\$6.00	\$16.00		Military Museum, Historic
Bullcreek Aviation Museum	\$10.00	\$5.00	\$7.50	\$7.50	\$25.00		Military Museum, Historic



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# **WORKS & SERVICES**

**Agenda Item Attachments**

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# Council Strategy

## Asset Management Improvement Strategy

**Draft**

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**City of Albany**  
**Asset Management Improvement Strategy**

Revision Status

Revision No.	Status	Distribution	Issue Date	Comment
0	Preliminary	Asset Management and City Services Strategy and Policy Committee	6/11/08	Draft
1	Preliminary	Asset Management and City Services Strategy and Policy Committee	2/12/08	Draft
2	Final	Council	16/05/09	Amendments to timeframe dates.

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## TABLE OF CONTENTS

1.0	EXECUTIVE SUMMARY.....	4
2.0	STRATEGIC CONTEXT.....	5
2.1	Community Vision .....	5
2.2	Mission Statement .....	5
3.0	STRATEGIC FOCUS AREAS.....	5
3.1	Other Priority Areas.....	7
4.0	CURRENT ESTIMATED VALUE OF ASSETS.....	8
5.0	ROLES AND RESPONSIBILITIES .....	9
6.0	CURRENT ASSETS.....	11
7.0	INFORMATION SYSTEMS .....	11
8.0	RISK MANAGEMENT.....	11
9.0	PROJECT MANAGEMENT .....	12
10.0	ASSET MAINTENANCE .....	12
11.0	GAP ANALYSIS .....	12
13.0	IMPLEMENTATION .....	15
14.0	PERFORMANCE MEASURES .....	15
15.0	REVIEW .....	15

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## 1.0 EXECUTIVE SUMMARY

The City of Albany has agreed to participate in the Western Australian Asset Management Improvement Programme being supported by the Western Australian Local Government Association (WALGA), Department of Local Government and Regional Development (DLGRD), Local Government Manager's Association (LGMA) and the Institute of Public Works Engineers Australia (IPWEA).

Initial workshops have been held and the City is commencing the process of implementing the programme. The workshop highlighted an opportunity for the City to build on our strategic approach to asset management over past years and to lead the way by utilizing this state wide approach.

This Asset Management Improvement Strategy is a key document in the WAAMI programme and has been developed to communicate the City's commitment to improving asset management practices and to ensure that our activities are undertaken in accordance with the guidance offered by the WAAMI framework.

In brief, this Improvement Strategy plans to;

- Ensure Councillors and Staff participate in the creation of asset management strategies;
- Capitalize on the state wide and national framework;
- Make use of the tools offered with the programme;
- Encourage continuous improvement in the processes and practices;
- Promote informed planning and decision making, and;
- Determine the gaps and develop long term strategies.

To achieve these aims, the City will undertake the following four (4) steps;

- Develop an Asset Management Policy (Interim Strategy adopted 15<sup>th</sup> July 2008);
- Review current strategies and place them in context of the WAAMI framework;
- Develop plans to deliver the strategies, and;
- Establish the operation requirements to implement the strategy.

This improvement strategy outlines our programme for improvement steps in asset management and what the City plans to achieve over the two (2) year time frame of the WAAMI programme.

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## 2.0 STRATEGIC CONTEXT

The City's Strategic Plan Albany Insight – Beyond 2020 sets out the vision for Albany to 2025. The City plans to operate and maintain the pathways network to achieve the following strategic objectives;

### **Item 4 – Governance**

*The City of Albany will be an industry leader in good governance and service delivery.*

- *Manage our municipal assets to ensure they are capable of supporting our growing community.*

## 2.1 Community Vision

*By 2025 Albany will be... "Historic Albany – Home to a vibrant, resourceful and culturally diverse community driven by a spirit of generosity and opportunity, nestled around a spectacular natural harbour in a region of unique beauty"*

## 2.2 Mission Statement

The City of Albany is committed to sustainable management of Albany's municipal assets.

## 3.0 STRATEGIC FOCUS AREAS

### **Development of an Asset Management Policy**

Council adopted an Asset Management Interim Strategy on 15<sup>th</sup> July 2008. Since the adoption, a second workshop has been held and feedback from this workshop is required to be incorporated for the formal adoption of AM Policy. The review of this document is being prepared for presentation to Council in January 2009.

### **Cross Functional Internal Working Group**

The City has formed a working group comprising of staff across the organization, including finance, asset management, operations, customer service and community services. Meetings are scheduled on a monthly basis and will work within defined terms of reference.

### **Asset Management Plan - Pathways**

This Draft Asset Management Plan has been developed, presented to the Asset Management and City Services Policy and Strategy Committee and is scheduled for Council adoption in January 2009. The resolution will require an advertising period of 30 days and consultation with key stakeholders. The plan will then be presented to Council for final adoption in February 2009 and the expenditure commitments included in the draft 2009/2010 Budget.

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## Asset Management Plan - Roads

The City adopted an Asset Management Strategy – Roads on 15<sup>th</sup> May 2001, this document and another Asset Management Strategy – Road Preservation, adopted on 16<sup>th</sup> July 2002, has formed the basis of asset management activities relating to roads.

These documents will be reviewed updated in alignment with the WAAMI programme with the first draft scheduled for February 2009.

### Current Status

- The City uses the Roman database for recording information on road condition plus a small amount of information is recorded on the GIS database;
- A condition survey of sealed roads was undertaken in November 2007;
- Condition data for unsealed roads is to be obtained from maintenance team. Gravel re sheets are also recorded in Roman;
- New roads from subdivisions are added when 'as-constructed' drawings are received from developers. There is currently a small backlog in recording this information due to the high number of developments reaching practical completion throughout the City over the past 12 months;
- The City's road sign network needs for be audited. No work have been undertaken to date;
- Capital works updates are entered at the end of each financial year – currently 2007/2008 works are still to be site measured and added, and;
- Costing data needs to be updated to give up to date valuations and future renewal costings.

## Asset Management Plan - Buildings

The City holds an inventory of City owned and operated buildings. A condition assessment has been undertaken in the past five (5) years. This work is required to be reviewed and updated. The City will include in the 2009/2010 Draft Budget an amount to undertake a condition audit of all building assets, and;

The condition audit will form the basis for a first Draft Asset Management Plan – Buildings to be completed by January 2010.

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## **Asset Management Plan – Drainage**

The City has not previously developed an Asset Management Plan for drainage. Work to date has been limited to ensuring that inspections are completed and the inventory data base is current. There have been a number of flood studies undertaken and funds expended in developing localized studies for development purposes. Recent extreme weather events have lifted the profile of drainage issues. It is planned to complete a drainage management plan by December 2009.

### **Current Status**

The City has significant data gaps in relation to drainage, in particular the invert levels and pipe diameter.

Age data is negligible and condition data has not been recorded.

## **Asset Management Plan – Recreation – Parks and Reserves (Natural and Developed)**

The City adopted an Asset Management Strategy – Reserves on 26<sup>th</sup> June 2001. This document has formed the basis of asset management activities in reserves. The document will be reviewed and updated within the context of the WAAMI programme. This work will be scheduled for completion during 2009.

### **Current Status**

The City has recorded an extensive inventory of playground equipment.

There is currently a Park and Reserves capital programme covering upgrade works required.

## **3.1 Other Priority Areas**

### **Communication Strategy**

Establish a mechanism for advertising asset management activities through monthly updates in local papers and advertising on the City of Albany Web Page.

### **Develop Roles and Responsibility Matrix**

Establish and matrix of roles and responsibilities for each asset type for endorsement of the Internal Cross Functional Working Group (ICFWG) by March 2009.

### **Develop ICFWG Terms of Reference**

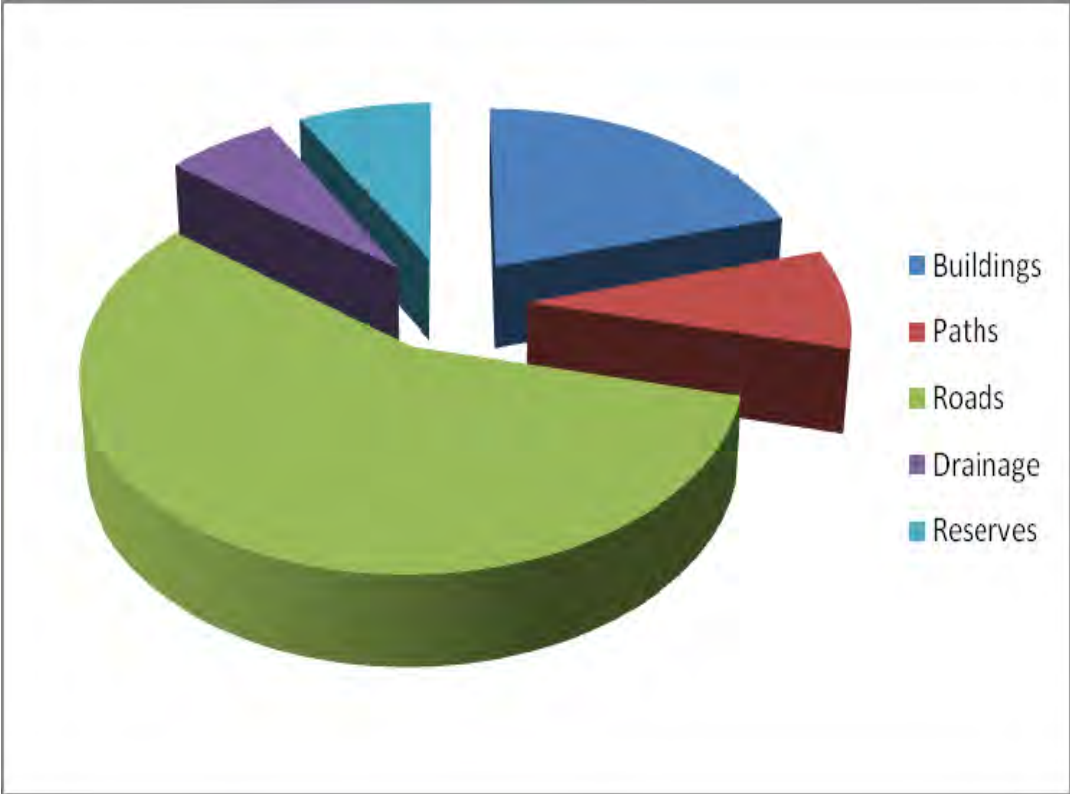
Set the terms of reference for ICFWG endorsement by March 2009.

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**4.0 CURRENT ESTIMATED VALUE OF ASSETS**



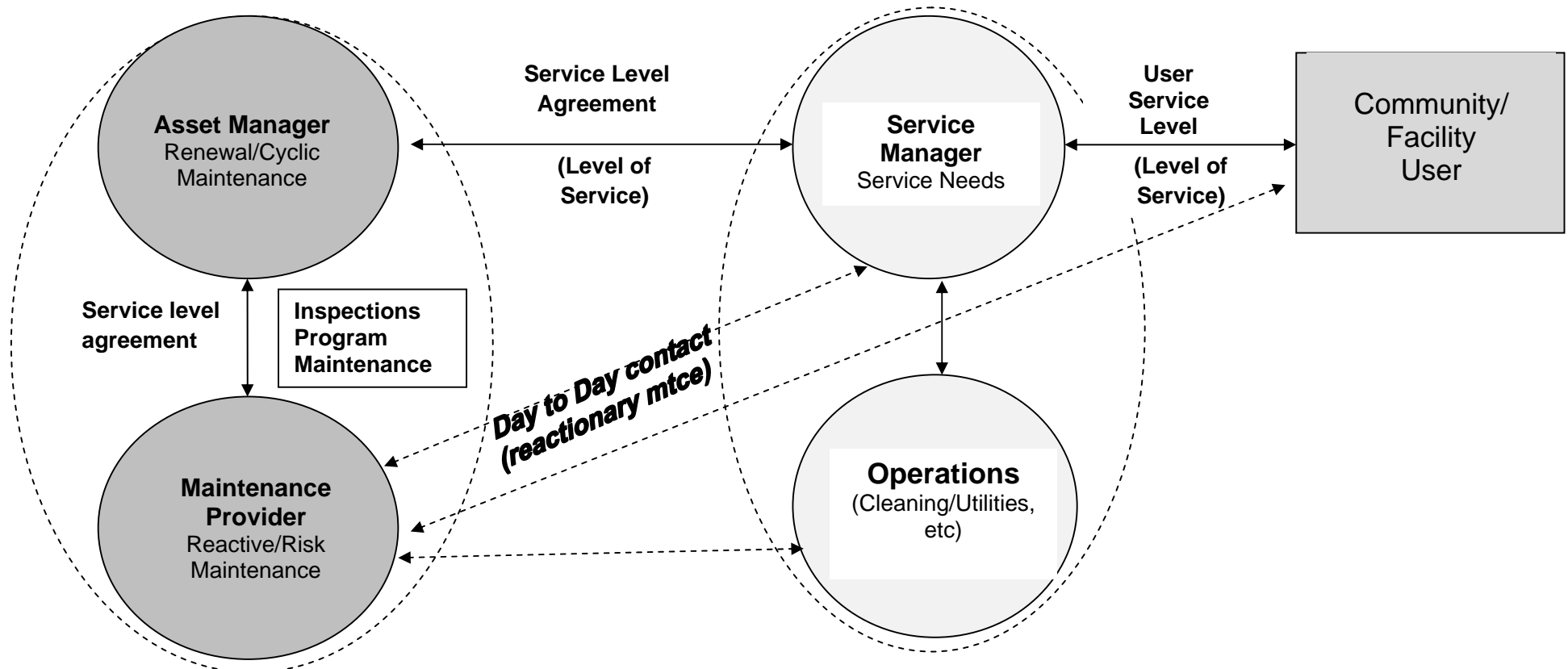
Buildings	\$ 52,470,778.00
Paths	\$ 21,755,000.00
Roads	\$ 145,849,707.00
Drainage	\$ 16,779,004.00
Reserves	\$ 20,000,000.00

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## 5.0 ROLES AND RESPONSIBILITIES

### Strategic View of Roles & Responsibilities



Roles and Responsibilities (to be further developed in Operational Plans and matrix)

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<b>Asset Manager</b>		<b>Services Manager</b>	
<b>Strategic</b>	<ul style="list-style-type: none"> <li>• Condition Assessment</li> <li>• Predictive Modelling</li> <li>• Renewal/Cyclic Maintenance</li> <li>• Long Term Renewal \$ Plan</li> <li>• Reporting to Council</li> <li>• Liaison Service Manager</li> </ul>	<ul style="list-style-type: none"> <li>• Demand Analysis</li> <li>• Community Engagement</li> <li>• State/Federal Initiatives</li> <li>• Long Term Service – whole life \$</li> <li>• Determining Service Needs</li> <li>• Liaison Asset Manager</li> </ul>	<b>Strategic</b>
<b>Tactical</b>	<ul style="list-style-type: none"> <li>• Scope &amp; Schedule Works</li> <li>• Asset Data Management</li> <li>• Client Liaison/reporting</li> <li>• Contract Management</li> <li>• Construction</li> <li>• Renewal Budget Control</li> </ul>	<ul style="list-style-type: none"> <li>• User Consultation/Agreements</li> <li>• Service data management</li> <li>• Service &amp; Project Budget</li> <li>• Liaison Project Managers</li> <li>• Monitoring Service Outcomes</li> <li>• Upgrade/New Budget Control</li> <li>•</li> </ul>	<b>Tactical</b>
<b>Maintenance</b>	<ul style="list-style-type: none"> <li>• Proactive &amp; Reactive Maintenance</li> <li>• Scheduling Maintenance</li> <li>• Maintenance Staff/Sub-contractor Management</li> <li>• Client Liaison</li> <li>• Maintenance Budget Control</li> </ul>	<ul style="list-style-type: none"> <li>• Operations Budget <ul style="list-style-type: none"> <li>○ Cleaning/Utilities</li> <li>○ Service Costs (staff etc)</li> </ul> </li> <li>• Reporting</li> <li>• User Liaison</li> </ul>	<b>Operation</b>

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## 6.0 CURRENT ASSETS

Similar to many organisations, the City of Albany maintains infrastructure asset data in numerous different databases to various quality standards. By far the highest quality data is contained within the Roman roads database and is already the subject of regular updating. It is a priority of this strategy to improve the quality of data over the coming years.

## 7.0 INFORMATION SYSTEMS

As mentioned above, the City maintains numerous asset databases ranging from Roman, Excel spreadsheets, Access databases and various proprietary software systems. The use of these and other systems, both existing and proposed, will be investigated as progress on the asset management plans is made.

## 8.0 RISK MANAGEMENT

The Asset Management Improvement Strategy will be supported by the City's Risk Management Plan with a specific risk focus applied to asset management. Risk Management is an integral part of good business practice and works in tandem with strategic and financial planning. Developing and maintaining a Risk Management Framework is an effective way to identify, manage and respond to risks within an organisation.

It is anticipated that the City will develop a Risk Management Plan within the next twelve months. An enterprise wide Risk Management Framework will consider all facets of an organisation's activities and aims to identify and deal with risks the organisation may face strategically and in its day to day operations. Risk Management is the process of thinking about the possible risks an organisation faces either before they happen or as a result of an incident or outcome and setting up treatments that will avoid the risk or minimise the impact of the risk.

The City of Albany's Framework will be holistic in approach and broken down into key areas of: identify, assess, treat, consult, communicate, monitor and review and will be developed in accordance with the Australian and New Zealand Standard for Risk Management – AS/NZS 4360:2004.

Risk Management allows for systemic change and continuous improvement in planning, resource allocation, decision making and processes and delivers outcomes such as:

- Improved asset management
- Improved planning, performance and effectiveness
- Accountability and sound governance
- Protecting the organisation from legal liability
- Reducing insurance premiums
- Improved community perception of the Shire/Council
- Capacity to respond to new opportunities
- Improved prioritisations of activities and projects

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## 9.0 PROJECT MANAGEMENT

Whether its existing or new projects, either capital works or organisational, projects have a beginning and an end, require resources, are aligned to the City's Strategic Plan, improve services or productivity and have a community impact and therefore require robust, effective systems and processes to ensure effective development and implementation.

Developing and implementing a standard management process, providing project management tools and oversight, whilst up-skilling departmental staff in project management will reduce project slippage, costs overrun and scope creep and ensure project deliverables are achieved 'on time on spec'

## 10.0 ASSET MAINTENANCE

The asset management activities to date have identified a need to introduce better maintenance programs and to work towards managed maintenance systems. This is particularly important for risk management with respect to roads, paths, drainage, buildings and recreation.

Initially, inspection regimes and maintenance recording procedures should be improved to ensure accurate records are maintained of all asset maintenance activities.

Managed maintenance capabilities will be taken into account in the review of asset management or corporate information systems.

## 11.0 GAP ANALYSIS

The gaps identified in the City's asset management processes are identified in this document. The City has been a leader in asset management in past years and the WAAMI programme is considered an opportunity to further enhance our strategic approach.

The City will build on our past work on ensure existing strategic plans are updated into the WAAMI context. However the most significant gaps exist in long term planning. No asset management plans have been developed to date, an Asset Management Policy has only just been developed and this is the first Asset Management Strategy for the City.

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## 12.0 KEY ACTIONS

### Strategic Focus Areas

1. Development of Asset Management Policy	
Timeframe	Complete by March 2009
Resources	Manager City Assets
Officer	Manager City Assets / Executive Director Works and Services
References	Council adopted Asset Management Interim Strategy (15 <sup>th</sup> July 2008)

2. Cross Functional Internal Working Group formation and agreed terms of reference	
Timeframe	Complete by March 2009
Resources	Manager City Assets
Officer	Manager City Assets / Executive Director Works and Services
References	WAAMI and NAMS tools for format

3. Asset Management Plan - Pathways	
Timeframe	Complete by February 2009
Resources	Manager City Assets
Officer	Manager City Assets / Executive Director Works and Services
References	Seek feedback and endorsement by Committee and Council

4. Asset Management Plan - Roads	
Timeframe	Complete by December 2009
Resources	Manager City Assets / City Assets Collections Officer
Officer	Manager City Assets / Executive Director Works and Services
References	Romans data, previous strategy, Austroads and NAMS template

5. Asset Management Plan - Buildings	
Timeframe	Complete by April 2010
Resources	Manager City Assets
Officer	Manager City Assets / Executive Director Works and Services
References	Existing Condition Inventory, Heritage Inventory

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6. Asset Management Plan - Drainage	
Timeframe	Complete by September 2009
Resources	Manager City Assets / External Specialist Engineer
Officer	Manager City Assets / Executive Director Works and Services
References	GIS pick up / flood studies

7. Asset Management Plan – Recreation – Parks and Reserves (natural and developed)	
Timeframe	Complete by March 2010
Resources	Manager City Assets
Officer	Manager City Assets / Executive Director Works and Services
References	Council adopted Asset Management Strategy Reserves (June 2001)

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## 13.0 IMPLEMENTATION

The Internal Cross Functional Working Group (ICFWG) will be responsible for reporting to the Executive Director Management Team (EDMT) progress made in relation to the Strategic Focus Areas, barriers to achieving objectives and proposed solutions or alternative actions.

A communications plan will also be developed to advise stakeholders, staff and community of progress made and key issues identified. Council will also receive a detailed update of the Asset Management Improvement Strategy including financial and service delivery implications.

It is proposed to review the AM Strategy and Improvement Plans every 3 years in conjunction with the Long Term Financial Plan and Plan For The Future. The City of Albany Risk Management Plan will also guide future actions and escalate actions and/or activities if identified.

## 14.0 PERFORMANCE MEASURES

The City will measure performance based on the targets within this Improvement Strategy and peer review through the WAAMI programme.

## 15.0 REVIEW

The Executive Director Works and Services will review annually on or before 30<sup>th</sup> June.

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## Council Policy

# Asset Management

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## TABLE OF CONTENTS

<b>1.0</b>	<b>Objective.....</b>	<b>3</b>
<b>2.0</b>	<b>Policy Framework .....</b>	<b>3</b>
<b>3.0</b>	<b>Definitions .....</b>	<b>3</b>
<b>4.0</b>	<b>Policy Statement .....</b>	<b>4</b>
<b>5.0</b>	<b>Legislative and Strategic Context.....</b>	<b>5</b>
<b>6.0</b>	<b>Review Position and Date.....</b>	<b>5</b>
<b>7.0</b>	<b>Associated Documents.....</b>	<b>6</b>

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## 1.0 Objective

To ensure that the City of Albany undertakes asset management activities in a structured and coordinated way to attain optimum value from its investment.

The key principles behind this objective include;

- The provision and maintenance of sustainable assets
- A consistent cross functional approach that reflects best practice
- Ensuring that asset management remains a business imperative

## 2.0 Policy Framework

The City will prepare an Asset Management Improvement Strategy that will guide the implementation of Asset Management practices across the organisation with the major outcome being the adoption by Council of a Service & Asset Management Plan for the following classes of infrastructure assets;

- Roads
- Paths
- Drainage
- Buildings
- Recreation
- Bridges

## 3.0 Definitions

“Asset” means a physical item that is owned or controlled by the City of Albany and provides or contributes to the provision of service to the community (in this context excluding financial, intellectual, and non-tangible assets).

“Asset Management” means the processes applied to assets from their planning, acquisition, operation, maintenance, replacement and disposal, to ensure that the assets meet Council’s priorities for service delivery.

“Asset Management Plan” means a plan developed for the management of an infrastructure asset or asset category that combines multi-disciplinary management techniques (including technical and financial) over the lifecycle of the asset.

“Infrastructure Assets” are fixed assets that support the delivery of services to the community. These include the broad asset classes of Roads, Drainage, Buildings, Parks, Paths & Bridges.

“Life Cycle” means the cycle of activities that an asset goes through while it retains an identity as a particular asset.



“Whole of life costs(s)” means the total cost of an asset throughout its life including planning, design, construction, acquisition, operation, maintenance and rehabilitation and disposal costs.

“Maintenance” means regular ongoing day-to-day work necessary to keep asset operating and to achieve

“Operations” – means the regular activities to provide health, safety and amenity and to enable the assets to function e.g. road sweeping, grass mowing, cleaning, street lighting and graffiti removal.

“New” means creation of a new asset to meet additional service level requirements.

“Resources” means the combination of plant, labour and materials, whether they be external (contractors/consultants) or internal (staff/day labour).

“Renewal” means restores, rehabilitates, replaces existing asset to its original capacity. This may include the fitment of new components necessary to meet new legislative requirements in order that the asset may achieve compliance and remain in use.

“Risk” means probability and consequence of an event that could impact on the Council’s ability to meet its Corporate objectives.

“WAMMI” means Western Australian Asset Management Improvement Program

#### **4.0 Policy Statement**

The City of Albany is committed to providing best practice professional and technical advice to allow for the implementation of systematic asset management across all departments. To achieve this outcome the City will;

- Reflect the community’s desire for asset type and condition through the Asset Management and City Services Strategy and Policy Committee.
- Link Asset Management Strategies and Plans to the Albany Insight Beyond 2020 Strategic Plan.
- Establish and maintain a staff multi disciplinary and cross functional Asset Management Working Group under agreed terms of reference.
- Provide the necessary resources, staff and training to maintain condition inventories, develop gap analysis, and establish funding requirements and priorities.
- That the decisions regarding the procurement of new or renewed assets include the whole of life costs.

- Ensure that gifted assets are procured that meet community needs and represent a good life cycle cost outcomes.
- Undertake a post investment review of all major asset investments to ensure the costs are reflective of the initial investment decision.
- Link developed Asset Management plans to 5 year financial plans.

## 5.0 Legislative and Strategic Context

This policy compliments and recognizes the Albany Insight – Beyond 2020 Strategic plan. In particular;

*The City of Albany will...*

- 5.1 *Be a cohesive Council committed to delivering responsible government and bringing the vision to fruition.*
- 5.2 *Ensure that Albany's municipal assets are capable of supporting our community's lifestyle.*
- 5.3 *Deliver excellent community services that meet the needs and interests of our growing and diverse community.*

Council, as custodians of City of Albany's assets, shall ensure that;

- The City's legal obligations are met;
- The infrastructure provided meets community needs;
- Assets are monitored and reviewed in a strategic context,
- Funding is procured for intervention maintenance and renewal, and;
- Continuous improvement in asset management is encouraged.

## 6.0 Review Position and Date

### Responsibility and Reporting

Council is responsible for approving (including amendments to) the following documents;

- Asset Management Policy
- Asset Management Improvement Strategy
- Asset Management Plans

Council is also responsible for ensuring (upon recommendation of the CEO) that resources are allocated to achieve the objectives of the above documents.

In adopting asset management plans, Council is also determining the level of service for each asset class.

**Chief Executive Officer (CEO)** – is responsible for ensuring that systems are in place to ensure that Council's AM Policy, AM Improvement Strategy, AM Plans are prepared and kept up to date, reviewed at least annually and that recommendations are put to Council (at least annually) in relation to appropriate resource allocation to fulfil the objectives of the above documents. The CEO reports to Council on all matters relating to Asset Management.

**Executive Director Management Team (EDMT)** – is responsible for monitoring the implementation of asset management across the organisation. The EDTM will ensure that strategies are put in place to remove barriers to the successful implementation of Asset Management.

**Asset Management Working Group (AMWG)** – is responsible for ensuring that Council's Asset Management Improvement Strategy is achieved and that Asset Management Plans are prepared and maintained in line with Council's Policy on Asset Management. Where changes to Council's AMP Policy, Improvement Strategy or Plans are identified, the AM Working Group is responsible for reporting this to the EDTM for consideration. Where aspects of Council's Policy, Improvement Strategy or Plans are not being achieved or adhered to, the AM Working Group is responsible for reporting non-compliances to the EDTM for corrective action.

**Executive Director Corporate & Community Services (EDCCS)** – is responsible for resource allocation (from Council approved resources) associated with achieving Council's Asset Management Improvement Strategy. The Director Corporate Services reports to the CEO in relation to Asset Management resource allocation.

**Manager City Assets (MCA)** – is responsible for supporting the AM Working Group and ensuring that resources are commissioned (where appropriate) to assist the AM Working Group achieve its objectives. The Asset Management Co-ordinator reports to the Director Corporate Services on all matters relating to Asset Management.

To be reviewed by;

This policy has an expected life of four (4) years and will be reviewed by 30<sup>th</sup> June 2013.

## 7.0 Associated Documents

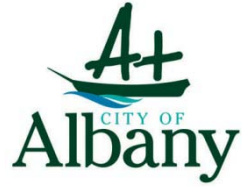
The City's Strategic Plan – Albany Insight – Beyond 2020

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## Council Strategy

# Asset Management Plan Pathways

## City of Albany

### Asset Management Plan - Pathways

#### Revision Status

Revision No.	Status	Distribution	Issue Date	Comment
0	Preliminary	Asset Management and City Services Strategy and Policy Committee	4/9/08	Draft
0	Preliminary	Internal Working Group	9/10/08	Draft
1	Preliminary	WAAMI Workshop	28/10/08	Tabled for comments
2	Draft	Asset Management and City Services Strategy and Policy Committee	6/11/08	Tabled for endorsement
3	Draft	Internal only	28/1/09	Inclusion of Kinjarling and Top Trails as stakeholders. Minor amendments to terminology
4	Draft	Ordinary Council Meeting	17/2/09	Tabled for adoption of draft

## Table of Contents

<b>Abbreviations</b> .....	<b>6</b>
1.0 EXECUTIVE SUMMARY .....	7
1.1 Introduction.....	7
1.2 Financial Summary .....	7
1.3 Strategic Context.....	8
1.4 Plan Implementation .....	8
2.0 INTRODUCTION .....	8
2.1 Background .....	8
2.2 Pathway Construction Types.....	10
Table 2.1 Asset Construction types covered by this Plan .....	11
2.3 Key Stakeholders .....	12
Table 2.2 Key Stakeholders and Responsibilities.....	12
2.4 Objectives of Asset Management Plan - Pathways .....	13
2.5 Additional Objectives Relating to WAAMI Participation .....	13
2.6 Strategic Vision.....	13
2.7 Plan Framework .....	14
2.8 Process Map .....	15
3.0 SERVICE LEVELS .....	16
3.1 Community Consultation .....	16
3.2 Management Key Principles.....	16
Table 3.1 Key Management Principles.....	16
3.3 Design Assumptions .....	17
Table 3.2 Design Assumptions .....	17
3.4 Management Classifications and Hierarchy.....	17
Table 3.3 Classifications and Hierarchy .....	17
3.5 Pathway Criteria .....	18
Table 3.4 New Path Criteria .....	18
3.6 Criteria Breakdown and Scoring Method.....	18

Table 3.5	Existing Path Criteria .....	21
Table 3.6	Typical Hazards (January 2007) .....	21
3.7	Hazard Assessment.....	22
3.8	Legislative Requirements.....	22
Table 3.7	Legislative Requirements.....	22
3.9	Current Levels of Service.....	22
3.10	Desired Levels of Service .....	22
4.0	FUTURE DEMAND .....	22
4.1	Demand Forecast.....	22
4.2	Technology Changes.....	23
4.3	Demand Management Plan .....	23
4.4	New Assets from Growth .....	24
5.	LIFECYCLE MANAGEMENT PLAN.....	24
5.1	Background Data.....	25
5.1.1	Physical parameters .....	25
5.1.2	Asset capacity and performance.....	25
5.1.3	Asset condition.....	26
5.1.4	Asset valuations .....	26
5.2	Risk Management Plan .....	27
5.3	Routine Maintenance Plan.....	27
5.3.1	Maintenance plan .....	27
5.3.2	Standards and specifications .....	27
5.3.3	Summary of future maintenance expenditures.....	27
5.4	Renewal/Replacement Plan .....	28
5.4.1	Renewal plan.....	28
5.4.2	Renewal standards.....	29
5.4.3	Summary of future renewal expenditure .....	29
5.5	Creation/Acquisition/Upgrade Plan.....	29

5.5.1	Selection criteria .....	30
5.5.2	Standards and specifications .....	30
5.5.3	Summary of future upgrade/new assets expenditure.....	30
6.	FINANCIAL SUMMARY.....	31
6.1	Financial Statements and Projections.....	31
6.1.1	Sustainability of service delivery.....	31
6.2	Funding Strategy .....	33
6.3	Valuation Forecasts .....	33
6.4	Key Assumptions made in Financial Forecasts.....	35
7.	ASSET MANAGEMENT PRACTICES .....	35
7.1	Information Flow Requirements and Processes.....	35
7.2	Standards and Guidelines.....	36
8.	PLAN IMPROVEMENT AND MONITORING .....	36
8.1	Performance Measures .....	36
8.2	Improvement Plan .....	36
8.3	Monitoring and Review Procedures .....	36
	APPENDICES .....	37
Appendix A	Planned 15 year Capital Renewal Works Program.....	37
Appendix B	Planned Upgrade/Exp/New 15 year Capital Works Program.....	37
Appendix C	Map of Pathways .....	37
	Glossary.....	37



**Abbreviations**

<b>AAAC</b>	Average annual asset consumption
<b>AMP</b>	Asset management plan
<b>ARI</b>	Average recurrence interval
<b>BOD</b>	Biochemical (biological) oxygen demand
<b>CRC</b>	Current replacement cost
<b>CWMS</b>	Community wastewater management systems
<b>DA</b>	Depreciable amount
<b>DoH</b>	Department of Health
<b>EF</b>	Earthworks/formation
<b>IRMP</b>	Infrastructure risk management plan
<b>LCC</b>	Life Cycle cost
<b>LCE</b>	Life cycle expenditure
<b>MMS</b>	Maintenance management system
<b>PCI</b>	Pavement condition index
<b>RV</b>	Residual value
<b>SS</b>	Suspended solids
<b>vph</b>	Vehicles per hour

## **1.0 EXECUTIVE SUMMARY**

### **1.1 Introduction**

The City of Albany provides an extensive network of pathways throughout the municipality. This Asset Management Plan – Pathways has been compiled to ensure the maintenance, renewal and creation of new pathway activities are undertaken in a systematic way that reflects community needs.

The pathway network has been defined into the following classifications;

- Path A constructed corridor for pedestrian traffic only;
- Shared Path A constructed corridor that combines pedestrian traffic with other forms of transport such as bicycles, gophers and wheel chairs.
- Cycle Lane A constructed corridor predominately for bicycle usage, and; (Managed as part of the road network)
- Trail A marked informal corridor set in a natural environment for recreational purposes. (Managed as part of the reserves management plan)
- Boardwalk A raised platform corridor constructed due to steep topography, wet or environmental conditions.

### **1.2 Financial Summary**

The City contains a combined total of approximately 130 kilometres of pathway with an estimated value of \$21,755,000.

In the financial planning process, this plan uses two indicators of cost to maintain and construct the City's pathway network.

- Life cycle cost – being the average cost over the life of the asset, and;
- The total maintenance and capital renewal cost over a 15 year period.

The maintenance, capital renewal and new costs for year one of the Asset Management Plan – Pathways is as follows;

- Maintenance \$ 70,000.
- Capital renewal \$ 220,000.
- New \$ 475,000.

Funding for maintenance renewal and creation of pathways infrastructure is principally provided by the City of Albany capital works programme. Supplementary funding is sourced through the Department Planning and Infrastructure Regional Bicycle Network (RBN) Local Government Grants Programme via individual project grants. The maximum is set at \$50,000.

There are other intermittent funding opportunities through Lotteries West, Department of Sport and Recreation and 'Be Active' initiatives. These are considered one off projects and subject to evaluation from various Western Australian Governments. Federal Government funding is also possible via the Road to Recovery Programme however is conditional on its proximity to other road infrastructure.

### **1.3 Strategic Context**

The City's Strategic Plan Albany Insight – Beyond 2020 sets out the vision for Albany to 2025. The City plans to operate and maintain the pathways network to achieve the following strategic objectives;

#### *Item 4 – Governance*

*The City of Albany will be an industry leader in good governance and service delivery.*

- *Manage our municipal assets to ensure they are capable of supporting our growing community*

To achieve this objective, the network must be maintained in a reasonably useable condition to ensure that;

- safe travel can be undertaken along the full length of the journey,
- continuity is achieved between destination points,
- smooth and universally accessible crossings are constructed, and
- there is clear delineation at intersections.

The City also recognizes the direction offered by the Department of Planning and Infrastructure through its Regional Bicycle Network (RBN) Local Government Grants Initiative and its Bike Ahead Strategy.

### **1.4 Plan Implementation**

The management of this network is an important role for the City and requires informed and agreed decisions to be made on the care and maintenance of the network. This document highlights all the asset management activities associated with pathway infrastructure and sets a timeline for full implementation of a fifteen (15) year programme with year one (1) to be included in the 2009/2010 financial year.

## **2.0 INTRODUCTION**

### **2.1 Background**

The City of Albany's strategic approach to pathways began in September 2001 when the City was successful in achieving a grant from the Department of Transport's Country Pathways Grant Scheme. This funding allowed the City to undertake a dedicated study of the path way network throughout the municipality. The strategy was completed and adopted by Council on 18<sup>th</sup> June 2002. This strategy has been the guiding document for the implementation of new and renewal activities since its inception.

Although the Strategy has remained a useful document, today it is necessary to review our strategy to take into account the changes in population, demographics and City development. There has also been the opportunity to review our asset management of our pathways with the knowledge and experience of a state wide approach.

This state wide approach has highlighted a greater emphasis on the importance and benefits of clearly defined and agreed asset management activities throughout Australia, and as a result, the Western Australian Local Government Association (WALGA) has undertaken a new initiative to assist local councils with Asset Management by launching a new programme named the Western Australian Asset Management Improvement (WAAMI) Programme. The programme aims to facilitate improvements to asset management at a local level with the combined expertise of an industry focused and state wide approach.

Council resolved at its Ordinary Meeting of Council on 19<sup>th</sup> February 2008 agreed to participate in the Western Australian Asset Management Improvement (WAAMI) Programme which is being supported by the Western Australian Local Government Association (WALGA), Department of Local Government and Regional Development (DLGRD), Local Government Municipal Association (LGMA) and the Institute of Public Works Engineers Australia (IPWEA).

During April 2008 the City staff and Councillors attended a workshop that introduced Western Australian Asset Management Initiative (WAAMI) project. Key outcomes over the next six (6) months from this workshop included;

- The development of an Asset Management Interim Strategy (Policy) adopted 15<sup>th</sup> July 2008.
- The formation of a cross functional staff internal working group with set terms of reference.
- A reporting structure to be established for the Asset Management and City Services Policy and Strategy Committee, and;
- The completion of draft Asset Management Plan – Pathways for presentation to Council.

This asset management plan is to demonstrate responsive management of assets (and services provided from assets), compliance with regulatory requirements, and to communicate the funding requirements to provide the required levels of service.

This Asset Management Plan – Pathways is to be read with the following associated planning documents:

- The City of Albany Asset Management Interim Strategy (adopted 15<sup>th</sup> July 2008).
- The City of Albany Asset Management Improvement Strategy (Draft)

## 2.2 Pathway Construction Types

This Asset Management Plan covers the following infrastructure assets:

Asset category / Expected Life	Dimensions / Description	Estimated Present Cost
<p><b>Precast Concrete slab</b> (Expected Life 35 years)</p>	<p>These paths consist of precast concrete slabs, commonly 600 x 600 x 35mm square with some being 600 x 300 x 35mm that are loose laid directly on compacted sand formation with sand swept between joints to assist in stabilizing the slabs.</p> <p>Slabs require a high level of maintenance to keep vegetation from growing between the butted joints, tree root growth uplifting slabs and vehicular traffic breaking, indenting and uplifting slabs. The continuous slab replacement program due to inappropriate vehicular traffic is a major cost component of the Path Maintenance Program. Examples include Stirling Tce, Albany Hwy and Middleton Rd.</p>	<p>\$60 /m2</p>
<p><b>Brick Paving</b> (Expected Life 50 years)</p>	<p>These paths consist of clay or concrete paving bricks, commonly 230mm x 110mm x 50mm, loose laid directly on compacted sand or compacted blue metal dust with sand swept over the pavers to fill joints and assist in stabilizing the pavers. Pavers are laid in a traditional herring bone pattern with a single header course. A concrete edge beam installed around all existing service pits, colour of edging to match new pavers.</p> <p>Brick paved paths require the same type of maintenance although require less than slab paths due to their robustness and ability to support most vehicular traffic. Examples are York St and Flinders Pde at Middleton beach.</p>	<p>\$77 /m2</p>
<p><b>Cast insitu Concrete</b> (Expected Life 80 years)</p>	<p>These paths consist of concrete poured in-situ at a depth of 100mm in between edge moulds onto a compacted base. The concrete pavement is constructed using pre- mixed concrete with AS1379; specifications of supplied concrete need to meet the following requirements, Compression Strength – min 25Mpa at 28 days, Aggregate size – Max 14mm, Slump – Max 75mm at delivery. Transverse expansion joints are placed every 4 meters and transverse contraction joints placed every 2 meters</p> <p>Concrete paths are very low in maintenance, requiring vegetation and root control along edges and have the structural capacity to support light to medium weight vehicles. Where tree roots and cracking become a problem the path is cut at one of the transverse contraction joints and a 2 meter section is replaced with minimal disruption to pedestrian traffic.</p>	<p>\$75 /m2</p>
<p><b>Exposed Aggregate</b> (Expected Life 80 years)</p>	<p>Exposed aggregate paths have the same criteria as Concrete paths with the concrete being washed with a pressure hose prior to the concrete curing to expose the aggregate within the concrete. These paths will be used in regional parks as part of the landscape design where aesthetics are being considered. This does not affect the life of the path nor does the path require additional maintenance.</p>	<p>\$100 /m2</p>
<p><b>Stabilised Gravel or limestone</b> (Expected Life 15 years)</p>	<p>These paths consist of gravel or limestone mixed with a small amount of cement, poured in-situ in between edge moulds onto a compacted base. The mix is compacted to form a pavement with a smooth surface much like concrete. Stabilised gravel or limestone paths are generally formed in less accessible places, parks and bushland from materials on site.</p> <p>Stabilized gravel or limestone paths are generally low maintenance requiring mainly vegetation control.</p>	<p>\$55 /m2</p>

Asset category / Expected Life	Dimensions / Description	Estimated Present Cost
<b>Bituminous Sealed</b> (Expected Life 25 years)	<p>These paths consist of compacted gravel, limestone or crushed rock pavement laid on compacted base formation topped with a two coat bituminous seal.</p> <p>Maintenance consists of preventing vegetation growth through pavement and bituminous seal, water control by crack sealing and sweeping to remove loose surface, patching any potholes that form with a similar method as used in road maintenance.</p>	\$50 /m2
<b>Asphalt Sealed</b> (Expected Life 50 years)	<p>These paths are constructed in a similar method as a bituminous where only a single coat bituminous seal is used with a 15 to 30mm bituminous concrete (Asphalt) seal.</p> <p>Maintenance consists of preventing vegetation growth through pavement and asphalt, water control by crack sealing and sweeping to remove loose surface. Low in maintenance these asphalt sealed paths provide an excellent traffic surface for all modes of transport.</p>	\$77 /m2
<b>Timber Boardwalks</b> (Expected Life 30 years for CCI treated pine and 50 years for Jarrah or similar hardwood)	<p>These paths are generally elevated above the natural surface over short distances to provide crossings over wetlands, creeks, natural bush, rock sheets and steep coastal foreshores. They enable paths to maintain a smooth level grade, connections over dynamic terrain and provide minimal environmental impact. The major boardwalks are generally constructed of jarrah timber with steel supporting members; the minor boardwalks are generally constructed of CCA pine with CCA uprights requiring annual maintenance to preserve the structure.</p>	\$240 – 1,000 /m2

**Table 2.1 Asset Construction types covered by this Plan**

\*The expected life predictions are tested against industry standards and data on the existing path network.

## 2.3 Key Stakeholders

Key stakeholders in the preparation and implementation of this asset management plan are:

<b>Key Stakeholders</b>	<b>Role</b>
Council – City of Albany	To set vision, service standards and approve budgets
Asset Management and City Services Policy and Strategy Committee	Review details of Plan, provide community feedback and provide guidance.
City of Albany Staff – Internal Cross Functional Working Group.	Create plans, review asset management operations, provide financial support and monitor performance.
City of Albany – Roadwise Committee	Provide community feedback on matters of concern and risk.
City of Albany – Executive Director Works and Services	Direct asset management activities and facilitate the implementation of plan.
City of Albany – Manager Financial Services	Source funding, facilitate budget approvals.
City of Albany – Manager City Assets	Develop plan, set service standards, coordinate activities, estimate costs and formulate budgets. Monitor and report performance.
City of Albany – Manager City Works	Manage construction, interventional maintenance and renewal activities. Resource, manage and report on inspection and auditing processes.
Western Australian Asset Management Improvement Programme (WAAMI) Steering Group	Facilitate workshops, review plans and provide commentary and guidance on the effectiveness of the City's Asset Management Plans.
Department of Planning and Infrastructure – 'Country Pathways Scheme'	Receive funding submissions prepared by City staff and evaluate
Department of Sport and Recreation	Jointly fund trails with Lottery West.
Lottery West	Funding for trails and facilities
Community Groups Albany Bike User Group 'ABUG'	Provide feedback from recreational bikers operating in locally.
Department of Education Local schools	Coordination and planning of safe routes to schools.
Local Progress Associations	Local suburb and townsite feedback
Youth Advisory Council Corporate and Community Services	Provide feedback on youth activities and needs.
Seniors Advisory Committee Corporate and Community Services	Provide feedback on senior's activities and needs.
Disability Technical Committee	Provide advice on feedback on the networks universal access performance.
Roadwise Committee	Provide feedback on areas of concern, in particular the interaction with vehicles.
Subdivisional Developers	Construct new gift assets in accordance the City's subdivision guidelines.

**Table 2.2 Key Stakeholders and Responsibilities**

## **2.4 Objectives of Asset Management Plan - Pathways**

The City constructs, maintains and set standards for pathway infrastructure for community transport needs. The continual management of this infrastructure must meet community standards and ensure that funds for new and renewal are directly focussed on need and therefore must;

- Offer the City the best life cycle cost outcome;
- Develop cost effective management strategies for the long term;
- Define the level of service and performance monitoring;
- Understand and meet demand for pathways infrastructure;
- Manage risks associated with asset condition;
- Apply physical resources sustainably, and;
- Continually seek to improve practices associated with pathway management.

## **2.5 Additional Objectives Relating to WAAMI Participation**

In City's commitment to the WAAMI programme will add value by;

- Ensuring Councillors and Staff participate in the creation of asset management strategies;
- Capitalising on the state wide and national framework;
- Using the tools and proformas offered with the programme;
- Encourage continuous improvement in the processes and practices;
- Promote informed planning and decision making, and;
- Determine the gaps and develop long term strategies.

## **2.6 Strategic Vision**

This Asset Management Plan – Pathways meets the City's Albany Insight – Beyond 2020. By 2025 Albany will be...

### ***Lifestyle and Environment***

*Albany will be Western Australia's regional City of first choice offering a diverse range of healthy and active lifestyle opportunities, with energy efficient housing and development that respects our environment.*

1.3 *Recreation facilities provide a diverse range of sporting and exercise opportunities.*

### **Governance**

*The City of Albany will be an industry leader in good governance and service delivery*

4.2 *Manage our municipal assets to ensure they are capable of supporting our growing community.*



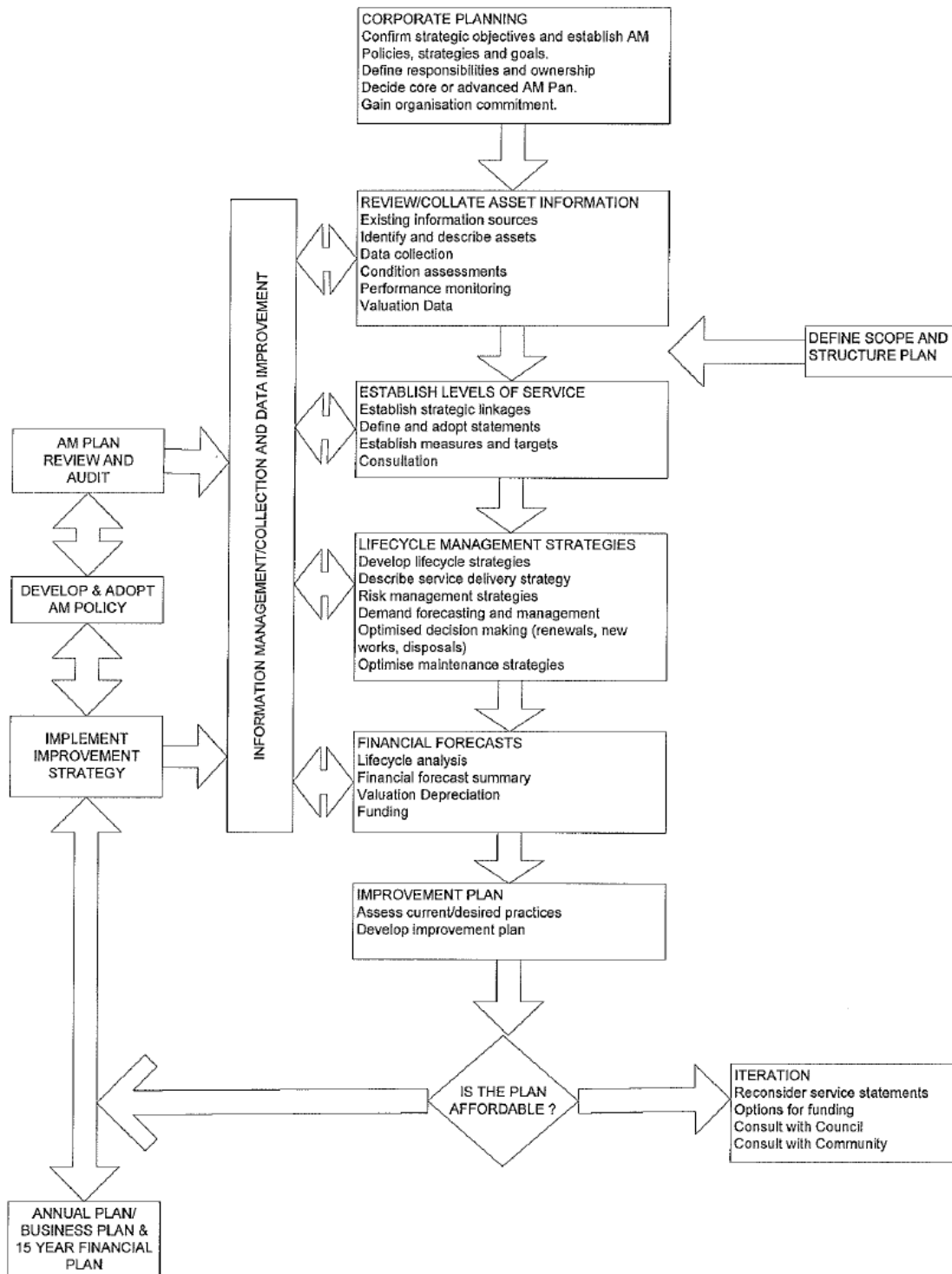
## **2.7 Plan Framework**

Key elements of the plan are;

- Levels of service – specifies the services and levels of service to be provided;
- Future demand – how this will impact on future service delivery and how this is to be met;
- Life cycle management – how Council will manage its existing and future assets to provide the required services;
- Financial summary – what funds are required to provide the required services;
- Asset management practices;
- Monitoring – how the plan will be monitored to ensure it is meeting Council's objectives;
- Asset management improvement plan, and;
- Risk assessment.

## 2.8 Process Map

Road Map for preparing an Asset Management Plan



### 3.0 SERVICE LEVELS

#### 3.1 Community Consultation

The City will undertake community consultation with all the key stakeholders listed in Item 2.3 along with advertising of the proposed plan for feedback prior to final adoption.

#### 3.2 Management Key Principles

This Asset Management Plan – Pathways currently involves applying the need for pathways as set out in the Asset Management Plan – Roads. The roads management plan was originally adopted by Council in May 2001 and this was followed up with a road preservation plan adopted by Council in July 2002. Both these documents relied on expertise from Main Roads Western Australia and the Aust roads publications. While this document is being reviewed in accordance with the WAAMI programme, the fundamental principles below are proposed to remain the same.

No.	Key Principle
1.	Roads within 400 metres of a school, neighbourhood centre or aged care facility requiring a path, excluding cul-de-sacs and roads with access to a path within 150 meters commuting distance.
2.	Roads with less than 150 metres to be transversed to access a pathway and / or less than 100 vpd (vehicles per day) considered a shared roadway.
3.	Roads with 100 to 300 vpd and greater than 150 metres to transverse to access a pathway considered but not necessarily provided a planned path.
4.	Roads with between 300 to 1000 vpd considered for planned provision of at least a 1.5m wide footpath.
5.	Roads with more than 1000 vpd considered but not necessarily provided for a planned shared path on one side of the roadway.
6.	All foreshore reserves, waterway reserves and greenways will be considered as alternative routes to busy roads if practical.
7.	All planned paths will be considered for their connection and direct route to end of trip generators. End of trip generators include, but are not limited to, Schools, Shopping Centres, Parks, Sports Grounds and Town Centres.

**Table 3.1 Key Management Principles**

### 3.3 Design Assumptions

No	Assumption
1.	Every road reserve used for transport purposes requires pedestrian access.
2.	All roads can be traversed by bike, but all are not desirable to share with all other modes of traffic.
3.	Shared paths and footpaths may be deliberately rerouted off busy roads to quiet areas and integrated into parks, reserves and greenways.
4.	A grassed verge is not considered a path, yet should be walkable. I.e. a 1.5m minimum width smooth continuous corridor. Nor is a dirt track considered a path, even though it is often the best indicator of where a path should be.
5.	Aligns with the DPI liveable Neighbourhoods, State Government alternative transport aims and objectives such as their Strategy "Bike Ahead", Main Roads WA policy for Cycling Infrastructure and Part 13 & 14 of Austroads by Standards Australia.

**Table 3.2 Design Assumptions**

### 3.4 Management Classifications and Hierarchy

The following proposed path hierarchy and associated priority criteria have been developed to meet the current and future needs of the City of Albany. The "Path Hierarchy" consists of four levels as follows;

No	Classification	Description
1	<b>Regional Distributor</b>	a combined commuter & recreational shared path along linear areas of public open space, as a creek river, lake & coastal foreshore, or along / adjacent to the alignment of major roads, linking two or more localities / communities serving significant trip generators. Ideal path width in this location would be 2.5 to 3 meters; paths with an incline of greater than 1 in 11 (Austroads part 13 or 14) shall be constructed 3 meters wide. This will allow commuters to remain on their bicycles by weaving from side to side compensating for the steep grade of the path.
2	<b>Principal Distributor</b>	a shared commuter path along or adjacent to the alignment of major roads, often linking two or more localities, and/or serving major trip generators. Path width in this location should be 2.0 to 2.5 metres.
3	<b>Local Distributor</b>	a shared commuter path serving most users with-in the locality and connecting them from their residence and/or Local Access Path to their local destination, Distributor, Principle or Regional Paths. Path widths in this location are to be 2 metres.
4	<b>Local Access Path</b>	a footpath or shared path, within their locality, providing residents direct connection to their residence &/or local destination, Distributor, Principle & Regional Paths. Path widths in this location are to be no less than 1.5 metres.

**Table 3.3 Classifications and Hierarchy**

### 3.5 Pathway Criteria

The City have applied the following priority criteria for existing and planned new pathways throughout the municipality. Existing pathways have separate criteria that consider risk and intervention maintenance or renewal.

New Pathways			
No	Criteria	%	Rationale
<b>1</b>	<b>Strategic Significance</b>		
	Intercommunity Access	10	Relationship between neighbourhoods.
	Community Activity	10	Relationship to facilities such as neighbourhood centres
	Safe Route to School	10	Connection to schools with focus on separation from traffic and child safety
	Demographics of users	10	Range of age groups impacting on lifestyle and universal access.
	Recreation Activity Potential	10	Linked to the promotion of passive recreation
	Gap to complete route	20	Where strategic infill in the network is required.
<b>2.</b>	<b>Pathway Characteristics</b>		
	Path classification and hierarchy	10	Priority ranking based on the hierarchy.
	Potential traffic	10	Location of path and destination generators such as schools and shopping centres.
	Hazard Risk and Safety	10	Survey results indicating safety of traverse.

**Table 3.4 New Path Criteria**

### 3.6 Criteria Breakdown and Scoring Method

#### Strategic Significance

**Inter Community Access** (max score 10%).

- (1-2) Nil rating
- (3-4) Little Benefit. Path will provide minimal improvement to the connection to a number of communities, or to recreational or cultural facilities.
- (5-6) Some Benefit. Path will provide some improved connection to at least one community, as well as to recreational or cultural facilities.
- (7-8) Beneficial. Path will improve the connection to more than one community, as well as to significant recreational or cultural facilities.
- (9-10) Highly Beneficial. Path will significantly improve commuter use providing a connection to a number of communities, as well as to regional significant recreational or cultural facilities.

**Community Activity** (max score 10%).

- (1-2) Nil rating
- (3-4) Little Benefit. Path will provide minimal improvement to the community's level of access to commercial and industrial precincts, health services, social activities, and leisure pursuits.
- (5-6) Some Benefit. Path will provide some improved level of access for the community to commercial and industrial precincts, health services, social activities, and leisure pursuits.
- (7-8) Beneficial. Path will improve the community's level of access to commercial and industrial precincts, health services, social activities, and leisure pursuits.
- (9-10) Highly Beneficial. Path will significantly improve the community's level of access to commercial and industrial precincts, health services, social activities, and commuter use and leisure pursuits.

**Safe Route to Local School** (max score 10%).

- (1-2) No Benefit. Path does not connect to other paths on school routes.
- (3-4) Some Benefit. Path connects to other paths on popular school routes.
- (5-6) Highly Beneficial. Path connects to another path which is on the same road as a local state school, area high school or to nearby private schools.
- (7-8) Beneficial. Path is on a direct safe route to a local state school, area high school or to nearby private schools
- (9-10) Extremely Beneficial. Path is on the same road as a school.

**Demographics of Users** (max score 10%)

- (1-2) Minor Range of Users. Path users are mainly walkers and joggers.
- (3-4) Small Range of Users. Path users include elderly and child bicycles.
- (5-6) Range of Users. Path services a range of users including prams and cyclists.
- (7-8) Wide Range of Users. Path services a wide range of users including speed cyclists and skateboarders.
- (9-10) Extreme Range of Users. Path services a wide range of users, including wheelchairs, gophers, battery scooters and battery bicycles.

**Recreational potential** (max score 10%).

- (1-2) No Benefit. Path provides no access to any local, regional or tourist attractions.
- (3-4) Little Benefit. Path provides access to a single local, regional or tourist attraction for a small range of users.
- (5-6) Some Benefit. Path provides access to a minor number of local, regional or tourist attractions for a small range of users.
- (7-8) Beneficial. Path provides access to a minor number of local, regional or tourist attractions for a wide range of users.
- (9-10) Highly Beneficial. Path provides access to a number of local, regional and tourist attractions for a wide range of users including parents and young children or prams, youth, elderly and disabled.

## **Pathway Characteristics**

### **Path Hierarchy** (max score 10%)

- (1-2) An unconstructed trail through a reserve linking pathways or neighbourhoods.
- (3-4) Local Access Path is a footpath or shared path, with in a locality, providing residents direct connection to their residence and/or local destination, Distributor, Principle & Regional Paths.
- (5-6) Local Distributor is a shared commuter path serving most users with-in the locality & connecting them from their residence and/or Local Access Path to their local destination, Distributor, Principle & Regional Paths.
- (7-8) Principle Distributor is a shared commuter path along or adjacent to the alignment of major roads, often linking two or more localities, and/or serving major trip generators.
- (9-10) Regional Distributor is a combined commuter & recreational shared path along linear areas of public open space, as a creek river, lake & coastal foreshore, or along / adjacent to the alignment of major roads, linking two or more localities, and/or serving significant trip generators.

### **Potential Volume** (max score 10%).

- (1-2) Very low connecting neighbourhoods or path network through a reserve.
- (3-4) Low potential volume serving to connect a community to a desirable destinations
- (5-6) Medium potential volume serving to connect a community to a popular destination.
- (7-8) High potential volume, Services a number of communities and at least one popular destination.
- (9-10) Very High potential volume services a number of larger communities and a number of popular destinations.

### **Safety** (max score 10%).

- (1-2) No benefit
- (3-4) Safety improved by the provision of a path
- (5-6) Improved Safety by provision of a path pathway, i.e. surface improvement, obstructions removed, travel speed maintained, crossing priority, etc.
- (7-8) Hazard removal, providing separation of pedestrians & cyclists from main traffic conflict, or greatly improved safety for the pedestrians & cyclists
- (9-10) Major hazard removal providing separation of pedestrians & cyclists from heavy vehicles and large volume traffic, i.e. road trains.

### **Gap to Complete Route** (score max 20%).

Score path a value to a maximum of 20 completing a Path, shared path route connecting the community to a destination.

- (1-2) Formalise trail to connect neighbourhoods
- (3-4) Fills gap in network on a local access path, and or improves access within 400 meters of a school or a Neighbourhood Centre.
- (5-6) Fills gap in network on a local distributor path, and or improves access within 400 meters of a school or a Neighbourhood Centre.
- (7-8) Fills gap in network on a principal distributor path, and or improves access within 400 meters of a school or a Neighbourhood Centre. . Increases potential for use by commuters
- (9-10) Fills gap in network on a regional distributor path, and or improves access within 400 meters of a school or a Neighbourhood Centre. Increases potential for use by commuters

Existing Pathways			
No	Criteria	%	Rationale
<b>1</b>	<b>Strategic Significance</b>		
	Safe Route to School	5	Connection to schools with focus on separation from traffic and child safety
	Demographics of users	10	Range of age groups impacting on lifestyle and universal access.
	Recreation Activity Potential	5	Linked to the promotion of passive recreation
<b>2.</b>	<b>Pathway Characteristics</b>		
	Path Condition	40	Priority ranking based on the hierarchy.
	Hazard Risk and Safety	40	Survey results indicating safety of traverse.

**Table 3.5 Existing Path Criteria**

**Characteristics** (Note the other Criteria are as per new pathways)

**Path Condition** (max Score 40%)

- Poor (7-10) large number of potholes, high level of deterioration, excess cracking/defects per 100m. Areas of large number public complaints
- Fair (5-7) visible signs of deterioration, numerous cracked slabs, etc.
- Reasonable (1-4) some signs of cracking or deterioration.
- Good (0) little signs of deterioration.

The maintenance and upgrade of the current network is done on a worst first scenario while taking into account the number of users, residual life and the destinations as set out in the Preservation Scoring Criteria.

In January 2007 the City Assets department under took a safety survey of the path network to assist in the programming of the Path Preservation Program. The following hazards were identified.

Typical Hazards			
Fire Hydrant	Manhole	Pot Holes	Power Pole
Score Valve	Tree Roots	Edge Build Up	Surface wear
Gas Valve	Branches	Edge Drop (erosion)	Subsidence.
Sewer Pit	Cracking	Stay Pole	Pits

**Table 3.6 Typical Hazards (January 2007)**



### 3.7 Hazard Assessment

Hazards were assessed for both vertical and horizontal trip potential. The range of assessment was 0 – 5mm, 2.5 – 10mm, 10 – 15mm, 15 – 20mm and greater than 20mm.

Potholes were assessed on diameter 0 – 50mm, 50 – 100mm, 100 – 150mm, 150 – 200mm, and greater than 200mm.

The ratings are scored from 1 through 5 with 5 being the worst.

Surface wear was used when there were too many hazards in close proximity, and also looked at debris, moisture retention or wear 0 - 5%, 5 - 10%, 10 - 15%, 15 - 20% > 20%

For slab and brick paved paths the slabs / bricks should have a consistent gap apply range as for horizontal.

Unit costs are calculated annually from analysis of current and previous works programs for both day labour and contractors.

### 3.8 Legislative Requirements

The City has to meet many legislative requirements including Australian and Western Australian legislation.

Legislation	Requirement
Local Government Act 1995 and associated regulations	Establishes role, purpose, responsibilities and powers of local governments including the preparation of a long term plans
Land Administration Act 1997 and associated regulations	Regulations for the acquisition lands for the pathway purposes
City of Albany Local Law – Activities in Thoroughfares and Public Places and Trading Local Law 2001	Create plans, review asset management operations, provide financial support and monitor performance.
Building Code of Australia	Set standards on access type and design
City of Albany Town Plan Scheme 1A and 3	Identifies need for pathways and location

**Table 3.7 Legislative Requirements**

### 3.9 Current Levels of Service

The City responds to customer service requests with in 10 working days including evaluation and rectification works if required.

### 3.10 Desired Levels of Service

There is no foreseeable change to the current response.

## 4.0 FUTURE DEMAND

### 4.1 Demand Forecast

Factors affecting demand include population change, changes in demographics, seasonal factors, vehicle ownership, consumer preferences and expectations, economic factors, agricultural practices, environmental awareness, etc.

Demand factor trends and impacts on service delivery are summarised in Table 4.1.

Age Demographics For the Great Southern Region			
Persons	2009	2024	%
0 to 4	3500	3600	2.86%
5 to 9	3500	3700	5.70%
10 to 14	3800	3700	-2.65%
15 to 19	3700	3000	-18.92%
20 to 24	3500	2800	8.58%
25 to 29	3300	3400	3.03%
30 to 34	3100	4300	6.46%
35 to 39	3600	4500	30.55%
40 to 44	3800	4100	7.90%
45 to 49	4100	3500	14.00%
50 to 54	4100	3700	14.63%
55 to 59	3800	3800	0.00%
60 to 64	3400	4200	23.50%
65 to 69	2800	4100	46.45%
70 to 74	2300	3600	56.53%
75 to 79	1700	2900	70.60%
80 to 84	1200	2000	66.67%
85 plus	1000	1800	80.00%
<b>Total</b>	<b>56400</b>	<b>62900</b>	

**Table 4.1. Demand Factors, Projections and Impact on Services**

#### **4.2 Technology Changes**

Technology changes are forecast to have little effect on the delivery of services covered by this plan.

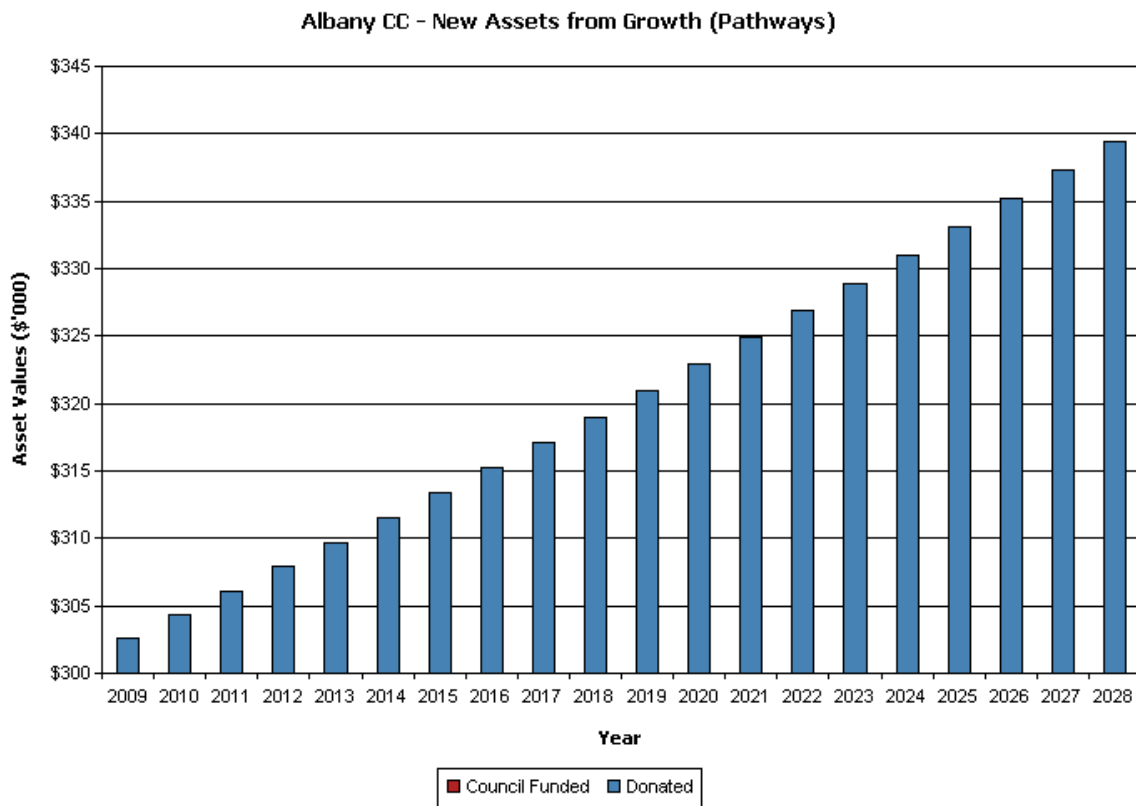
#### **4.3 Demand Management Plan**

Demand for new services will be managed through a combination of managing existing assets, upgrading of existing assets and providing new assets to meet demand and demand management. Demand management practices include non-asset solutions, insuring against risks and managing failures.

#### 4.4 New Assets from Growth

The new assets required to meet growth will be acquired from land developments and constructed by Council. The new asset values are summarised in Fig 1.

**Fig 1. New Assets from Growth**



Acquiring these new assets will commit Council to fund ongoing operations and maintenance costs for the period that the service provided from the assets is required. These future costs are identified and considered in developing forecasts of future operating and maintenance costs.

#### 5. LIFECYCLE MANAGEMENT PLAN

The lifecycle management plan details how Council plans to manage and operate the assets at the agreed levels of service (defined in section 3) while optimising life cycle costs.

## 5.1 Background Data

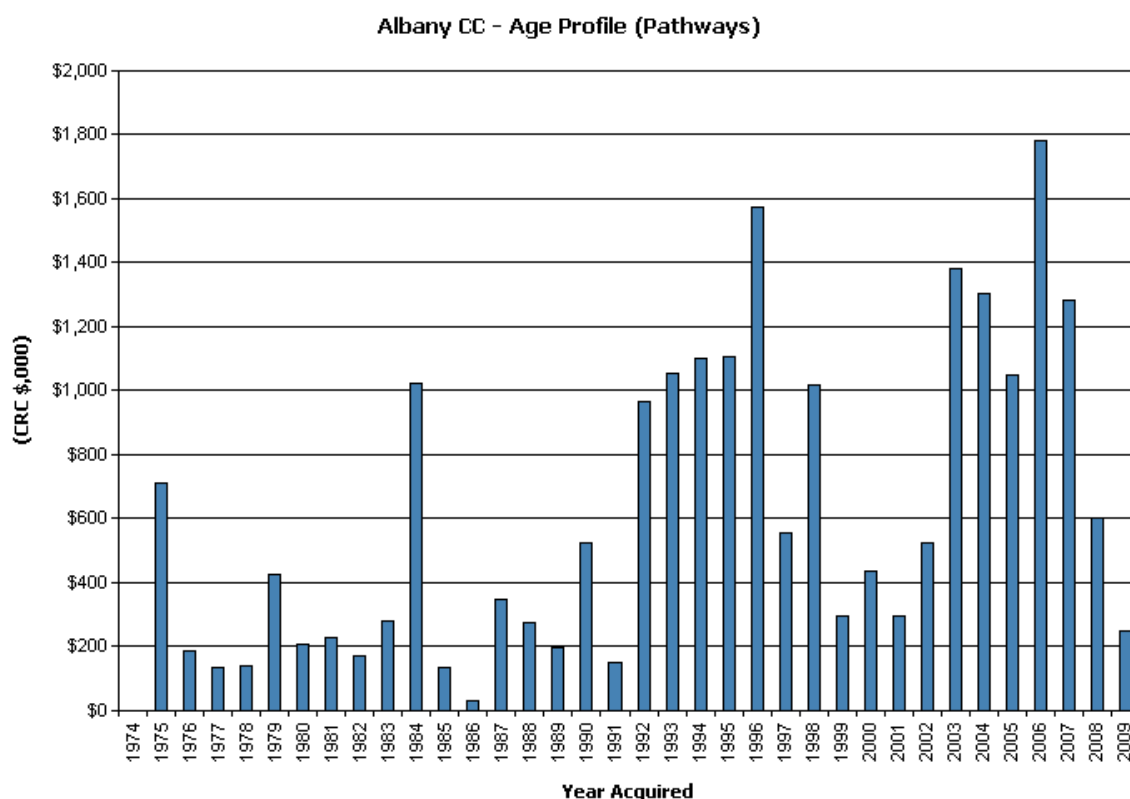
### 5.1.1 Physical parameters

The assets covered by this asset management plan are shown below.

- Path A constructed corridor for pedestrian traffic only;
- Shared Path A constructed corridor that combines pedestrian traffic with other forms of transport such as bicycles, gophers and wheel chairs.
- Cycle Lane A constructed corridor predominately for bicycle usage, and;  
(Managed as part of the road network)
- Trail A marked informal corridor set in a natural environment for recreational purposes. (Managed as part of the reserves management plan)
- Boardwalk A raised platform corridor constructed due to steep topography, wet or environmental conditions.

The age profile of Council's assets is shown below.

**Fig 2. Asset Age Profile**



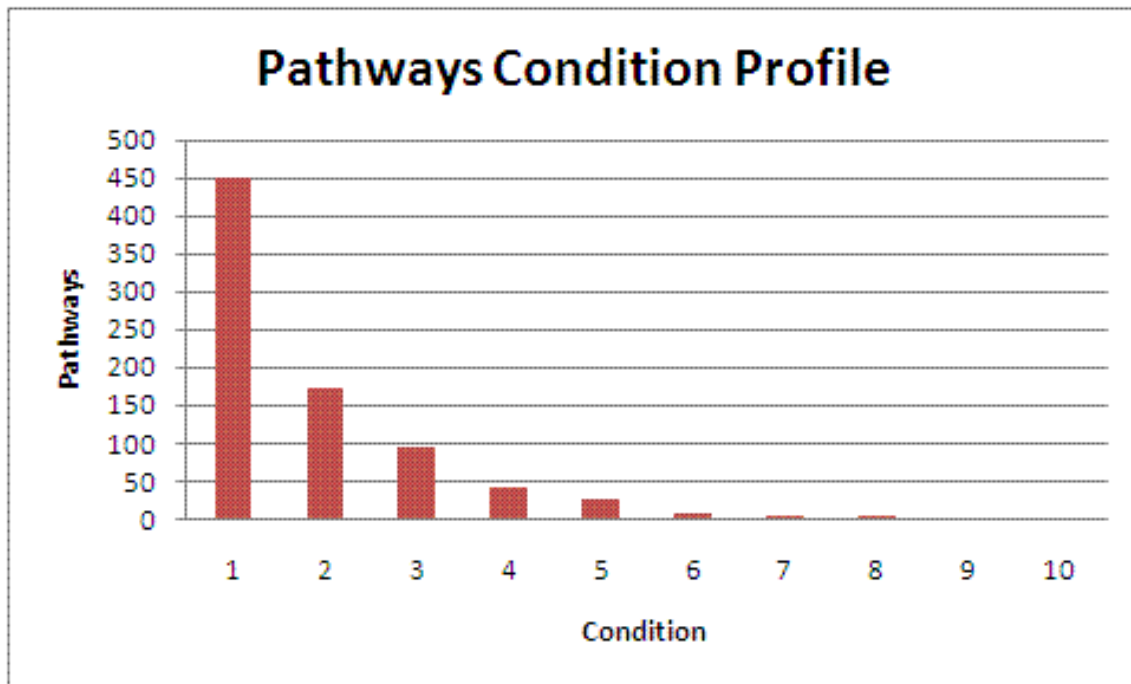
### 5.1.2 Asset capacity and performance

Council's services are generally provided to meet design standards where these are available.

### 5.1.3 Asset condition

The condition profile of Council's assets is shown below.

**Fig 3. Asset Condition Profile**



Condition is measured using a 1 – 10 rating system.<sup>1</sup>

Rating	Description of Condition
1-2	Excellent condition: Only planned maintenance required.
3-4	Very good: Minor maintenance required plus planned maintenance.
5-6	Good: Significant maintenance required.
7-8	Average: Significant renewal/upgrade required.
9	Poor: Unserviceable.

### 5.1.4 Asset valuations

The value of assets as at October 2008 covered by this asset management plan is summarised below. Assets were last revalued at July 2008.

Current Replacement Cost	\$ 21,755,000.
Depreciable Amount	\$ 21,755,000.
Depreciated Replacement Cost	\$ 15,841,700.
Annual Depreciation Expense	\$ 454,130.

Council's sustainability reporting reports the rate of annual asset consumption and compares this to asset renewal and asset upgrade and expansion.

## **5.2 Risk Management Plan**

An assessment of risks<sup>2</sup> associated with service delivery from infrastructure assets has identified critical risks to Council. The risk assessment process identifies credible risks, the likelihood of the risk event occurring, the consequences should the event occur, develops a risk rating, evaluates the risk and develops a risk treatment plan for non-acceptable risks.

## **5.3 Routine Maintenance Plan**

Routine maintenance is the regular on-going work that is necessary to keep assets operating, including instances where portions of the asset fail and need immediate repair to make the asset operational again.

### **5.3.1 Maintenance plan**

Maintenance includes reactive, planned and cyclic maintenance work activities.

Reactive maintenance is unplanned repair work carried out in response to service requests and management/supervisory directions.

Cyclic maintenance is replacement of higher value components/sub-components of assets that is undertaken on a regular cycle including repainting, building, weed spraying etc. This work generally falls below the capital/maintenance threshold.

Maintenance expenditure levels are considered to be adequate OR inadequate to meet required service levels. Future revision of this asset management plan will include linking required maintenance expenditures with required service levels.

Assessment and prioritisation of reactive maintenance is undertaken by Council staff using experience and judgement.

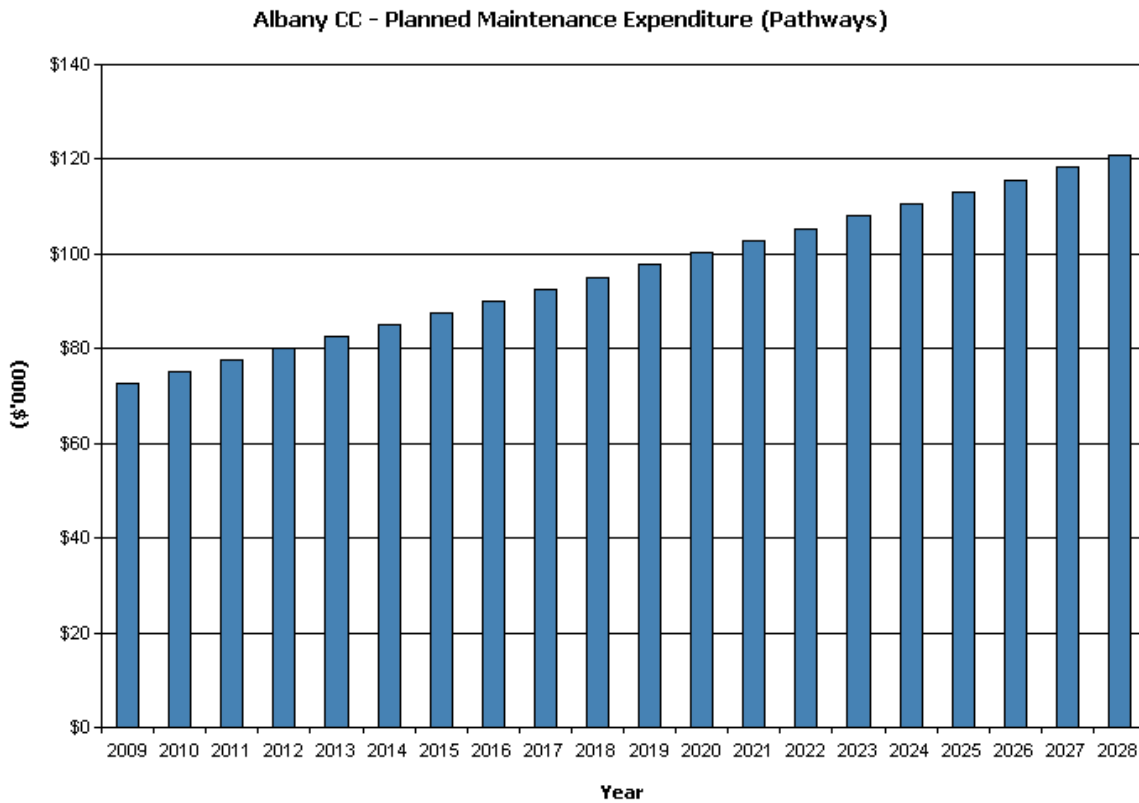
### **5.3.2 Standards and specifications**

Specifications and plans of typical details are being developed and will be included within a future review of this document.

### **5.3.3 Summary of future maintenance expenditures**

Future maintenance expenditure is forecast to trend in line with the value of the asset stock as shown in Fig 4. Note that all costs are shown in current 2008 / 2009 dollar values.

**Fig 4. Planned Maintenance Expenditure**



Deferred maintenance, i.e. works that are identified for maintenance and unable to be funded are to be included in the risk assessment process in the infrastructure risk management plan.

Maintenance is funded from Council’s operating budget and grants where available. This is further discussed in Section 6.2.

**5.4 Renewal/Replacement Plan**

Renewal expenditure is major work which does not increase the asset’s design capacity but restores, rehabilitates, replaces or renews an existing asset to its original service potential. Work over and above restoring an asset to original service potential is upgrade/expansion or new works expenditure.

**5.4.1 Renewal plan**

Assets requiring renewal are identified from estimates of remaining life obtained from the asset register worksheets on the ‘Planned Expenditure template’. Candidate proposals are inspected to verify accuracy of remaining life estimate and to develop a preliminary renewal estimate. Verified proposals are ranked by priority and available funds and scheduled in future works programmes. The priority ranking criteria is detailed in item 3.5 and 3.6.

Renewal will be undertaken using ‘low-cost’ renewal methods where practical. The aim of ‘low-cost’ renewals is to restore the service potential or future economic benefits of the asset by renewing the assets at a cost less than replacement cost.

### 5.4.2 Renewal Standards

Renewal work is carried out in accordance with the following Standards and Specifications.

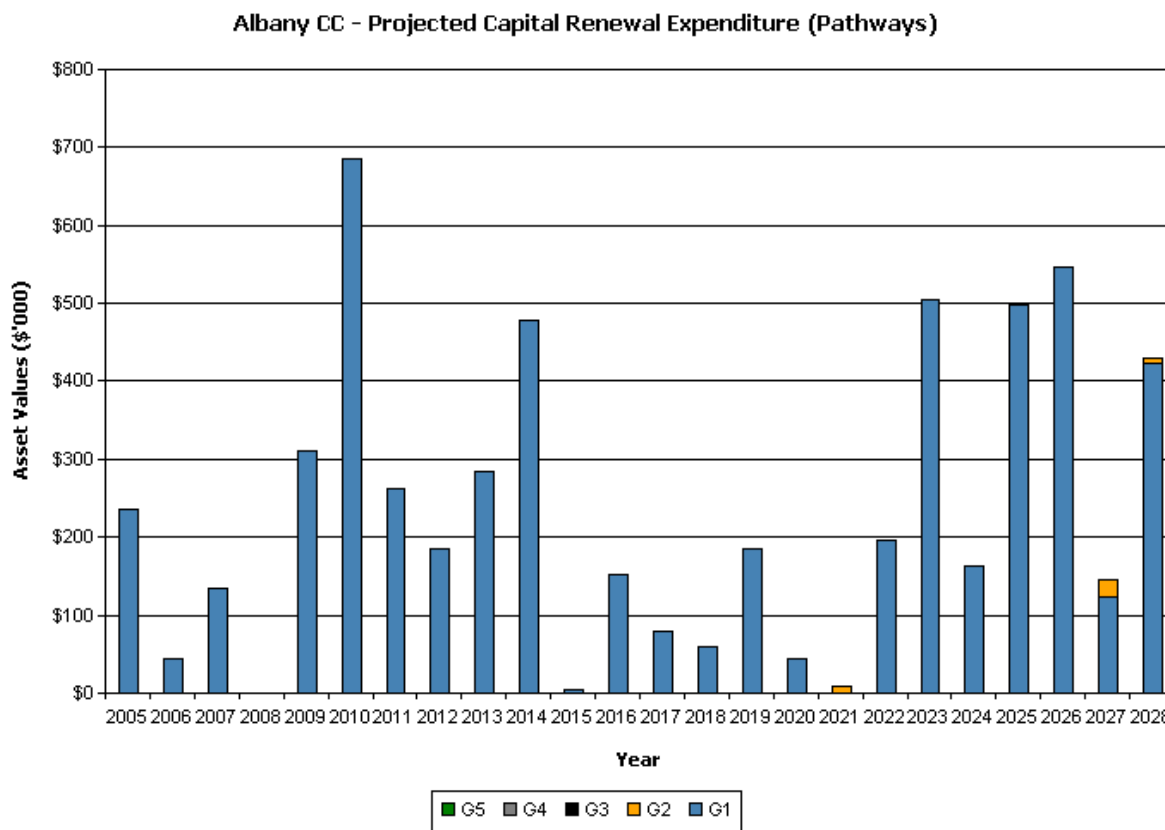
This section is listed for further work and completion.

### 5.4.3 Summary of Future Renewal Expenditure Needs

Projected future renewal expenditure needs are forecast to increase over time as the asset stock ages. The costs are summarised in Fig 5. Note that all costs are shown in current 2008 /2009 dollar values.

The planned capital renewal program is shown in Appendix B.

**Fig 5. Planned Capital Renewal Expenditure Needs**



Deferred renewal, i.e. those assets identified for renewal and not scheduled for renewal in capital works programs are to be included in the risk assessment process in the risk management plan.

Renewals are to be funded from Council's capital works program and grants where available. This is further discussed in Section 6.2.

### 5.5 Creation/Acquisition/Upgrade Plan

New works are those works that create a new asset that did not previously exist, or works which upgrade or improve an existing asset beyond its existing capacity. They may result from growth, social or environmental needs. Assets may also be acquired at no cost to the Council from land development. These assets from growth are considered in Section 4.4.



### 5.5.1 Selection criteria

New assets and upgrade/expansion of existing assets are identified from various sources such as councillor or community requests, proposals identified by strategic plans or partnerships with other organisations. Candidate proposals are inspected to verify need and to develop a preliminary renewal estimate. Verified proposals are ranked by priority and available funds and scheduled in future works programmes. The priority ranking criteria are noted in sections 3.5 and 3.6.

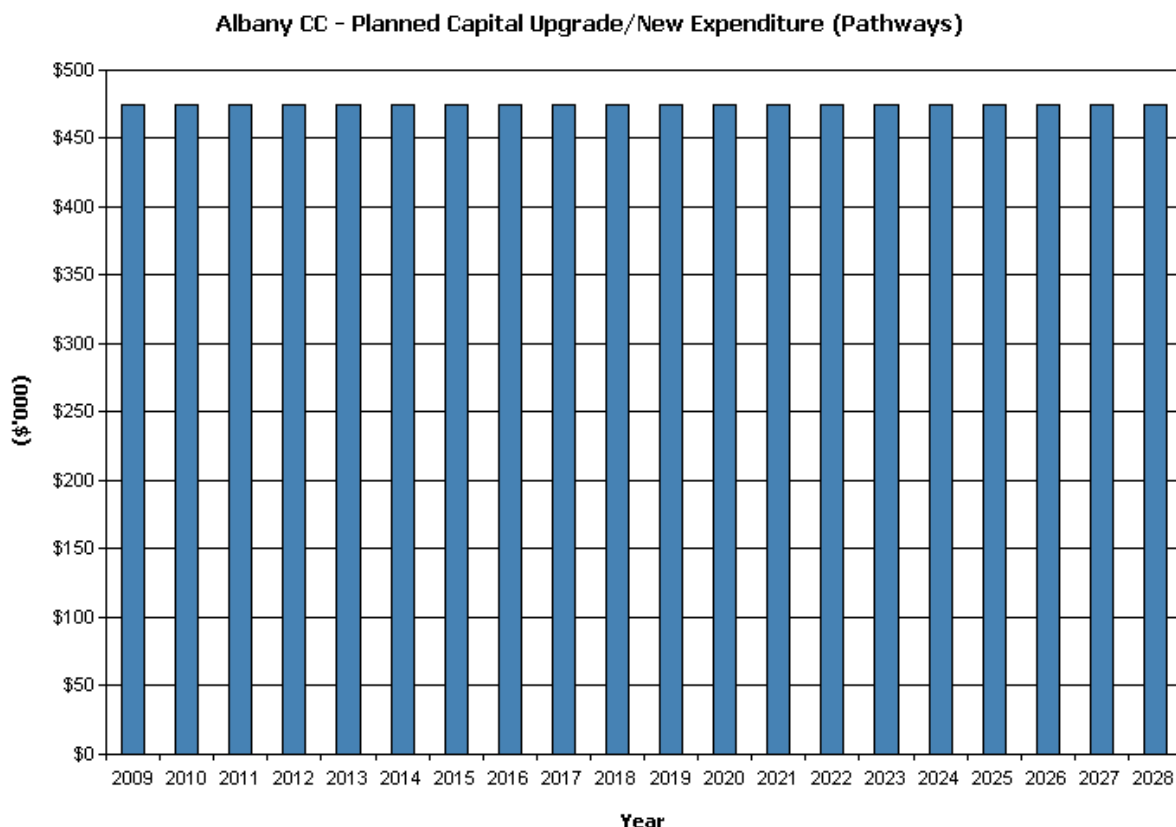
### 5.5.2 Standards and specifications

Standards and specifications for new assets and for upgrade/expansion of existing assets are the same as those for renewal shown in Section 5.4.2.

### 5.5.3 Summary of future upgrade/new assets expenditure

Planned upgrade/new asset expenditures are summarised in Fig 6. The planned upgrade/new capital works program is shown in Appendix C. All costs are shown in current \$ 2008 / 2009 dollar values.

**Fig 6. Planned Capital Upgrade/New Asset Expenditure**



New assets and services are to be funded from Council's capital works program and grants where available. This is further discussed in Section 6.2.

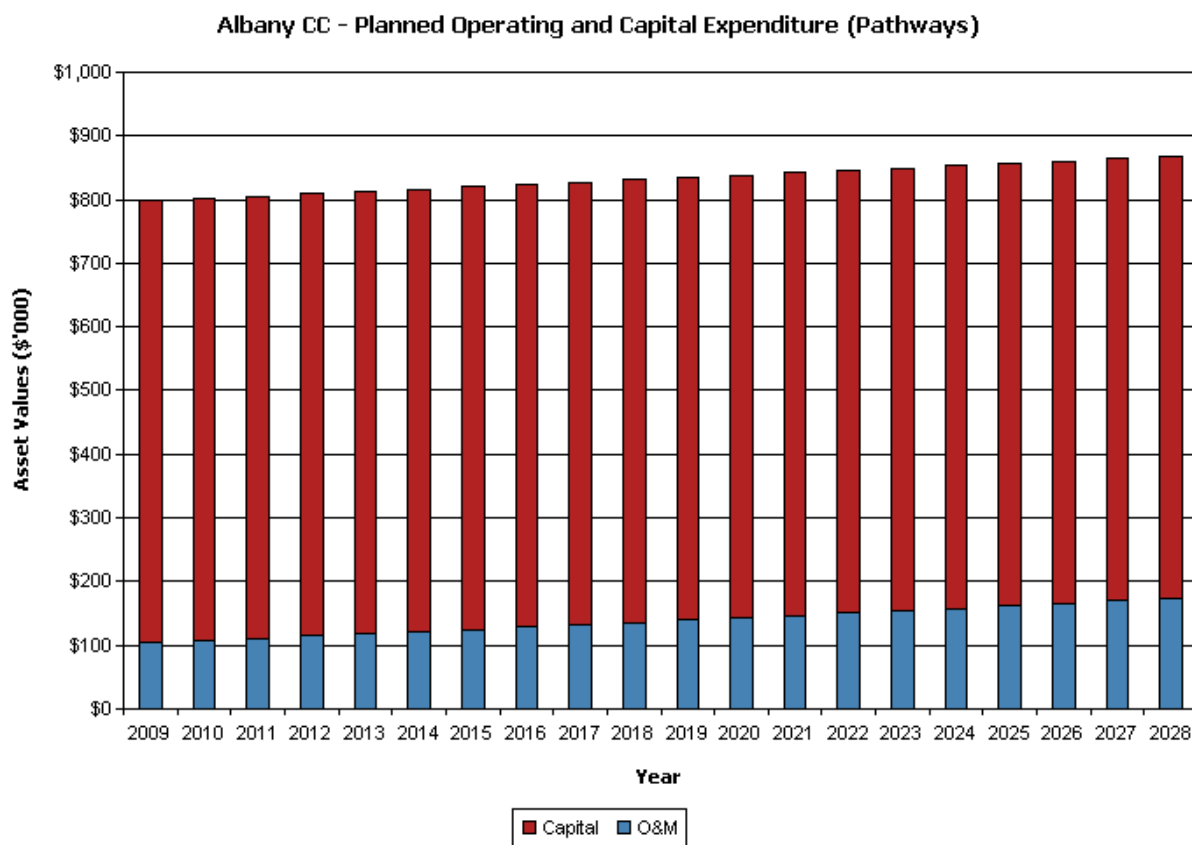
## 6. FINANCIAL SUMMARY

This section contains the financial requirements resulting from all the information presented in the previous sections of this asset management plan. The financial projections will be improved as further information becomes available on desired levels of service and current and projected future asset performance.

### 6.1 Financial Statements and Projections

The financial projections are shown in Fig 7 for planned operating (operations and maintenance) and capital expenditure (renewal and upgrade/expansion/new assets).

**Fig 7. Planned Operating and Capital Expenditure**



Note that all costs are shown in current 2008 / 2009 dollar values.

#### 6.1.1 Sustainability of service delivery

There are two key indicators for financial sustainability that have been considered in the analysis of the services provided by this asset category, these being long term life cycle costs and medium term costs over the financial planning period.

##### Long term - Life Cycle Cost

Life cycle costs (or whole of life costs) are the average costs that are required to sustain the service levels over the longest asset life. Life cycle costs include maintenance and asset consumption (depreciation expense).

Life cycle costs can be compared to life cycle expenditure to give an indicator of sustainability in service provision. Life cycle expenditure includes maintenance plus capital renewal expenditure. Life cycle expenditure will vary depending on the timing of asset renewals.

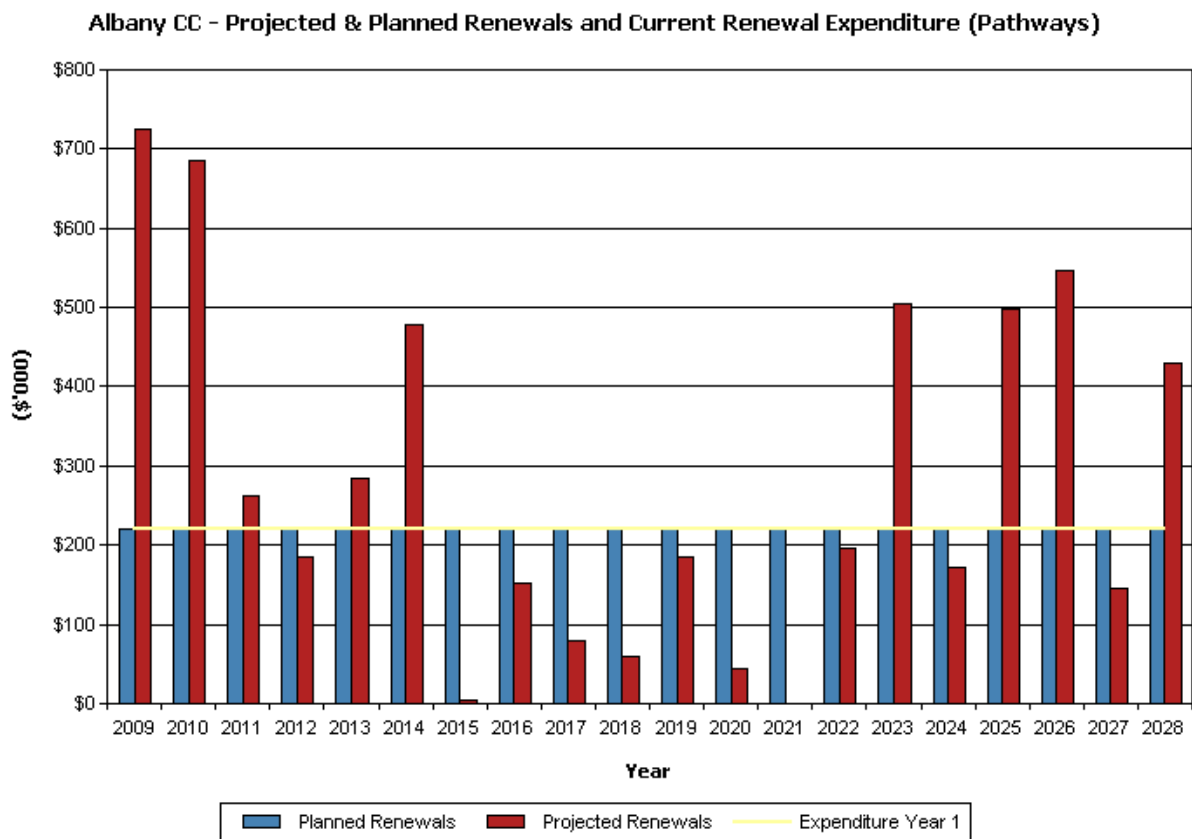
A gap between life cycle costs and life cycle expenditure gives an indication as to whether present consumers are paying their share of the assets they are consuming each year. The purpose of this asset management plan is to identify levels of service that the community needs and can afford and develop the necessary long term financial plans to provide the service in a sustainable manner.

This asset management plan identifies the estimated maintenance and capital expenditures required to provide an agreed level of service to the community over a 15 year period for input into a 5 year financial plan and funding plan to provide the service in a sustainable manner.

This may be compared to existing or planned expenditures in the 15 year period to identify any gap. In a core asset management plan, a gap is generally due to increasing asset renewals.

Fig 8 shows the projected asset renewals in the financial planning period from the asset register. The projected asset renewal needs are compared to planned renewal expenditure in the capital works program and capital renewal expenditure in year 1 of the planning period as shown in Fig 8. Table 6.1.1 shows the annual and cumulative funding gap between projected and planned renewals.

**Fig 8. Projected and Planned Renewals and Current Renewal Expenditure**



Providing services in a sustainable manner will require matching of projected asset renewals to meet agreed service levels with planned capital works programs and available revenue.

A gap between projected asset renewals, planned asset renewals and funding indicates that further work is required to manage required service levels and funding to eliminate any funding gap.

The will manage the 'gap' by developing this asset management plan to provide guidance on future service levels and resources required to provide these services.

## 6.2 Funding Strategy

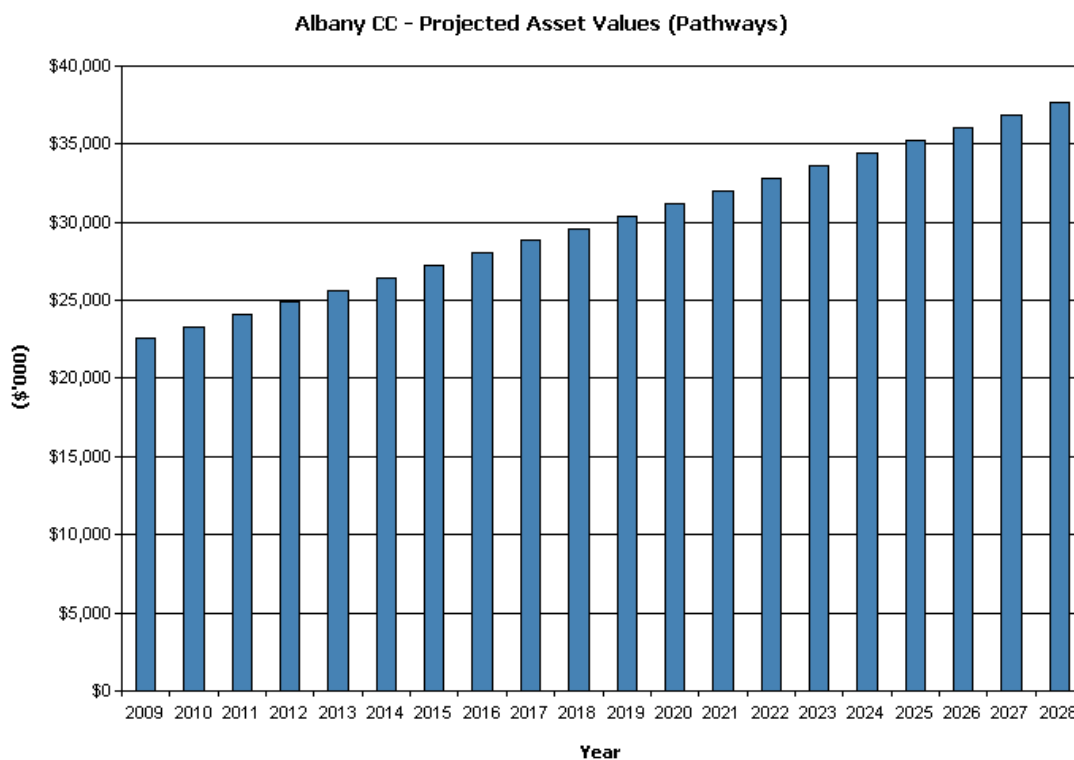
Projected expenditure identified in Section 6.1 is to be funded from the City's operating and capital budgets. The funding strategy is detailed in the Council's 5 year long term financial plan.

The City will also seek external funding opportunities on an annual basis.

## 6.3 Valuation Forecasts

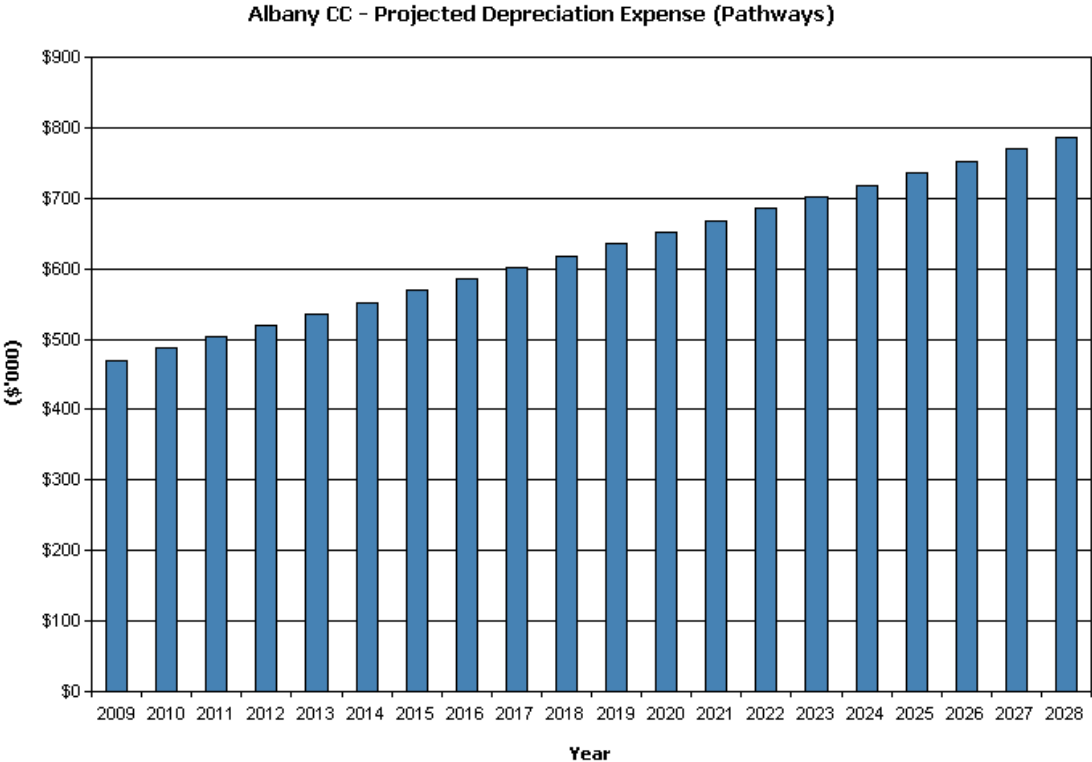
Asset values are forecast to increase as additional assets are added to the asset stock from construction and acquisition by Council and from assets constructed by land developers and others and donated to Council. Fig 9 shows the projected replacement cost asset values over the planning period in current 2008 dollar values.

**Fig 9. Projected Asset Values**



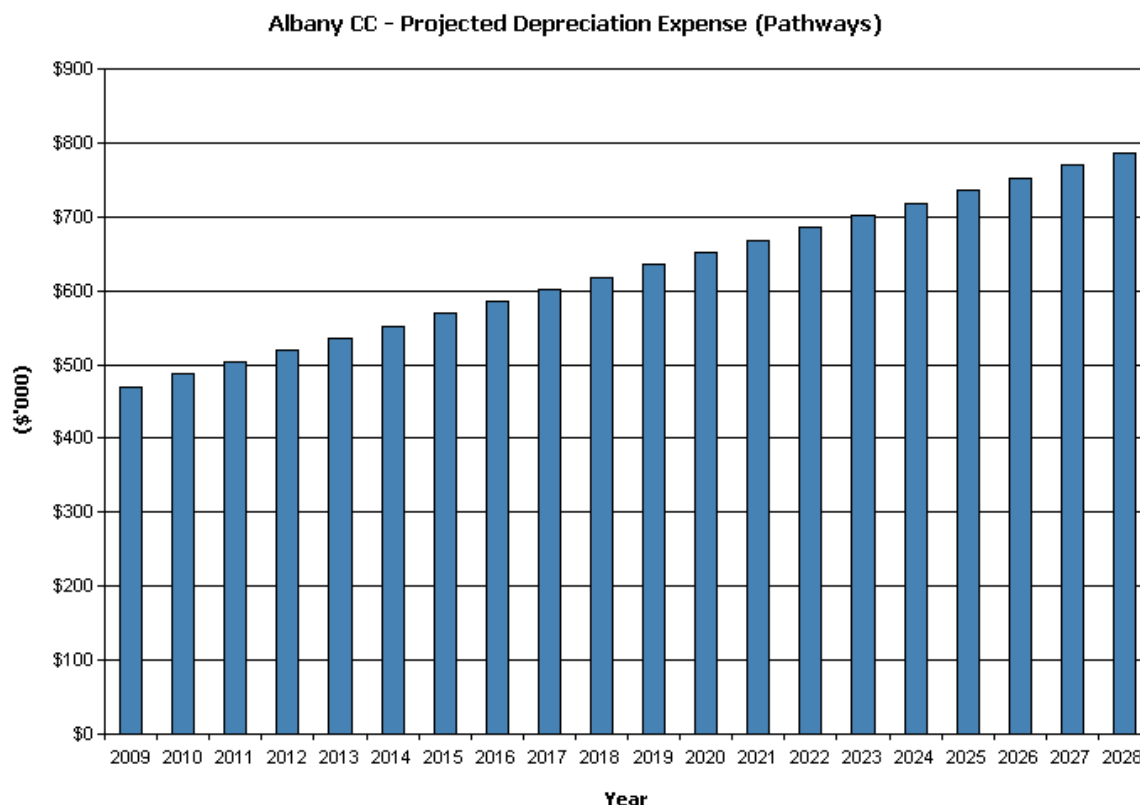
Depreciation expense values are forecast in line with asset values as shown in Fig 10.

**Fig 10. Projected Depreciation Expense**



The depreciated replacement cost (current replacement cost less accumulated depreciation) will vary over the forecast period depending on the rates of addition of new assets, disposal of old assets and consumption and renewal of existing assets. Forecast of the assets' depreciated replacement cost is shown in Fig 11.

**Fig 11. Projected Depreciated Replacement Cost**



#### **6.4 Key Assumptions made in Financial Forecasts**

This section details the key assumptions made in presenting the information contained in this asset management plan and in preparing forecasts of required operating and capital expenditure and asset values, depreciation expense and carrying amount estimates. It is presented to enable readers to gain an understanding of the levels of confidence in the data behind the financial forecasts.

- 

### **7. ASSET MANAGEMENT PRACTICES**

#### **7.1 Information Flow Requirements and Processes**

The key information flows into this asset management plan are:

- The asset register data on size, age, value, remaining life of the network;
- The unit rates for categories of work/material;
- The adopted service levels;
- Projections of various factors affecting future demand for services;
- Correlations between maintenance and renewal, including decay models;
- Data on new assets acquired by council.

The key information flows from this asset management plan are:

- The assumed Works Program and trends;
- The resulting budget, valuation and depreciation projections;
- The useful life analysis.

These will impact the Long Term Financial Plan, Strategic Business Plan, annual budget and departmental business plans and budgets.

## 7.2 Standards and Guidelines

Asset Management Interim Strategy (Council Adopted 15<sup>th</sup> July 2008)

Austrroads Part 13

## 8. PLAN IMPROVEMENT AND MONITORING

### 8.1 Performance Measures

The effectiveness of the Asset Management Plan can be measured in the following ways:

- The degree to which the required cash flows identified in this asset management plan are incorporated into the City's long term financial plan and Strategic Management Plan;
- The degree to which 1-5 year detailed works programs, budgets, business plans and organisational structures take into account the 'global' works program trends provided by the Asset Management Plan;

### 8.2 Improvement Plan

The Asset Management Improvement Plan generated from this Asset Management Plan is shown in Table 8.2.

**Table 8.2 Improvement Plan**

Task No	Task	Responsibility	Resources Required	Timeline
1.	Assess the first year against actual costs	Manager City Assets	Assets Officer	January 2010
2.	Undertake an inventory condition inspection and update data	Manager City Assets	Assets Officer	January 2011
3.	Incorporate risk management	Manager City Assets	Assets Officer	January 2010
4.	Include specifications and update cost estimates	Manager City Assets	Assets Officer	January 2010
5.	Update pathways data in Roman	Manager City Assets	Assets Officer	January 2010

### 8.3 Monitoring and Review Procedures

This asset management plan will be reviewed during annual budget preparation and amended to recognise any changes in service levels and/or resources available to provide those services as a result of the budget decision process.

## APPENDICES

### Appendix A Planned 15 year Capital Renewal Works Program

### Appendix B Planned Upgrade/Exp/New 15 year Capital Works Program

### Appendix C Map of Pathways

#### Glossary

##### Annual service cost (ASC)

An estimate of the cost that would be tendered, per annum, if tenders were called for the supply of a service to a performance specification for a fixed term. The

Annual Service Cost includes operating, maintenance, depreciation, finance/ opportunity and disposal costs, less revenue.

##### Asset class

Grouping of assets of a similar nature and use in an entity's operations (AASB 166.37).

##### Asset condition assessment

The process of continuous or periodic inspection, assessment, measurement and interpretation of the resultant data to indicate the condition of a specific asset so as to determine the need for some preventative or remedial action.

##### Asset management

The combination of management, financial, economic, engineering and other practices applied to physical assets with the objective of providing the required level of service in the most cost effective manner.

##### Assets

Future economic benefits controlled by the entity as a result of past transactions or other past events (AAS27.12).

Property, plant and equipment including infrastructure and other assets (such as furniture and fittings) with benefits expected to last more than 12 month.

##### Average annual asset consumption (AAAC)\*

The amount of a local government's asset base consumed during a year. This may be calculated by dividing the Depreciable Amount (DA) by the Useful Life and totalled for each and every asset OR by dividing the Fair Value (Depreciated

Replacement Cost) by the Remaining Life and totalled for each and every asset in an asset category or class.

##### Brownfield asset values\*\*

Asset (re)valuation values based on the cost to replace the asset including demolition and restoration costs.

##### Capital expansion expenditure

Expenditure that extends an existing asset, at the same standard as is currently enjoyed by residents, to a new group of users. It is discretionary expenditure, which increases future operating, and maintenance costs, because it increases council's asset base, but may be associated with additional revenue from the new user group, eg. extending a drainage or road network, the provision of an oval or park in a new suburb for new residents.

##### Capital expenditure

Relatively large (material) expenditure, which has benefits, expected to last for more than 12 months. Capital expenditure includes renewal, expansion and upgrade. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

##### Capital funding

Funding to pay for capital expenditure.

##### Capital grants

Monies received generally tied to the specific projects for which they are granted, which are often upgrade and/or expansion or new investment proposals.

##### Capital investment expenditure

See capital expenditure definition

##### Capital new expenditure

Expenditure which creates a new asset providing a new service to the community that did not exist beforehand. As it increases service potential it may impact revenue and will increase future operating and maintenance expenditure.



**Capital renewal expenditure**

Expenditure on an existing asset, which returns the service potential or the life of the asset up to that which it had originally. It is periodically required expenditure, relatively large (material) in value compared with the value of the components or sub-components of the asset being renewed. As it reinstates existing service potential, it has no impact on revenue, but may reduce future operating and maintenance expenditure if completed at the optimum time, eg. resurfacing or resheeting a material part of a road network, replacing a material section of a drainage network with pipes of the same capacity, resurfacing an oval. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

**Capital upgrade expenditure**

Expenditure, which enhances an existing asset to provide a higher level of service or expenditure that will increase the life of the asset beyond that which it had originally. Upgrade expenditure is discretionary and often does not result in additional revenue unless direct user charges apply. It will increase operating and maintenance expenditure in the future because of the increase in the council's asset base, eg. widening the sealed area of an existing road, replacing drainage pipes with pipes of a greater capacity, enlarging a grandstand at a sporting facility. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

**Carrying amount**

The amount at which an asset is recognised after deducting any accumulated depreciation / amortisation and accumulated impairment losses thereon.

**Class of assets**

See asset class definition

**Component**

An individual part of an asset which contributes to the composition of the whole and can be separated from or attached to an asset or a system.

**Cost of an asset**

The amount of cash or cash equivalents paid or the fair value of the consideration given to acquire an asset at the time of its acquisition or construction, plus any costs necessary to place the asset into service. This includes one-off design and project management costs.

**Current replacement cost (CRC)**

The cost the entity would incur to acquire the asset on the reporting date. The cost is measured by reference to the lowest cost at which the gross future economic benefits could be obtained in the normal course of business or the minimum it would cost, to replace the existing asset with a technologically modern equivalent new asset (not a second hand one) with the same economic benefits (gross service potential) allowing for any differences in the quantity and quality of output and in operating costs.

**Current replacement cost "As New" (CRC)**

The current cost of replacing the original service potential of an existing asset, with a similar modern equivalent asset, i.e. the total cost of replacing an existing asset with an as NEW or similar asset expressed in current dollar values.

**Cyclic Maintenance\*\***

Replacement of higher value components/sub-components of assets that is undertaken on a regular cycle including repainting, building roof replacement, cycle, replacement of air conditioning equipment, etc. This work generally falls below the capital/ maintenance threshold and needs to be identified in a specific maintenance budget allocation.

**Depreciable amount**

The cost of an asset, or other amount substituted for its cost, less its residual value (AASB 116.6)

**Depreciated replacement cost (DRC)**

The current replacement cost (CRC) of an asset less, where applicable, accumulated depreciation calculated on the basis of such cost to reflect the already consumed or expired future economic benefits of the asset

**Depreciation / amortisation**

The systematic allocation of the depreciable amount (service potential) of an asset over its useful life.

**Economic life**

See useful life definition.

**Expenditure**

The spending of money on goods and services. Expenditure includes recurrent and capital.

**Fair value**

The amount for which an asset could be exchanged, or a liability settled, between

knowledgeable, willing parties, in an arms length transaction.

#### **Greenfield asset values \*\***

Asset (re)valuation values based on the cost to initially acquire the asset.

#### **Heritage asset**

An asset with historic, artistic, scientific, technological, geographical or environmental qualities that is held and maintained principally for its contribution to knowledge and culture and this purpose is central to the objectives of the entity holding it.

#### **Impairment Loss**

The amount by which the carrying amount of an asset exceeds its recoverable amount.

#### **Infrastructure assets**

Physical assets of the entity or of another entity that contribute to meeting the public's need for access to major economic and social facilities and services, eg. roads, drainage, footpaths and cycleways. These are typically large, interconnected networks or portfolios of composite assets. The components of these assets may be separately maintained, renewed or replaced individually so that the required level and standard of service from the network of assets is continuously sustained. Generally the components and hence the assets have long lives. They are fixed in place and are often have no market value.

#### **Investment property**

Property held to earn rentals or for capital appreciation or both, rather than for:

- (a) use in the production or supply of goods or services or for administrative purposes; or
- (b) sale in the ordinary course of business (AASB 140.5)

#### **Level of service**

The defined service quality for a particular service against which service performance may be measured. Service levels usually relate to quality, quantity, reliability, responsiveness, environmental, acceptability and cost).

#### **Life Cycle Cost \*\***

The life cycle cost (LCC) is average cost to provide the service over the longest asset life cycle. It comprises annual maintenance and asset consumption expense, represented by depreciation expense. The Life Cycle Cost does not indicate the funds required to provide the service in a particular year.

#### **Life Cycle Expenditure \*\***

The Life Cycle Expenditure (LCE) is the actual or planned annual maintenance and capital renewal expenditure incurred in providing the service in a particular year. Life Cycle Expenditure may be compared to Life Cycle Expenditure to give an initial indicator of life cycle sustainability.

#### **Loans / borrowings**

Loans result in funds being received which are then repaid over a period of time with interest (an additional cost). Their primary benefit is in 'spreading the burden' of capital expenditure over time. Although loans enable works to be completed sooner, they are only ultimately cost effective where the capital works funded (generally renewals) result in operating and maintenance cost savings, which are greater than the cost of the loan (interest and charges).

#### **Maintenance and renewal gap**

Difference between estimated budgets and projected expenditures for maintenance and renewal of assets, totalled over a defined time (eg 5, 10 and 15 years).

#### **Maintenance and renewal sustainability index**

Ratio of estimated budget to projected expenditure for maintenance and renewal of assets over a defined time (eg 5, 10 and 15 years).

#### **Maintenance expenditure**

Recurrent expenditure, which is periodically or regularly required as part of the anticipated schedule of works required to ensure that the asset achieves its useful life and provides the required level of service. It is expenditure, which was anticipated in determining the asset's useful life.

#### **Materiality**

An item is material if its omission or misstatement could influence the economic decisions of users taken on the basis of the financial report. Materiality depends on the size and nature of the omission or misstatement judged in the surrounding circumstances.

#### **Modern equivalent asset.**

A structure similar to an existing structure and having the equivalent productive capacity, which could be built using modern materials, techniques and design. Replacement cost is the basis used to estimate the cost of constructing a modern equivalent asset.

#### **Non-revenue generating investments**

Investments for the provision of goods and services to sustain or improve services to the community that

are not expected to generate any savings or revenue to the Council, eg. parks and playgrounds, footpaths, roads and bridges, libraries, etc.

#### **Operating expenditure**

Recurrent expenditure, which is continuously required excluding maintenance and depreciation, eg power, fuel, staff, plant equipment, on-costs and overheads.

#### **Pavement management system**

A systematic process for measuring and predicting the condition of road pavements and wearing surfaces over time and recommending corrective actions.

#### **Planned Maintenance\*\***

Repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown criteria/experience, prioritising scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.

#### **PMS Score**

A measure of condition of a road segment determined from a Pavement Management System.

#### **Rate of annual asset consumption\***

A measure of average annual consumption of assets (AAAC) expressed as a percentage of the depreciable amount (AAAC/DA). Depreciation may be used for AAAC.

#### **Rate of annual asset renewal\***

A measure of the rate at which assets are being renewed per annum expressed as a percentage of depreciable amount (capital renewal expenditure/DA).

#### **Rate of annual asset upgrade\***

A measure of the rate at which assets are being upgraded and expanded per annum expressed as a percentage of depreciable amount (capital upgrade/expansion expenditure/DA).

#### **Reactive maintenance**

Unplanned repair work that carried out in response to service requests and management/supervisory directions.

#### **Recoverable amount**

The higher of an asset's fair value, less costs to sell and its value in use.

#### **Strategic Management Plan (SA)\*\***

#### **Recurrent expenditure**

Relatively small (immaterial) expenditure or that which has benefits expected to last less than 12 months. Recurrent expenditure includes operating and maintenance expenditure.

#### **Recurrent funding**

Funding to pay for recurrent expenditure.

#### **Rehabilitation**

See capital renewal expenditure definition above.

#### **Remaining life**

The time remaining until an asset ceases to provide the required service level or economic usefulness. Age plus remaining life is economic life.

#### **Renewal**

See capital renewal expenditure definition above.

#### **Residual value**

The net amount which an entity expects to obtain for an asset at the end of its useful life after deducting the expected costs of disposal.

#### **Revenue generating investments**

Investments for the provision of goods and services to sustain or improve services to the community that are expected to generate some savings or revenue to offset operating costs, eg public halls and theatres, childcare centres, sporting and recreation facilities, tourist information centres, etc.

#### **Risk management**

The application of a formal process to the range of possible values relating to key factors associated with a risk in order to determine the resultant ranges of outcomes and their probability of occurrence.

#### **Section or segment**

A self-contained part or piece of an infrastructure asset.

#### **Service potential**

The capacity to provide goods and services in accordance with the entity's objectives, whether those objectives are the generation of net cash inflows or the provision of goods and services of a particular volume and quantity to the beneficiaries thereof.

#### **Service potential remaining\***

A measure of the remaining life of assets expressed as a percentage of economic life. It is also a measure of the percentage of the asset's potential to provide services that is still available for use in providing services (DRC/DA).

Documents Council objectives for a specified period (3-5 yrs), the principle activities to achieve the objectives, the means by which that will be carried out, estimated income and expenditure, measures to assess performance and how rating policy relates to the Council's objectives and activities.

**Sub-component**

Smaller individual parts that make up a component part.

**Useful life**

Either:

- (a) the period over which an asset is expected to be available for use by an entity, or
- (b) the number of production or similar units expected to be obtained from the asset by the entity.

It is estimated or expected time between placing the asset into service and removing it from service, or the estimated period of time over which the future

economic benefits embodied in a depreciable asset, are expected to be consumed by the council. It is the same as the economic life.

**Value in Use**

The present value of estimated future cash flows expected to arise from the continuing use of an asset and from its disposal at the end of its useful life. It is deemed to be depreciated replacement cost (DRC) for those assets whose future economic benefits are not primarily dependent on the asset's ability to generate new cash flows, where if deprived of the asset its future economic benefits would be replaced.

Source: DVC 2006, Glossary

Note: Items shown \* modified to use DA instead of CRC

Additional glossary items shown \*\*

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# **GENERAL MANAGEMENT SERVICES**

**Agenda Item Attachments**

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# MINUTES

**CORPORATE STRATEGY AND GOVERNANCE STRATEGY  
AND POLICY COMMITTEE  
(MAN234/ AM808362)**

**Held on  
Wednesday, 28<sup>th</sup> May 2009  
2pm**

**City of Albany Margaret Coates Boardroom**

## TABLE OF CONTENTS

1.0	DECLARATION OF OPENING .....	2
2.0	RECORD OF ATTENDANCE/APOLOGIES/LEAVE OF ABSENCE (PREVIOUSLY APPROVED) .....	2
3.0	CONFIRMATION OF MINUTES OF THE PREVIOUS MEETING .....	2
4.0	DISCLOSURE OF FINANCIAL INTEREST.....	2
5.0	MINOR POLICY AMENDMENTS.....	3
6.0	ITEMS FOR DISCUSSION.....	3
6.1	Internal Staffing Restructure Process. ....	3
6.2	CEO Update. WA Regional Cities Alliance Group. . ....	3
6.3	Planning Processes Review. ....	3
6.4	Minor operational policy issues. ....	4
7.0	TIME AND DATE OF NEXT MEETING.....	6
8.0	ITEMS TO BE DISCUSSED AT NEXT MEETING.....	6
9.0	CLOSURE OF MEETING .....	6

**1.0 DECLARATION OF OPENING**

The Chair, Councillor Price, declared the meeting open at 2.00pm.

**2.0 RECORD OF ATTENDANCE/APOLOGIES/LEAVE OF ABSENCE (PREVIOUSLY APPROVED)**

Attendance:

Mayor M Evans, JP  
Councillor D Price (Chair)  
Councillor D Wolfe  
Councillor J Matla  
Councillor K Stanton  
Councillor V Torr  
Councillor D Dufty

P Richards (Chief Executive Officer)  
R Fenn (Executive Director Development Services)  
G Bride (Executive Services Manager Planning and Councillor Liaison)  
S Jamieson (Manager Executive Services – Minutes)

Apologies/Leave of Absence/Absent: Nil

Councillor R Buegge (Apology)  
Councillor J Bostock (Apology)  
Councillor G Kidman (Apology)

Resignation from committee

Councillor R Paver. Councillor Paver advised that with effect 20 May 05 that he has resigned from all committees.

**3.0 CONFIRMATION OF MINUTES OF THE PREVIOUS MEETING**

**COMMITTEE RECOMMENDATION 1  
VOTING REQUIREMENT: SIMPLE MAJORITY**

**MOVED COUNCILLOR MATLA  
SECONDED COUNCILLOR WOLFE**

**THAT the minutes of the Corporate Strategy and Governance Strategy and Policy Committee meeting held on 26 Mar 09, as previously distributed, be confirmed as a true and accurate record of proceedings.**

**MOTION CARRIED 6-0**

**Record of Vote:** For: Mayor Evans, Councillors Price, Wolfe, Matla, Torr and Dufty.

**4.0 DISCLOSURE OF FINANCIAL INTEREST**

Nil



## 5.0 MINOR POLICY AMENDMENTS

Nil

## 6.0 ITEMS FOR DISCUSSION

*Councillor Stanton entered the meeting at 2.11pm.*

**6.1 Internal Staffing Restructure Process.** The CEO briefed the Committee on the staffing restructure process and establishment of Executive Manager Positions within the organisation. The CEO advised the committee that the funding for the new roles was sourced from the current salary allocation detailed in the budget. The titles of the new positions are:

- Executive Manager Corporate Services
- Executive Manager Community Services
- Executive Services Manager Governance and Councillor Liaison

**Action Required:** The Committee recognise the proposed two new posts from within existing budgets and acknowledge the forthcoming advertisements for the positions plus the vacant substantive post of Executive Services Manager Governance and Councillor Liaison

**6.2 CEO Update.** The CEO presented to the committee the draft WA Regional Cities Alliance Group – scoping paper. The CEO advised the committee that the full paper was to be completed by from shared costs with the Alliance cities. A copy of the scoping paper brief is detailed at appendix A. The CEO indicated that prior to any formal agreement the concept needs to be developed in partnership with other members of the proposed Alliance and that the Governance Committee and full Council should be updated and their agreement sought by resolution before any formal undertaking was made for membership on behalf of the City of Albany.

**Action Required:** The Committee recognise the preparatory work undertaken by the CEO and acknowledge the forthcoming meetings between the proposed Alliance members to develop the concept, which will include His Worship the Mayor, Milton Evans. The Corporate Strategy and Governance Strategy and Policy Committee to be kept updated by the CEO.

*Mayor Evans left the meeting at 2.17pm.*

**6.3 Planning Processes Review.** The Executive Director Development Services (EDDS) presented the draft position paper 'Review of Planning Processes' for discussion. The CEO advised the committee that the paper would be subject to a review by the Planning Peer Review Panel.

**Committee directed:**

- (1) That the draft position paper be distributed to all Councillors and development industry practitioners for review and comment prior to a public workshop.
- (2) That members of the community and industry representatives that have raised concerns over planning decision and processes since Jan 09 be invited to attend a public workshop.

Item 6.3 continued.

**Action Required:**

- Staff. Executive Services Manager Planning and Councillor Liaison to organise the public workshop and facilitate community engagement.
- Elected members. Provide comment/feedback on the Council sample report templates and position paper by no later than Thursday 11Jun 09.

The Chair thanked the Development Services team for formulating and drafting the position paper.

The CEO, through the Chair, advised that this is an important communication tool to ensure that we move forward in ensuring that concerns raised in the past are addressed in the future. It is not the intent of this new policy to be used to address 'old' issues.

The Chair made the point to the committee that when reviewing the draft position paper and the subsequent formulation of policy that action will be required of councillors and staff in word and deed.

*The Mayor returned at 2.44pm.*

The CEO spoke to the committee regarding the amount of work being undertaken by staff in regards modernisation and asked for feedback generally regarding direction, actions and deliverables from the Executive Team and staff. The Chair commented that much was being achieved and delivered and the Committee agreed with the Chair's comments.

**Action Required:** The Committee recognise:

- The extent of modernisation required and the indicative two year timeline for delivering the required changes, working in partnership with Council;
- The volume of work required of major historical reviews and implements a system that such reviews be placed, in the first instance, before this Committee by the requestor (Councillor or staff) and that any subsequent actions be reviewed with specific terms of reference from this Committee.
- Support the general direction and actions being taken by the CEO and Executive Team to drive the strategic direction.

**6.4 Minor operational policy issues.**

**6.4.1 Final review adoption of the 'Elected member communications protocol policy'.**

Final review/adoption of the 'Elected member communications protocol policy', as detailed at appendix A to the 26 Mar 09 Committee minutes. (Detailed at appendix B).

Councillor Torr raised concern that members of the public should be able to send mail to Councillors that is privy to Councillor's Eyes Only.

Manager Executive Services (MES) advised the committee that *"All letters addressed to elected members and staff (except those marked private or confidential) will be opened and recorded by Records."* It will be the elected member's responsibility to forward correspondence to Records if they deem it appropriate.

Councillor Stanton pointed out grammatical errors of page 3 of the policy.

MES, through the chair, advised the committee that a final grammatical check will be conducted prior to being presented to Council and that the content of this policy is not unique to the City of Albany; in fact these protocols exist in most municipalities, across Australia.

**COMMITTEE RECOMMENDATION 2**  
**VOTING REQUIREMENT: SIMPLE MAJORITY**

**MOVED COUNCILLOR MATLA**  
**SECONDED COUNCILLOR STANTON**

**THAT COUNCIL RECEIVES and ADOPTS the 'Elected member communications protocols policy.**

**MOTION CARRIED 6-0**

**6.4.2 Appointment of CBD landowners to the Albany CBD Masterplan Steering Committee.**

At the Ordinary Council meeting held on the 19 May 09, Council resolved to appoint two CBD landowners:

*“iii) Endorse the interim steering committee group membership as follows:*

- Councillors Matla and Price;
- 1 representative from Albany Chamber of Commerce and Industry;
- 1 representative from the Albany Urban Design Forum;
- 1 representative from the Frederickstown Progress Association
- 2 CBD landowners;
- 1 representative from the City of Albany Seniors Committee; and
- 1 representative *from the Youth Advisory Committee.*”

Item 6.4.2 continued.

Five nominations were received; however one nomination was received after the closing date.

- Mr David Hosking (Uniting Church) representative.
- Mr Robin Fagents (property owner)
- Mr Drew Good (Albany Plaza) representative
- Mr Murray Thornhill (property owner)
- Mr Simon Godfrey (Australia Post) representative.

Councillor Matla moved the motion to excluded Mr Simon Godfrey (Australia Post) as his nomination was received after the cut-off date.

**MOVED COUNCILLOR MATLA**  
**SECONDED COUNCILLOR WOLFE**

**THAT late nominations not be accepted.**

**CARRIED 5-1**

**Record of Vote:** For: Mayor Evans, Councillors Price, Wolfe, Matla, and Dufty.  
Against: Councillor Torr.

A ballot was conducted and the nominees were selected in the following order:

Position 1: Mr Fagents (Member); Position 2: Mr Hosking (Member); Position 3: Mr Thornhill,  
Position 4: Mr Good.

Mayor Evans moved that Council endorse the committee's decision to appoint the following CBD  
Landowner representatives to the steering committee:

- Members: Mr Robin Fagents and Mr David Hosking; and
- Deputies: Mr Murray Thornhill and Mr Drew Good.

**MOVED MAYOR EVANS  
SECONDED COUNCILLOR MATLA**

- i) **THAT COUNCIL APPOINT Mr Robin Fagent and Mr David Hosking as MEMBERS of the Albany CBD Masterplan Steering Committee.**
- ii) **THAT COUNCIL APPOINT Mr Murray Thornhill (1<sup>st</sup> Deputy) and Mr Drew Good (2<sup>nd</sup> Deputy) as DEPUTIES of the Albany CBD Masterplan Steering Committee.**

**CARRIED 6-0**

**7.0 TIME AND DATE OF NEXT MEETING**

Next committee meeting is to be held 4.00 pm on Thursday, 18 Jun 09.

**8.0 ITEMS TO BE DISCUSSED AT NEXT MEETING**

**8.1 Meeting fees, Allowances and Expenses for Elected Members.**

*Note: Please refer to Local Government Operational Guidelines – Number 15 dated September 2006.*

**9.0 CLOSURE OF MEETING**

There being no further business, The Chair, Councillor Price, declared the meeting closed at 3.31pm.

Appendices:

- A. WA Regional Cities Alliance Group – scoping paper
- B. Draft Elected member communications protocol policy

## **PROPOSED BRIEF/SCOPE FOR THE PROPOSED WA REGIONAL CITIES ALLIANCE/GROUP**

### ***1. The Need for Alliance***

At present the regional cities do not effectively or tackle the issue of transforming WA from a single city State to a genuine multi-city state.

Murdoch University released a statement/paper last year indicated that they had modelled that WA's population will grow by 640,000 between 2008 and 2020. Their assessment was that basically all that growth would occur in Perth.

There is a view is that with an appropriate Government (read Cabinet) mandate that with appropriate policy amendments and infrastructure and service provision we could realistically achieve target that 50% of that growth occur in regional areas with a specific focus on the regional cities.

A concept is being considered to form an alliance or informal grouping of the 5 major regional cities in Western Australia. The purpose of such alliance/grouping would be to create a level of partnership and combined effort to influence government policy, actions and funding to facilitate the development of the 5 major regional centres as genuine alternatives to Perth.

At this stage it is envisaged that the 5 Cities would include Albany, Bunbury, Kalgoorlie, Geraldton and a yet to be determined northern future City.

The concept could also provide an opportunity for resource sharing and operational synergies between this regional leadership group. The alliance would also provide a framework for engaging with the Premier and senior Ministers and also as and when required the Australian Government and the senior Canberra based bureaucracy.

## 2. Participant Context

The 5 major regional cities have a significant cumulative impact within Western Australia. The table below summarises the individual capacity and scale of each authority, their respective urban area and broader regional catchment.

The summary also provides a context of the organisational capacity in term of discretionary revenue measures and staffing.

Local Government	Population (LG)	Urban Area Population	Regional Population <sup>1</sup>	Operating Revenue	Rates	Staff
Albany	33,545	16,843	55,946	45,715,509	17,915,530	222
Bunbury	32,499	59,876	145,458	46,923,838	20,215,233	319
Geraldton-Greenough	35,727	34,214	62,133	40,271,023	20,765,636	228
Kalgoorlie-Boulder	29,684	30,700	56,858	62,173,088	20,879,380	298
<b>Total</b>	<b>131,455</b>	<b>141,633</b>	<b>407,989</b>	<b>195,083,458</b>	<b>79,775,779</b>	<b>1067</b>

<sup>1</sup> Sourced from the ABS Report3218.0 Regional Population Growth Australia: dated 31<sup>st</sup> March 2008

The second table provides detail about the key infrastructure and services which underpin the regional economy and context of the respective local government.

Local Government	Port (tonnages)	Airport (annual RPT passenger)	Industry Precincts	University / TAFE
Albany	3.7 Mt pa			<ul style="list-style-type: none"> <li>University of Western Australia (Albany Campus)</li> </ul>
Bunbury	13.68 Mt pa	General aviation airport only	Picton Kemerton Coolangatta <sup>2</sup>	<ul style="list-style-type: none"> <li>Edith Cowan University (South West Campus)</li> <li>South West College of TAFE</li> </ul>
Geraldton-Greenough	6.7 Mt pa	110,000	Narngulu Oakajee	<ul style="list-style-type: none"> <li>Combined University Centre for Rural Health</li> <li>Geraldton University Centre</li> <li>Central West College of TAFE</li> <li>Batavia Coast Marine Institute</li> </ul>
Kalgoorlie-Boulder	<sup>3</sup>			<ul style="list-style-type: none"> <li>Curtin University – School of Mines</li> </ul>
<b>Total</b>				

<sup>2</sup> Located in Collie (within the economic zone of influence)

<sup>3</sup> Kalgoorlie has a strong link and synergy with the port of Esperance (this could be effectively considered as Kalgoorlie's 'off-site' port)

### **3. Potential Aim of Alliance**

Following preliminary discussions at the CEO level, the following aim was considered. It is not an endorsed or ratified aim at this stage, but purely reference and a starting point for dialogue and opportunity.

*Aim:*

- 1. To develop Western Australia's main regional cities to become viable and sustainable urban alternatives to Perth.*
- 2. To have the WA Government mandate a Cabinet supported State Policy and Principle which seeks to support the transformation of Western Australia into a genuine multi-city State focused on the alliance cities.*
- 3. For the regional cities of Western Australia to work in collaboration to achieve synergistic impacts to sustain their future sustainable development.*

### **3. Potential Outcomes of Alliance**

Following the initial CEO level dialogue, the following list of key outcomes was seen as been potentially beneficial outcome of forming the alliance.

1. Lobby for the regional cities to be accepted as 'regional groupings' in their own right (without having to join up with mostly antagonistic neighbours – who will most likely require that regional payments are split "equally" amongst members);
2. Lobby for at least 25% of the Royalties for Regions allocation of \$100M per annum to be set aside for the regional cities in recognition of their higher requirements and to facilitate the evolution of these cities;
3. Consistent and joint campaigns/lobbying of government to lift the profile and understanding of the regional cities;
4. Develop areas of synergy for operational and strategic purposes between the group as a whole or bilateral arrangements;
5. framework for Bi-annual meetings and special issues meetings with the Premier and the relevant Minister for the Mayors;
6. framework for meetings and engagement frameworks with Senior Government Officers and Ministerial advisers for the Chief Executive Officers; and
7. framework for engaging with Australian Government Ministers and the senior bureaucracy and advisors in Canberra.

The list is provided as a preliminary point and does not represent an exhaustive view of all potential beneficial outcomes.



#### 4. Brief

The consultant is requested to undertake the following review and analysis and develop a briefing paper and report along with recommendation which can then be put to the respective Councils for consideration.

#### Scope

1. A desktop investigation and background analysis of the organisational and community capacity areas of interest and synergy;
2. Consultation with the respective organisation Chief Executive Officers and Mayors. This is to include:-
  - a. Specific telephone discussions with the individuals (both CEOs & Mayors); and
  - b. Hold a joint meeting/workshop in Perth with all Mayors & CEO's present.
3. Liaise with the Department of Local Government & Regional Development and the Minister for regional Development's Office in relation to the Royalties for Region's program and potential impacts and synergies for the Alliance;
4. Liaison with the Office of the Premier to identify high level strategic directions and outcomes sought by the Government and the support or otherwise of diversifying Western Australian into a genuine multi-city State;
5. Undertake a desktop review of comparative State and Commonwealth Government funding of annual infrastructure and services (based on the 2008/09 financial year) for similar regional cities and their regional area interstate such as Townsville, Mackay, Rockhampton, Coffs Harbour, Geelong;
6. Undertake a desktop review of potential areas of synergy and saving or efficiency gains which may be pursued through further investigation;
7. Liaison with the respective Chambers of Commerce and Industry to identify any potential industry leverage;
8. Investigation options for governance structures and management of the Alliance;
9. Identify key economic drivers, mutually shared by the alliance cities;
10. Preparation of a Draft Briefing Paper / Report for consideration by Council which contains:-
  - a. Summary of investigations;
  - b. Summary of consultations;
  - c. Key recommendations:-
    - i. Relating to process for forming the Alliance;
    - ii. Governance Structures for the Alliance; and
    - iii. Direction for the:-
      1. Aim of the Alliance; and
      2. Outcomes;
11. Provision of member review and comment of the Draft;
12. Provision of a Final Briefing Paper / Report

### **Timing**

It is proposed that the project would be undertaken in a period of 4 - 6 weeks from the appointment.

### **Budget**

The project will be jointly funded on an equal basis by the 4 local governments participating. The allocated funding for the project is \$20,000.

### **Project Management and Contractual Arrangements**

The consultant will be appointed under contract through the City of Geraldton-Greenough.

Ongoing Project Management will be directly through the Office of the Chief Executive Officer at the City of Geraldton-Greenough (in consultation with the participating CEO's).

DRAFT FOR COMMENT



## Council Policy

# Elected Member Communication Protocols Policy

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Adoption Date: (Draft copy to be adopted)  
Adoption Reference:  
Review Date: 30/06/11  
Maintained By: Manager Executive Services  
Document Reference: MAN234

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## VERSION CONTROL

Version	Resolution Number	Meeting Date	Remarks
1			
2			
3			

DRAFT

Adoption Date: (Draft copy to be adopted)  
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## Objective

1. This policy seeks to clarify and establish communication protocols related to the functions of elected members and staff.

## Scope

2. This policy applies to elected members and all staff at the City of Albany. The policy has been prepared to clearly define the role and function of the Mayor and Councillors and to help members perform their duties.
3. The content of this policy is not unique to the City of Albany; in fact these protocols exist in most municipalities, across Australia.

## Definitions

4. Terms and acronyms used in the policy:

Act	The Local Government Act 1995
FOI	Freedom of Information Act 2000

## Policy Statement

5. This policy works in conjunction with the Communication strategy to development better communication between the City of Albany and it external and internal stakeholders so that the City's overall strategic objectives can be achieved efficiently.

## Legislative and Strategic Context

6. The role of the Mayor as defined in the Act is to:
  - a. chair all meetings of the Council
  - b. act as the spokesperson for the Council
  - c. perform other functions as determined by the Council from time to time
  - d. carry out the civic and ceremonial functions of the Office of Mayor
  - e. liaise with the CEO on the local government's affairs

7. In addition the Act provides that the role of the Mayor and the other elected members is to:
  - a. Direct and control the affairs of the Council;
  - b. Be responsible for the local government functions;
  - c. Oversee the allocation of the local government's finances and resources; and
  - d. Determine the local government policies.
8. The Act provides that the Mayor and other elected members have no direct authority over an officer or employee of the Council in relation to the way in which the officer or employee performs his or her duties.
9. The following protocols and procedures have been developed:
  - Elected member correspondence and records handling procedures
  - Relations with the public and media
  - Committing the Council or its resources before getting Council approval
  - Functions
  - Communicating with staff

### **Elected member correspondence and record handling procedures**

10. The following procedures have been developed for the handling of elected member and staff correspondence, including emails.
  - a. **Opening Mail.** All letters addressed to elected members and staff (except those marked private or confidential) will be opened and recorded by Records.
  - b. **Emails.** Emails to staff are archived automatically and staff are responsible for Records registration of emails with significant content. All external emails to the Mayor or Councillors about Council business will be recorded by the Records management team/Mayor's P/A. If the records management team does not have direct access to the elected members' emails then the Mayor or Councillor is responsible for forwarding emails to the Records management team for registration.

### **Processing Mail and Emails**

11. The processing of mails and emails will be determined by the following classifications:

#### **Category One**

Correspondence from Government Ministers and other members of Parliament:

- copy to Mayor for information
- copy to CEO or relevant Executive Director to draft response from Mayor
- reply to Mayor for signature (Mayor's P/A)

### **Category Two**

Correspondence that is 'personal' in nature e.g. invitations, external interest of the Mayor or Councillor, requests for donations:

- to Mayor for action (Mayor's P/A)
- to Councillor for action (Mayor's P/A)

### **Category Three**

Correspondence from the general public in relation to Council business:

- copy to Mayor for information
- copy to Councillor for information
- copy to CEO or relevant Director for action
- reply to include words to the effect that 'the Mayor has asked me to respond to your letter'

### **Customer Service Standards**

12. The standards require a response within 5 working days. In most cases this will require the Mayor's P/A to acknowledge receipt of the letter.

### **Responses**

13. Where drafting a response for the Mayor (Cat 1) judgement should be exercised so as to avoid bureaucratic language whilst still outlining the Council's policy position. For example a simple reply advising that the Council cannot assist with a grant is not sufficient.
14. The Mayor will deal with draft responses within 3 working days.
15. If the Mayor seeks a variation to the reply the letter should be returned to the CEO with comments so the matter can be reviewed.
16. If the Mayor has neither signed and sent the draft response or sought to have the draft varied within 48 hours the draft may be withdrawn and redrafted for signature by the CEO.

### **Use of letterhead**

17. Mayoral letterhead is used by the Mayor in his or her capacity as the elected leader of the community.
18. Formal correspondence on behalf of the Council – whether in response to a resident's request or as an outcome of a Council resolution – should be on the corporate letterhead.

## Legislation

19. Correspondence to the Mayor in his or her formal capacity is a 'record of Council'. As such the correspondence and any response to it are part of the Council's records and form part of its property.
20. Part of the CEO's responsibility under the Act is to maintain a register of correspondence and to ensure the correspondence is preserved.
21. Other legislation requires the preservation of correspondence and its availability for Freedom of Information (FOI) purposes.

## Relations with the public and the media

### Media

22. The Council and the Act recognise the role of the Mayor as the principal spokesperson of the Council. The Mayor can request staff assistance in media relations.
23. This policy provides that:
  - a. Council staff, including those in the media liaison section, shall not engage in any media activity which is deemed by the CEO to be specifically for the personal advantage of any elected member.
  - b. While representing the Council in a media interview, elected members shall not express a personal point of view for the purposes of gaining personal or election advantage.
  - c. When dealing with the media, elected members and staff are not to use or disclose information gained in the ordinary course of the business of the Council in a way that may cause significant damage or distress to a person, damage the interests of the Council, or confer an unfair commercial or financial advantage on a person or business.
  - d. When speaking to the media, elected members other than the Mayor must clearly state that they are presenting a personal viewpoint and they are not speaking for the Council.
24. Care needs to be taken by the Mayor or others when responding to media enquiries about matters which have yet to go to the Council. In such circumstances it may be more appropriate to offer a personal opinion however such an opinion should be clearly identified as such.

### Public

25. All aspects of communication by staff (including verbal, written or personal), involving the Council's activities should reflect the status and objectives of that Council. Communications should be accurate and professional.
26. As a representative of the community, elected members need to be not only responsive to community views, but to adequately communicate the attitudes and decisions of the Council.



27. In all public statements, including media contact, elected members should:
- a. Communicate respect for the decision making processes of the Council which are based on a decision of the majority of the Council;
  - b. Withhold information of a confidential nature until it is no longer treated as confidential;
  - c. Ensure information relating to decisions of the Council on approvals or permits is only communicated in an official capacity by a designated officer of the Council;
  - d. Accurately convey information concerning adopted policies, procedures and decisions of the Council;
  - e. Clarify whether or not they are representing Council in accordance with an adopted Council position, policy or procedure, or if they are presenting a personal viewpoint as an individual;
  - f. Take care when expressing personal views not to show disrespect for the Council, its decisions, decision making process or other elected members and staff.
28. The Mayor has a number of roles some of which can, at times, be in conflict. For example part of the Mayor's role is to advocate on behalf of his or her constituents however the Mayor is also the Council's principal spokesperson so statements made by the Mayor may be seen as committing the Council to a course of action.
29. In dealing with the public the Mayor should:
- a. Reflect the Council's position as well as his or her own personal view
  - b. Portray the Council in a positive light
  - c. Avoid committing the Council to any particular course of action (or committing the Council's resources)
  - d. Avoid any admission of legal liability.
30. Avoidance of public criticism of individuals in a way that reflects on their competence or integrity is encouraged.
31. Two approaches are recommended for handling meetings with constituents depending upon the circumstances:
- a. Mayor meets with constituent. Listens to problems and commits to making enquiries. The matter can then be investigated and the Mayor can then write to the constituent or arrange a follow up meeting (with or without the relevant Director).
  - b. Mayor makes time for constituent to meet with the Mayor and relevant Director.

### **Committing the Council or resources before getting Council approval**

32. As the Mayor or Councillor has no direct authority to either commit the Council to a course of action or to commit Council resources, including staff time, the following procedures will apply to initiatives, requests and functions.

### **Developing ideas, projects or proposals**

33. Mayor asks the CEO to list the item on the Agenda at a forthcoming meeting for consideration by Council. The Council determines appropriate action which could include calling for a report.

## **Responding to constituent (or other) requests**

34. Mayor refers the matter to CEO, or designated officer for action. The actioning officer will advise the Mayor of the outcome.

The Mayor should keep a short record of meetings held to be forwarded to records as a file note.

## **Civic functions**

35. The guest list for civic receptions and other official functions will be at the discretion of the Mayor.

## **Communicating with staff**

36. All staff are answerable to the CEO who is answerable to the Council. The Mayor's primary channel for communication with the administration will be through the CEO or designated actioning officer.
37. At the CEO's discretion the Mayor may deal directly with the Directors.

## **Review Position and Date**

Chief Executive Officer to review on or before 30/6/2011

## **Associated Documents**

- City of Albany Communication Strategy 2005
- IT System Security and Information Management Policy
- Communication Guide
- State Records Act 2000 (WA)
- Privacy Act 1988

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# **GENERAL REPORT ITEMS**

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**CITY OF ALBANY**

**REPORT**

To : His Worship the Mayor and Councillors  
From : Administration Officer - Building  
Subject : Building Activity – May 2009  
Date : 2 June 2009

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1. In May 2009 one hundred and nine (109) building licences were issued for building activity worth \$6,798,710.00. This included five (2) demolition licences and two (2) 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 May 2009, the eleventh month of activity in the City of Albany for the financial year 2008/2009.



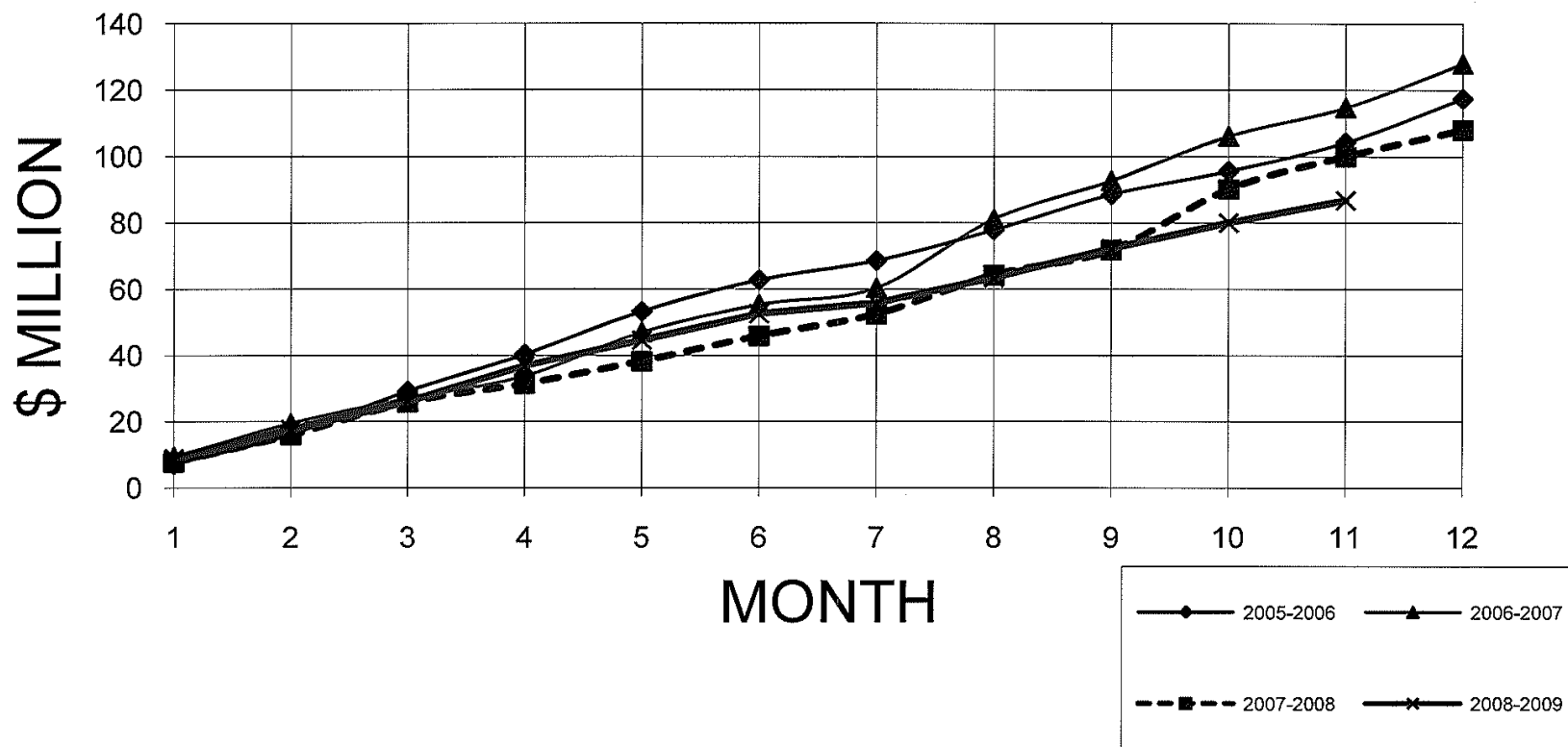
Kerry Fyffe  
**Administration Officer – Building**

CITY OF ALBANY

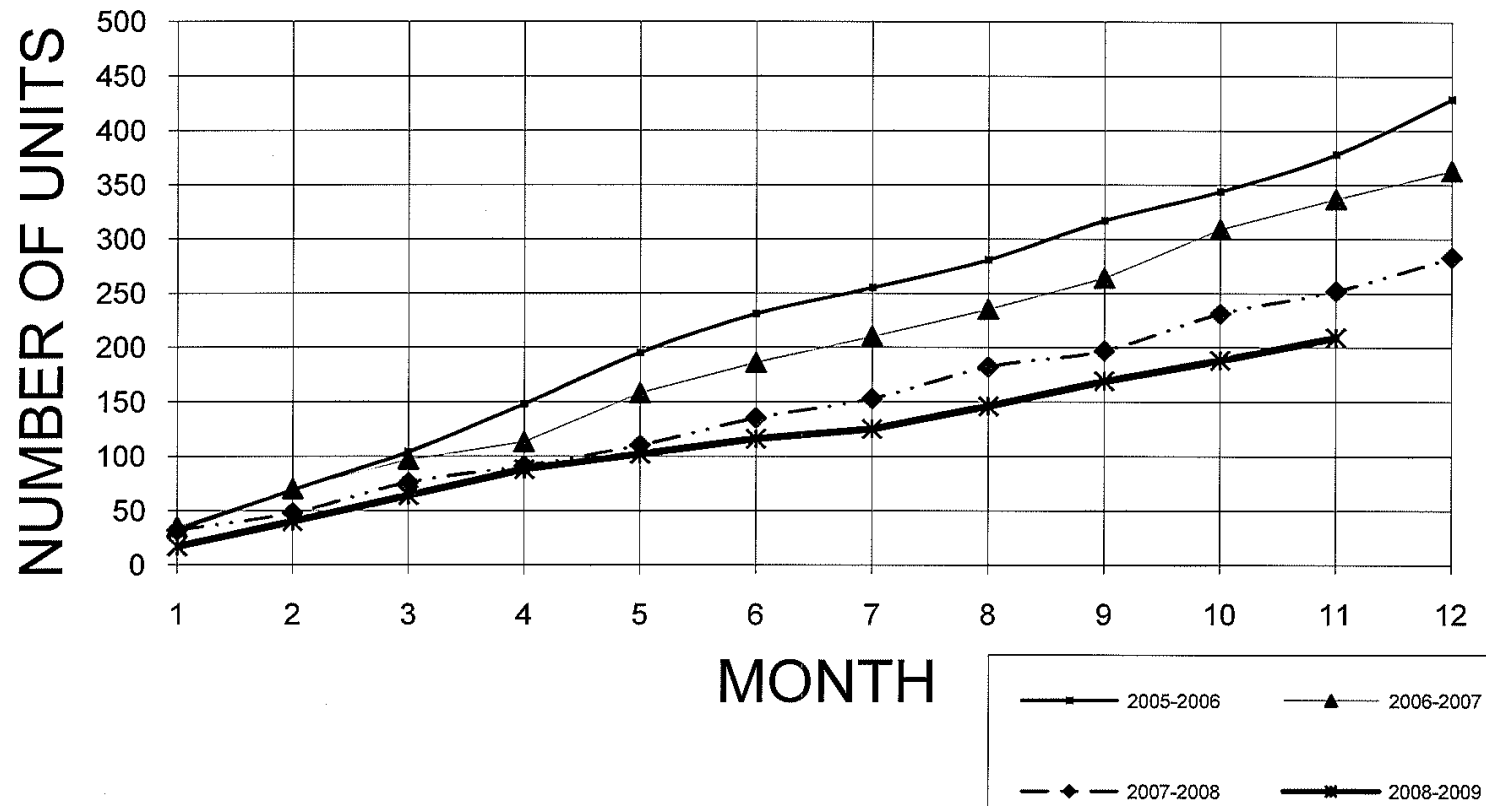
BUILDING CONSTRUCTION STATISTICS FOR 2008-2009

2008/2009	SINGLE DWELLING		GROUP DWELLING		Total	DOMESTIC/ OUTBUILDINGS		ADDITIONS/ DWELLINGS		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	14	3,754,653	3	741,775	17	14	199,139	28	643,957	0	0	2	2,450,000	1	200,000	7	900,133	8,889,657
AUGUST	18	6,219,416	5	829,556	23	15	202,083	30	1,114,679	0	0	1	113,025	1	7,000	12	274,989	8,760,748
SEPTEMBER	22	5,746,795	2	374,761	24	16	286,393	27	583,231	0	0	2	553,000	5	551,000	13	293,000	8,388,180
OCTOBER	18	4,370,773	6	1,130,954	24	11	160,761	24	479,552	0	0	0	0	6	4,566,686	10	110,991	10,819,717
NOVEMBER	14	4,150,453	0	0	14	20	394,682	39	2,534,451	0	0	4	377,000	5	164,000	6	34,500	7,655,086
DECEMBER	13	5,447,687	1	357,000	14	14	207,929	33	944,047	0	0	1	324,786	8	608,934	8	60,000	7,950,383
2009																		
JANUARY	5	947,178	4	881,244	9	5	109,252	20	845,911	0	0	2	138,000	2	142,000	8	233,200	3,296,785
FEBRUARY	18	4,278,430	3	654,237	21	18	424,207	24	445,059	0	0	2	317,875	7	789,592	17	736,217	7,645,617
MARCH	22	5,207,922	1	150,000	23	19	211,527	45	1,203,913	0	0	2	1,563,800	2	181,552	15	311,200	8,829,914
APRIL	17	4,161,302	2	819,006	19	11	122,460	33	1,104,608	0	0	2	692,256	2	720,000	6	123,000	7,742,632
MAY	20	3,782,912	1	190,000	21	27	537,665	38	1,181,635	0	0	2	195,000	8	543,948	13	367,550	6,798,710
JUNE					0													0
TOTALS TO DATE	181	48,067,521	28	6,128,533	209	170	2,856,098	341	11,081,043	0	0	20	6,724,742	47	8,474,712	115	3,444,780	86,777,429

# BUILDING ACTIVITY \$M Value



# DWELLING UNITS



**BUILDING, SIGN & DEMOLITION LICENCES ISSUED UNDER DELEGATED AUTHORITY**

Applications determined for May 2009

Application Number	Builder	Owner	Description of Application	Street #	Property Description	Street Address	Suburb
290100	S TAYLOR	S A TAYLOR	STORE ROOM ADDITION	179	Location TS115 Lot 1	YORK STREET	ALBANY
290187	R & E SCHLAGER	Owner's Name & Address not shown at their request	DWELLING ADDITIONS SQUASH & TENNIS COURTS	43-45	Location ALB TOWN Lot 153	MELVILLE STREET	ALBANY
290240	A SOLOMON	C LEMBO	HORIZONTAL SIGN & SEMAPHORE SIGN	52-58	Location ALB TOWN Lot 19	STIRLING TERRACE	ALBANY
290264	M VAN DER MEULEN	Owner's Name & Address not shown at their request	PATIO	24-26	Location AT183 Lot 2	VANCOUVER STREET	ALBANY
290423	DOWNRITE DEMOLITION	Owner's Name & Address not shown at their request	DEMOLITION OF DWELLING	90	Location ATL 241 Lot 9	VANCOUVER STREET	ALBANY
290428	NEW HORIZON HOMES (WA) PTY LTD	Owner's Name & Address not shown at their request	INTERNAL ALTERATIONS TO UNITS 1 & 5	162-182	Location AT331 Lot 66	ABERDEEN STREET	ALBANY
290468	OWNER BUILDER	H D JOYCE	DWELLING ADDITIONS - ENSUITE & VERANDAH	21	Location AT343 Lot 7	ROWLEY STREET	ALBANY
290313	OWNER BUILDER	N E KUIPER & S ANDERSON	PATIO AND SHED	10	Location 3040 Lot 441	WATERS ROAD	BAYONET HEAD
290397	SCOTT PARK HOMES PTY LTD	Owner's Name & Address not shown at their request	DWELLING GARAGE & ALFRESCO	29	Location 4790 Lot 632	WATERS ROAD	BAYONET HEAD
290411	OWNER BUILDER	Owner's Name & Address not shown at their request	SHED LEANTO	22	Location 3040 Lot 469	PAUL TERRY DRIVE	BAYONET HEAD
290436	OUTDOOR WORLD	Owner's Name & Address not shown at their request	PATIO	6	Location 1196 Lot 213	LOUND STREET	BAYONET HEAD



Application Number	Builder	Owner	Description of Application	Street #	Property Description	Street Address	Suburb
290438	KOSTERS STEEL CONSTRUCTION PTY LTD	I S & K L CAMPBELL	SHED	11	Location 284 Lot 46	COMPASS BOULEVARD	BAYONET HEAD
280653	KENT CORPORATION PTY LTD	KNIGHTS PARKS AND PROPERTIES PTY LTD	PARK HOME & DECK SITE 42	40	Location ALB TOWN Lot 733	WELLINGTON STREET	CENTENNIAL PARK
290113	TRANSITION NOMINEES PTY LTD	COCKLES PTY LTD	TENANCY 3 INTERNAL FITOUT	302-324	Location ASL 65/66 Lot 90	MIDDLETON ROAD	CENTENNIAL PARK
290291	M & A STEEL FABRICATION	M L PEARSON	WAREHOUSE ADDITIONS	52-56	Location SL02 Lot 13	SANFORD ROAD	CENTENNIAL PARK
290358	A PLUS PAVING	KNIGHTS PARKS AND PROPERTIES PTY LTD	PATIO FOR SITE 32	40	Location ALB TOWN Lot 733	WELLINGTON STREET	CENTENNIAL PARK
290384	OUTDOOR WORLD	Owner's Name & Address not shown at their request	CARPORT	10-12	Location ASL 7 Lot 16	CHEVALIER STREET	CENTENNIAL PARK
290434	OWNER BUILDER	B CATALANO	PATIO	7	Location SL 67 Lot 1	YOUNG STREET	CENTENNIAL PARK
290290	K & E NIELSEN	K S FLUGGE & J A EVANS	CARPORT	39	Location 43 Lot 196	LOWER KING ROAD	COLLINGWOOD HEIGHTS
290369	OWNER BUILDER	D S & B L O'KEEFE	SHED & RETAINING WALL	30	Location 43 Lot 164	BORONIA AVENUE	COLLINGWOOD HEIGHTS
290381	PULS PATIOS	Owner's Name & Address not shown at their request	PATIO	29	Location 43 Lot 228	BORONIA AVENUE	COLLINGWOOD HEIGHTS
290396	OWNER BUILDER	Owner's Name & Address not shown at their request	PATIO TO EXISTING SHED	159	Location 43 Lot 65	COLLINGWOOD ROAD	COLLINGWOOD HEIGHTS
290368	M VAN DER MEULEN	Owner's Name & Address not shown at their request	SHED	134	Location GLEDHOW 51 Lot 16	CHARLES STREET	GLEDHOW
290390	OWNER BUILDER	M J & K M GILLIS	SHED EXTENSION	111	Location GLEDHOW Lot 61	LOWANNA DRIVE	GLEDHOW

Application Number	Builder	Owner	Description of Application	Street #	Property Description	Street Address	Suburb
290401	LJ BRENTON	Owner's Name & Address not shown at their request	SHED	58	Location 366 Lot 52	OXFORD STREET	GLEDHOW
290424	G & J KELLY PTY LTD	Y W ATTWELL & J G KELLY	RETAINING WALLS	1-39	Location 260	CULL ROAD	GLEDHOW
290437	OWNER BUILDER	S M MCALLISTER	RETAINING WALL	161	Location 233 Lot 101	SOUTH COAST HIGHWAY	GLEDHOW
281110	TURPS STEEL FABRICATIONS	W J WATSON	SHED	52	Location 2471 Lot 190	KARRAKATTA ROAD	GOODE BEACH
290377	OWNER BUILDER	W J WATSON	UNAPPROVED RETAINING WALL	52	Location 2471 Lot 190	KARRAKATTA ROAD	GOODE BEACH
290363	GEOFFREY ST CLAIRE HOLMES	Owner's Name & Address not shown at their request	AVOCADO OIL PRODUCTION SHED	45	Location 5 517 Lot 1 840	RIVERVIEW ROAD	KALGAN
290265	JOHN ODELL	CITY OF ALBANY	REAR ACCESS RAMP TO HALL	1520	Location RES 7698 RES 7461	MILLBROOK ROAD	KING RIVER
290153	CHESTERS CONSTRUCTIONS	K J & N I SCOTT	GARAGE	3	Location TAA 41 Lot 2	FOREST COURT	KRONKUP
290352	AIKEN PTY LTD	I K CHAMPION & T GROCOE	DWELLING EXTENSION - 2ND STOREY	15	Location 103 Lot 2	GEORGE STREET	LITTLE GROVE
290367	STANLEY FREDERICK LEAM	S F & A M LEAM	CARPORT	50	Location 24 Lot 18	GROVE STREET WEST	LITTLE GROVE
290379	ROY PALMER SHARMAN	Owner's Name & Address not shown at their request	LAUNDRY ADDITION	1	Location 24 Lot 1	SHORE TERRACE	LITTLE GROVE
290415	OUTDOOR WORLD	Owner's Name & Address not shown at their request	PATIO	13	Location 24 Lot 10	GORDON STREET	LITTLE GROVE
290249	ALBANY SHED BUILDERS	ARDESS 1607 PTY LTD	STORAGE SHED EXTENSION	230	Location 392 Lot 10	CHESTER PASS ROAD	LMSLEY
290404	ALBANY SHED BUILDERS	ARDESS 1607 PTY LTD	UNAPPROVED STORAGE SHED	230	Location 392 Lot 10	CHESTER PASS ROAD	LMSLEY

Application Number	Builder	Owner	Description of Application	Street #	Property Description	Street Address	Suburb
290422	L V SALVATORE	D J & J M RADCLIFFE	TELECOMMUNICATION TOWER & FACILITY SHELTER	333	Location 8034	MERCER ROAD	LMSLEY
290383	APH CONTRACTORS	CITY OF ALBANY	ENTRY STATEMENT X 1	34-66	Location 247	CULL ROAD	LOCKYER
290419	OWNER BUILDER	Owner's Name & Address	SHED	20	Location 247 Lot	MCKEOWN AVENUE	LOCKYER
290327	OUTDOOR WORLD	not shown at their request Owner's Name & Address	CARPORT	14	41 Location 7 Lot 301	WINDERMERE ROAD	LOWER KING
290348	TURPS STEEL FABRICATIONS	D P & S F LOWRY	PATIO	2	Location 520 Lot	KING RIVER DRIVE	LOWER KING
290375	JR GOMM	TRIVALLEY CORPORATION PTY LTD	DWELLING	25	Location 50 Lot	BUSHBY ROAD	LOWER KING
290386	ANTHONY JOSEPH CASELLA	CARONITE PTY LTD & CASELL NOMINEES PTY L	DWELLING GARAGE & VERANDAH		Location 7	LOWER KING ROAD	LOWER KING
290472	AR & DA DOCKING	Owner's Name & Address	PATIO & VERANDAH	66	Location 50 Lot	BUSHBY ROAD	LOWER KING
290296	TOWTON INVESTMENTS PTY LTD	Owner's Name & Address	ADDITIONS & CHANGE OF CLASSIFICATION FROM 10A TO 6 & 8	233	Location 985 Lot	PIGGOT MARTIN ROAD	LOWLANDS
290349	TURPS STEEL FABRICATIONS	J A & A P NAIRN	SHED & LEAN-TO	194	Location 3281	SANDBERG ROAD	MARBELUP
290277	ABERDEEN CONSTRUCTIONS	H SPROXTON	DWELLING CARPORT & ALFRESCO	58	Location 399 Lot	CLYDESDALE ROAD	MCKAIL
290309	WA COUNTRY BUILDERS PTY LTD	Owner's Name & Address	DWELLING GARAGE & ALFRESCO	242	Location 2174 New Lot 286	SOUTH COAST HIGHWAY	MCKAIL
290316	WA COUNTRY BUILDERS PTY LTD	Owner's Name & Address	DWELLING CARPORT & VERANDAH	242	Location 2174 New Lot 398	SOUTH COAST HIGHWAY	MCKAIL

Application Number	Builder	Owner	Description of Application	Street #	Property Description	Street Address	Suburb
290323	OWNER BUILDER	Owner's Name & Address not shown at their request	RETAINING WALL	16	Location 381 Lot 676	O'KEEFE PARADE	MCKAIL
290339	KOSTERS STEEL CONSTRUCTION PTY LTD	S & M R LEMBO	SHED	24	Location 76	DROME ROAD	MCKAIL
290347	TURPS STEEL FABRICATIONS	G L MULDER	PATIO	30	Location 80 Lot 639	LAKESIDE DRIVE	MCKAIL
290354	KOSTERS STEEL CONSTRUCTION PTY LTD	J & T L KOSTER	PATIO	28	Location 381 Lot 693	O'KEEFE PARADE	MCKAIL
290356	WA COUNTRY BUILDERS PTY LTD	Owner's Name & Address not shown at their request	DWELLING CARPORT & ALFRESCO	242	Location 2174 Lot 398	SOUTH COAST HIGHWAY	MCKAIL
290365	MR & MRS LAPINS	G & M S LAPINS	2 STOREY DWELLING GARAGE & PATIO	11B	Location 381 Lot 679	MCGONNELL ROAD	MCKAIL
290371	RYDE BUILDING COMPANY PTY LTD	Owner's Name & Address not shown at their request	DWELLING GARAGE & ALFRESCO	242	Location 2174 New Lot 388	SOUTH COAST HIGHWAY	MCKAIL
290373	OWNER BUILDER	K J & D L WEAVER	ENCLOSED CARPORT EXTENSION	8	Location 399 Lot 736	HOGARTH ROAD	MCKAIL
290378	CHESTERS CONSTRUCTIONS	MS K L J NIELD	SHED	2	Location 492 Lot 215	MERCURY WAY	MCKAIL
290382	PULS PATIOS	Owner's Name & Address not shown at their request	PATIO	12	Location 399 Lot 746	STODDART CORNER	MCKAIL
290387	SCOTT PARK HOMES PTY LTD	Owner's Name & Address not shown at their request	DWELLING & GARAGE	57	Location 492 Lot 190	SCORPIO DRIVE	MCKAIL
290400	WA COUNTRY BUILDERS PTY LTD	Owner's Name & Address not shown at their request	DWELLING & CARPORT	179	Location 399 Lot 603	FLEMINGTON STREET	MCKAIL
290406	RYDE BUILDING COMPANY PTY LTD	Owner's Name & Address not shown at their request	DWELLING GARAGE & ALFRESCO	12	Location 492 Lot 259	DORADO BEND	MCKAIL

Application Number	Builder	Owner	Description of Application	Street #	Property Description	Street Address	Suburb
290418	RYDE BUILDING COMPANY PTY LTD	Owner's Name & Address not shown at their request	DWELLING GARAGE AND SHED	56	Location 386 Lot 201	LANCASTER ROAD	MCKAIL
290426	OWNER BUILDER	J W MCCOY	SHED	56	Location 492 Lot 233	CENTAURUS TERRACE	MCKAIL
290444	K & T CASTLEHOW BUILDERS	Owner's Name & Address not shown at their request	RETAINING WALL	54	Location 399 Lot 608	CLYDESDALE ROAD	MCKAIL
290446	OWNER BUILDER	Owner's Name & Address not shown at their request	PATIO	34	Location 381 Lot 690	O'KEEFE PARADE	MCKAIL
290447	WA COUNTRY BUILDERS PTY LTD	Owner's Name & Address not shown at their request	DWELLING AND CARPORT	242	Location 2174 New Lot 389	SOUTH COAST HIGHWAY	MCKAIL
290449	SCOTT PARK HOMES PTY LTD	THREE OF A KIND PTY LTD	DWELLING AND GARAGE	173	Location 399 Lot 620	FLEMINGTON STREET	MCKAIL
290458	COLIN BRINHAM	JAMIE CHESTER	RETAINING WALL	19	Location 492 Lot 120	CENTAURUS TERRACE	MCKAIL
290341	TECTONICS CONSTRUCTIONS GROUP PTY LTD	Owner's Name & Address not shown at their request	DWELLING ALTERATIONS	35	Location SA04 Lot 38	WYLIE CRESCENT	MIDDLETON BEACH
290389	D & A HOLLAND	Owner's Name & Address not shown at their request	RETAINING WALL AND FRONT FENCE	48	Location SA12 Lot 102	SUSSEX STREET	MIDDLETON BEACH
290364	OWNER BUILDER	P N & K A CLAPP	SHED	818	Location 4661 Lot 288	HAZZARD ROAD	MILLBROOK
290343	OWNER BUILDER	Owner's Name & Address not shown at their request	GARAGE	79	Location 368 Lot 106	RUFUS STREET	MILPARA
290442	OUTDOOR WORLD	Owner's Name & Address not shown at their request	SHED	66	Location 240 Lot 204	RUFUS STREET	MILPARA
290376	JEREMY HEARN	Owner's Name & Address not shown at their request	FRONT FENCE	32	Location 44 Lot 23	BEAUCHAMP STREET	MIRA MAR

Application Number	Builder	Owner	Description of Application	Street #	Property Description	Street Address	Suburb
290252	W R COLQUHORN	MEIKLEJOHN INVESTMENTS (WA) PTY LTD	CHANGE OF CLASSIFICATION FROM 1A TO 5	205	Location ATL 286 Lot 4	MIDDLETON ROAD	MT CLARENCE
281099	CC GLIOSCA	Owner's Name & Address not shown at their request	GROUPED DWELLING X 1 & RETAINING WALL	4	Location SL49 Lot 36	VERDI STREET	MT MELVILLE
290370	JC FABRICATION	M S & G S WILLIS	CARPORT	2	Location ASL 117 Lot 15	GILLAM PLACE	MT MELVILLE
290394	KOSTERS STEEL CONSTRUCTION PTY LTD	M I GREENE	SHED		Location 1947 Lot 241	ROCK CLIFF CIRCLE	NULLAKI
290380	OUTDOOR WORLD	Owner's Name & Address not shown at their request	PATIO	30	Location 355 Lot 107	ABERCORN STREET	ORANA
290402	KOSTERS STEEL CONSTRUCTION PTY LTD	T C & I M KEOGH	PATIO	27	Location 229 Lot 136	LURLINE STREET	ORANA
290403	OUTDOOR WORLD	Owner's Name & Address not shown at their request	PATIO	73A	Location 229 Lot 51	MINOR ROAD	ORANA
290405	PULS PATIOS	Owner's Name & Address not shown at their request	PATIO	19	Location 270 Lot 214	SEVILLE WAY	ORANA
290410	THE SIGNCRAFT GROUP	DUBBO NOMINEES PTY LTD	SIGN - ILLUMINATED PYLON	394	Location PL353 Lot 21	ALBANY HIGHWAY	ORANA
290414	K & T CASTLEHOW BUILDERS	Owner's Name & Address not shown at their request	DWELLING ADDITIONS & SHED	32	Location 220 Lot 2	CANNING STREET	ORANA
290435	TURPS STEEL FABRICATIONS	A DAVIDSON	PATIO	102	Location 229 Lot 93	SOUTH COAST HIGHWAY	ORANA
290453	OWNER BUILDER	C A & R C LEWIS	SHED	46	Location 229 Lot 1	MCKAIL STREET	ORANA
290433	CLINT HOLLINGSWORTH	Owner's Name & Address not shown at their request	RELOCATED DWELLING		Location 371	REDMOND-HAY RIVER ROAD	REDMOND WEST

Application Number	Builder	Owner	Description of Application	Street #	Property Description	Street Address	Suburb
290441	OWNER BUILDER	G S HUGHES	SHEDS X 3		Location 33 Lot 82	ROBERTS ROAD	ROBINSON
290345	OWNER BUILDER	Owner's Name & Address not shown at their request	PATIO	124	Location SL389 Lot 4	COLLINGWOOD ROAD	SEPPINGS
280558	JAKERLEIR PTY LTD	Owner's Name & Address not shown at their request	STAGE NO.2 TWO STOREY DWELLING	115	Location 42 Lot 83	ANGOVE ROAD	SPENCER PARK
290324	KOSTERS STEEL	D J POULTREY	FACILITY ROOM & PATIOS	34	Location 42 Lot 91	HILLMAN STREET	SPENCER PARK
290325	WA COUNTRY BUILDERS PTY LTD	Owner's Name & Address not shown at their request	DWELLING ALFRESCO & VERANDAH	73	Location ALBANY Lot 1456	HARDIE ROAD	SPENCER PARK
290331	OUTDOOR WORLD	Owner's Name & Address not shown at their request	PATIO	10	Location 42 Lot 550	STOKES TERRACE	SPENCER PARK
290372	JC FABRICATION	R C GUEST & L D GUEST	SHED	29	Location 43 Lot 60	RYCRAFT DRIVE	SPENCER PARK
290385	OUTDOOR WORLD	Owner's Name & Address not shown at their request	PATIOS X 2	82B	Location 42 Lot 201	NORTH ROAD	SPENCER PARK
290416	PMA DEMOLITION	Owner's Name & Address not shown at their request	DEMOLITION OF DWELLING	29-31	Location PL42 Lot 13	PARK ROAD	SPENCER PARK
290300	OWNER BUILDER	CAMP KENNEDY BAPTIST YOUTH CAMP	TOILET BLOCK	359	Location RES 22998 Lot 222	PERKINS BEACH ROAD	TORBAY
290329	V R & J ELLEN	Owner's Name & Address not shown at their request	TOILET BLOCK		Location RES 24547	COSY CORNER ROAD	TORBAY
280956	PA TONKINSON	Owner's Name & Address not shown at their request	SHED	84	Location 267 Lot 197	KOONYONG AVENUE	WARRENUP
290072	ALBANY SHED BUILDERS	SOUTHERN REGIONAL TRANSPORT PTY LTD	ADDITIONS TO OFFICE & FACTORY		Location 401 Lot 70	MALLARD ROAD	WARRENUP

Application Number	Builder	Owner	Description of Application	Street #	Property Description	Street Address	Suburb
290282	M VAN DER MEULEN	Owner's Name & Address not shown at their request	SHED	46	Location 4929 Lot 244	WARRENUP PLACE	WARRENUP
290393	KOSTERS STEEL CONSTRUCTION PTY LTD	D P & K M PANIZZA	SHED & LEAN-TO	45	Location 4929 Lot 229	WARRENUP PLACE	WARRENUP
290399	KEVIN KOSTER	Owner's Name & Address not shown at their request	ANCILLORY ACCOMMODATION	111	Location 4419/418 Lot 177	DELORAINE DRIVE	WARRENUP
290350	TURPS STEEL FABRICATIONS	K & N M SMITH	SHED EXTENSION & PATIO X 2	36	Location 618 Lot 425	KELTY VIEW	WILLYUNG
290362	OWNER BUILDER	H L & J TEN HAAF	CARPORT FOR SITE 11	795	Location 245 Lot 4	CHESTER PASS ROAD	WILLYUNG
290471	KOSTERS STEEL CONSTRUCTION PTY LTD	AUSTRALIAN FLYING CORPS AND RAAFA	PATIO UNIT 41	1-25	Location 42 Lot 800 70 9	ULSTER ROAD	YAKAMIA



## CITY OF ALBANY

### REPORT

To : His Worship the Mayor and Councillors  
From : Administration Officer - Planning  
Subject : Planning Scheme Consents – May 2009  
Date : 02 June 2009

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1. The attached report shows Planning Scheme Consents issued under delegation by a planning officer for the month of May 2009.
2. Within the period there was a total of thirty four (34) decisions made on active Planning Scheme Consents ;
  - Twenty eight (28) Planning Scheme Consents approved under delegated authority;
  - Five (5) Planning Scheme Consents were approved;
  - One (1) Planning Scheme Consent was refused.



**Gayle Sargeant**  
Administration Officer (Planning)

## PLANNING SCHEME CONSENTS ISSUED UNDER DELEGATED AUTHORITY

Applications determined for May 2009

Application Number	Application Date	Applicant	Street Address	Locality	Description of Application	Decision	Decision Date	Assessing Officer
295081	30/03/2009	J Crellin	Spencer St	Albany	Change of Use - Holiday Accommodation	Delegate Approved	12/05/2009	Jessica Anderson
295062	18/03/2009	H Kiesey	Vancouver St	Albany	Holiday Accommodation	Delegate Approved	4/05/2009	Taylor Gunn
295096	16/04/2009	M Van Der Meulen	Vancouver St	Albany	Single House - Additions (Verandah)	Delegate Approved	13/05/2009	Jessica Anderson
295118	7/05/2009	J Hamilton & D Lomax	Bell Court	Bayonet Head	Single House (Additions) Front Deck - Design Code Relaxation - Overlooking	Delegate Approved	18/05/2009	Jessica Anderson
295049	10/03/2009	D Burkin	Rosedale Rd	Bornholm	Tourist Accommodation - Chalet (change of use of existing dwelling)	Delegate Approved	13/05/2009	Taylor Gunn
295094	9/04/2009	Ayton Baesjou	Pioneer Rd	Centennial Park	Consulting Rooms x 3	Approved	12/05/2009	Tom Wenbourne
295107	28/04/2009	Ironmonger Building	Vine St	Centennial Park	Light Industry - Workshop/Shed	Delegate Approved	14/05/2009	Jessica Anderson
295122	12/05/2009	J Pages Holdings	Hercules Cr	Centennial Park	Light Industry (Car Detailing)	Delegate Approved	20/05/2009	Jessica Anderson
265072	14/02/2006	Dykstra Planning	Frenchman Bay Rd	Frenchman Bay	Holiday Accommodation - (107 Unit Resort)	Refused	20/05/2009	Ian Humphrey
295083	30/03/2009	M Mitchell	St Georges Cres	Goode Beach	relaxation - front setback relaxation Bedroom above 500mm - back setback	Delegate Approved	22/05/2009	Jessica Anderson
285232	12/08/2008	Alb Industrial Services	Albany Hwy	Green Valley	Industry - Extractive (Gravel)	Delegate Approved	4/05/2009	Craig McMurtrie
295058	25/02/2009	City of Albany	Douglas Rd	Kalgan	Industry - Extractive (Gravel)	Delegate Approved	12/05/2009	Jessica Anderson
295074	25/03/2009	King Rvr Rec Club	Millbrook Rd	King River	Access Ramp	Delegate Approved	11/05/2009	Jessica Anderson
295054	12/03/2009	Chesters Constructions	Forest Court	Kronkup	Single house - outbuilding (garage)	Delegate Approved	13/05/2009	Taylor Gunn

Application Number	Application Date	Applicant	Street Address	Locality	Description of Application	Decision	Decision Date	Assessing Officer
295110	29/04/2009	K Taylor	Bay View Dr	Little Grove	Ancillary Accommodation	Delegate Approved	12/05/2009	Jessica Anderson
295117	7/05/2009	Hobbs Smith & Holmes	Francis St	Lower King	Single House Additions (Deck) - Design Code Relaxation - Overlooking - Side Setback Relaxation	Delegate Approved	28/05/2009	Taylor Gunn
295050	6/03/2009	City of Albany	South Coast Hwy	Marbelup	Industry - Extractive (gravel sand clay)	Delegate Approved	6/05/2009	Taylor Gunn
295035	24/02/2009	B Dartnall	South Coast Hwy	McKail	Change of Use - Public Worship	Approved	1/05/2009	Tom Wenbourne
295104	23/04/2009	K Jackson	Parmelia Way	McKail	Single House (Outbuilding) side setback relaxation	Delegate Approved	7/05/2009	Taylor Gunn
295114	5/05/2009	S Shuttleworth	Flinders Pde	Middleton Beach	Caravan Park (Additions) (remove and replace x 6 existing transportable cabins with x 3 duplex transportable cabins)	Delegate Approved	25/05/2009	Jessica Anderson
295098	16/04/2009	DA & AM Holland	Sussex St	Middleton Beach	Development - cut and fill greater than 600mm (retaining wall on northern boundary)	Delegate Approved	4/05/2009	Taylor Gunn
295082	30/03/2009	Iliadis & Assoc Architect	Nelson St	Mira Mar	Grouped Dwelling (2xUnits)	Delegate Approved	8/05/2009	Jessica Anderson
295136	22/05/2009	M Ryan	Albany Hwy	Orana	Development (Signage)	Delegate Approved	27/05/2009	Taylor Gunn
285384	3/12/2008	M Winn	Carbine St	Orana	Family Day Care Centre	Delegate Approved	5/05/2009	Tom Wenbourne
295063	18/03/2009	G Cowcher	Sand Pit Rd	Robinson	Ancillary Accommodation	Delegate Approved	18/05/2009	Taylor Gunn
295105	24/04/2009	J Thompson	Hillman St	Spencer Park	Single House - design code relaxation - side setback relaxation	Delegate Approved	12/05/2009	Jessica Anderson
285135	23/05/2008	Concept Building Design	Angove Rd	Spencer Park	Grouped Dwellings (x2)	Delegate Approved	18/05/2009	Ian Humphrey

Application Number	Application Date	Applicant	Street Address	Locality	Description of Application	Decision	Decision Date	Assessing Officer
295115	5/05/2009	Howard & Heaver	Martin Rd	Spencer Park	Replacement of existing Early Learning Centre with new Pre-Primary building & associated infrastructure and revised parking layout.	Approved	15/05/2009	Tom Wenbourne
295067	20/03/2009	H Leighton	Mt Boyle Rd	Upper Kalgan	Tourist Accommodation (located in second dwelling on property)	Approved	5/05/2009	Tom Wenbourne
295095	16/04/2009	M Van Der Meulen	Warrenup Pl	Warrenup	Single House (Additions) Outbuilding (side setback relaxations)	Delegate Approved	13/05/2009	Taylor Gunn
295101	21/04/2009	Turps Steel Fabrications	Kelty View	Willyung	Single House (additions) Outbuilding extension & patio & verandah extension (side setback relaxation)	Delegate Approved	14/05/2009	Taylor Gunn
295120	11/05/2009	Ironmonger Building	Riverwood Rd	Willyung	Single House - (Side Setback Relaxation)	Delegate Approved	29/05/2009	Taylor Gunn
295070	23/03/2009	J Power	Bethel Way	Yakamia	Education Establishment (Additions) Covered Area	Approved	5/05/2009	Tom Wenbourne
295103	22/04/2009	Comfort Built Design	Hall Rise	Yakamia	Single House (Additions) Outbuilding & Games Room connected to existing residence (side setback relaxatioon)	Delegate Approved	21/05/2009	Jessica Anderson



## ALBANY LIONS COMMUNITY CARE CENTRE (WA) Inc.

ABN: 23 855 672 303

73 Hardie Road, Albany  
P.O. Box 5102  
ALBANY W.A. 6332

Telephone: (08) 9841 8668  
Facsimile: (08) 9841 7157  
Email: lionscom@inet.net.au

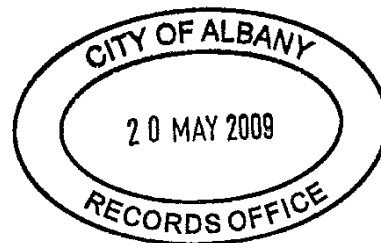
To City Of Albany,

We would like to take the time to thank you for your Donations to help our Gala Dinner and Auction. The night was a huge success and we raised over \$8000 to help support the building of the respite centre.

The Albany Lions Community Care Centre has recognised the long standing need for a respite specific centre in the Great Southern. The construction of our new 5 bed facility will commence within the financial year.

Once again we would like to thank everyone for their help and support.

Debi Bennett





Doc No: City of Albany Records  
ICR8081664  
File: REL122

*Enid D Home* Date: 22 MAY 2009  
*Bangor* Officer: MAYOR1  
86 Wylie Crescent Attach:  
ALBANY WA 6331

May 15, 2009

The Mayor  
Mr Milton Evans  
City of Albany  
P O Box 484  
ALBANY WA 6331

Dear Milton

*Thank you so much for the lovely bouquet of flowers and good wishes from the City of Albany, received during my recent illness.*

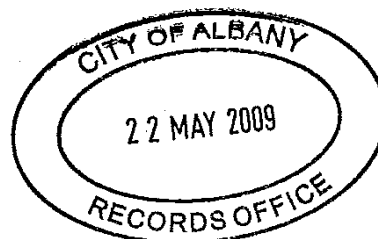
*I am pleased to report that although not fully recovered, I am well on the way back to good health. It is times like this when the loving care and special attention of family and friends means so much and I have been truly overwhelmed by the thoughtfulness shown to me during my stay in hospital.*

*Please pass on my grateful appreciation to all at the City.*

Yours sincerely

*Enid D Home.*

Enid D Home OAM  
Freeman of the City





# Princess Royal Sailing Club

ABN: 93 548 755 867



Doc No: City of Albany Records  
ICR8081372  
File: REL122

6 May 2009

Date: 19 MAY 2009  
Officer: MAYOR1;MECD

Mr M Evans  
Mayor  
City of Albany  
North Rd  
ALBANY WA 6331

Attach:

Dear Milton

**RE: CENTENARY FREMANTLE TO ALBANY OCEAN RACE**

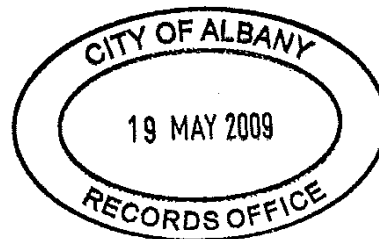
On behalf of the Board of the Princess Royal Sailing Club I'd like to extend our thanks for the sponsorship from the City of Albany via the Amazing Albany marketing initiative for the Centenary Fremantle to Albany Ocean Race.

As far as we were concerned the race was a great success and we have received a lot of positive feedback for the race from the competitors and also very positive comments re the construction of the Albany Waterfront Marina. Amazing Albany's involvement in the race provided a fantastic opportunity for the City to promote the City as a destination to the offshore sailing community within and outside Western Australia.

We look forward to doing it again in 2012 with a few more boats and a brand new marina to house them in when they get here and we would welcome the City's involvement through the Amazing Albany brand as a sponsor for that event to further promote Albany as a tourist and sailing destination.

Yours sincerely

Jack Spaanderman  
COMMODORE



---

P.O. BOX 345, ALBANY W.A. 6331  
Telephone (08) 9844 4033 Fax (08) 9844 4399 Email: office@prsc.com.au



# SENATOR JUDITH ADAMS

LIBERAL SENATOR FOR WESTERN AUSTRALIA · DEPUTY OPPOSITION WHIP IN THE SENATE

PARLIAMENT OF AUSTRALIA  
THE SENATE



6 May 2009

Doc No: City of Albany Records  
ICR8080905  
File: REL122  
Date: 12 MAY 2009  
Officer: MAYOR1  
Attach:

Mr Milton Evans JP  
Mayor of Albany  
PO Box 484  
ALBANY WA 6331

Dear Milton

I write to thank you for your kind hospitality during my recent visit to Albany to attend the ANZAC Day services.

Albany has always been a special place for me on ANZAC Day. To experience the Dawn Service has particular significance as my grandfather was a member of the Auckland Mounted Rifles and with his New Zealand colleagues and two horses, sailed from Albany to Egypt. He was unfortunately killed at Chunuk Bair on the 8<sup>th</sup> August 1915.

You must have been very pleased with the enormous attendance at the ANZAC Peace Park Service. It was very encouraging to see so many people gathering to pay tribute to those who have served, returned, and died in the name of freedom. To see young people and children understanding their story and acknowledging their sacrifice was very moving.

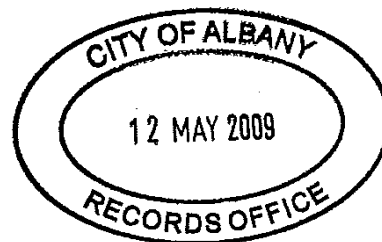
Laurie Fraser's work in organising the various services throughout the year is to be commended. He certainly puts in a huge effort.

Margaret and I enjoyed your company visiting HMAS ARUNTA and thank you for inviting us to the civic reception for the ship. It was most enjoyable.

With best wishes for another successful ANZAC Day in 2010. I hope I will be there to see the second stage of the ANZAC Peace Park completed.

Yours sincerely

JUDITH ADAMS  
Senator for Western Australia



PERTH:  
48 Ventnor Avenue  
WEST PERTH WA 6005  
PO Box 930  
WEST PERTH WA 6872  
Tel. 08 9481 0349  
Tollfree 1300 301 849  
Fax. 08 9321 4876



CANBERRA:  
Suite SG-98  
Parliament House  
CANBERRA ACT 2600  
Tel. 02 6277 3646  
Fax. 02 6277 5774

senator.adams@aph.gov.au  
www.judithadams.com.au





Albany RoadWise Committee

Doc No:  
File:

City of Albany Records  
ICR8079566  
REL122

Date:  
Officer:

17 APR 2009  
MAYOR1

Attach:

His Worship Milton Evans  
Mayor of Albany  
City of Albany  
102 North Rd  
Albany 6330

14 April 2009

Dear Milton,

**Re: Albany RoadWise Committee Easter Fatigue Road Stop**

The Albany RoadWise Committee wish to thank you for your support of the Easter Fatigue Road Stop held on 9 April 2009.

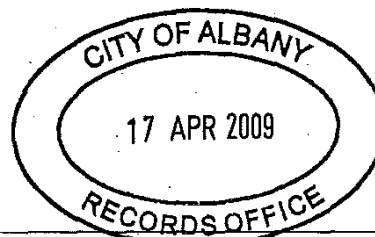
~~The Road Stop was a success, with the fatigue message shared with drivers of the more than 1500 cars that were stopped over the four hour period. This event provides a vital opportunity to raise awareness of this important road safety issue.~~

Your time and participation at the event was greatly appreciated. This project would not happen without the dedicated support that volunteers like you have shown. The support you provided reflects the commitment of all those who work in road safety in trying to reduce the number people killed and seriously injured on our roads.

The Albany RoadWise Committee feels this is an important event on the local road safety calendar, and we look forward to your support in the future.

Yours sincerely,

p.p. Julie MacQueen  
Chairperson  
Albany RoadWise Committee



Albany RoadWise Committee • PO Box 5553, Albany, WA 6331

UNCLASSIFIED

# ROYAL AUSTRALIAN NAVY

## HMAS ARUNTA



WARSHIPS SECTION, PERTH WA 6958



01/09/09  
110/09

Doc No: City of Albany Records  
ICR8080115  
File: REL122

**Your Worship Milton Evans**  
Mayor of Albany  
PO Box 484  
Albany WA 6331

Date: 29 APR 2009  
Officer: MAYOR1

Attach:

*Dear Mayor,*

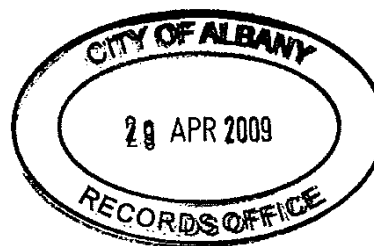
I am writing to sincerely thank you for the support and hospitality during HMAS ARUNTA's visit to Albany for ANZAC Day 2009.

Unfortunately ARUNTA's stay in Albany was brief, however this included several extremely successful engagements. I took great pleasure in hosting you for the pilotage into Albany and my luncheon on Friday April 24<sup>th</sup>; with the reception later that evening hosted for the benefit of me and my crew was much appreciated. As was expected the official events held on ANZAC Day were a fitting tribute to what the day represents and it was a pleasure for ARUNTA to be a part of these events in historic Albany.

I trust that ARUNTA's presence during April 24<sup>th</sup> - 26<sup>th</sup> was well received. We very much enjoyed our time here and would greatly look forward to any visits to Albany in the future. I again offer my thanks to yourself, your staff and everyone in Albany who made the visit successful and memorable.

**S. J. BOWATER OAM**  
Commander, RAN  
Commanding Officer  
HMAS ARUNTA

28 Apr 2009



UNCLASSIFIED

MUSEUMS GALLERIES



City of Albany Records  
Doc No: ICR8079833  
File: REL122  
Date: 22 APR 2009  
Officer: MAYOR1  
Attach: B

His Worship the Mayor  
Milton Evans JP  
City of Albany  
PO Box484  
Albany WA 6331

Dear Mr Evans,

I would like to thank you for your kind hospitality that you and your fellow citizens extended to me during my stay in Albany. I very much enjoyed being one of the judges of the Albany Art Prize and getting to know the cultural community in your beautiful city.

I was able to stay an extra day after the official opening of the Art Prize and managed to take a bush walk out to Bald Head. What an amazing place. I took many photographs to remember it by. I look forward to getting back to Albany one day to take in more of what is a beautiful part of the world.

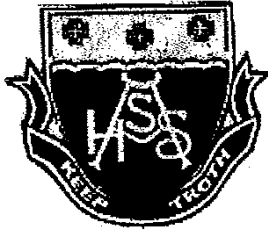
I wish you all the best in your efforts to build a regional gallery for your city and would be happy to offer any advice and support that I can. I have enclosed a catalogue we have produced here at the Canberra Museum and Gallery celebrating 10 years of collecting for your enjoyment.

Sincerely,

Mark Van Veen  
Assistant Director  
ACT Museums and Galleries  
Exhibitions and Curatorial



ACT Museums and Galleries  
PO Box 939 Civic Square  
Canberra ACT 2608 Australia  
Telephone 02 6207 3968 Facsimile 02 6207 2177  
Part of the Cultural Facilities Corporation



ALBANY SENIOR HIGH  
SCHOOL  
CONCERT BAND PARENT  
COMMITTEE

13<sup>th</sup> May 2009

Albany Leisure & Aquatic Centre  
Barker Road  
Albany WA 6330



Doc No: City of Albany Records  
ICR8081932  
File: REL122  
Date: 27 MAY 2009  
Officer: MAYOR1  
Attach:

To whom it may concern

On behalf of the Albany Senior High School Concert Band Parent Committee, I would like to take this opportunity to thank you so much for your kind and generous donation of a 3 month general membership, 10 x family passes, 20 x single child passes for our fundraising quiz night, which was held on Saturday 9<sup>th</sup> May 09 at Albany Senior High School, to raise money for a timpani drum for the band.

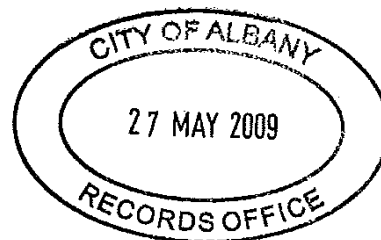
The night was a lot of fun and a great success, with much needed funds raised for the purchase of the drum.

We, the committee, are extremely appreciative of your contribution. Your business, along with all other sponsors, was mentioned, thanked and advertised on the night.

Again we thank you.

Kind regards,

Raelene Batten  
ASHS Concert Band Parent Committee



*Mayor & All Councillors*



*2915  
P.*

Doc No: City of Albany Records  
ICR8082011  
R. and J. Nesbitt File: STR130  
44 Grove Street Date: 27 MAY 2009  
Little Grove, Officer: MAYOR1;MLAO2;EDDS  
Albany, W.A. Attach: SPLO2

Tel: 9844 4910

The Honourable Lord Mayor,  
City of Albany,  
Mr Evans.

Dear Sir,

**Re: Little Grove Structure Plan (Draft)  
City of Albany February 2009  
Allocation of Public Open Space**

On behalf of ourselves and our neighbours Mr and Mrs Allan we thank you and your Councillors for the overwhelming support we received in relation to the proposed allocation of Public Open Space within the Little Grove Structure Plan being defeated.

I can assure you, we were all relieved as to the outcome regarding this matter.

It is also reassuring to know we have a Council that will take notice of the ratepayers in any issue and make their official judgement keeping in mind common sense, democracy, basic human principles and moral authority.

We applaud you all and thank you.

Could you please extend our sincere thanks to all councillors.

Yours Sincerely,

*[Handwritten signatures]*  
Ray and Jane Nesbitt and Pat Allan.

