

Port Mandurah Residents' Association

Newsletter —February-March 2010
www.portmandurah.com.au



PO Box 1339
Mandurah WA 6210

Christmas Lights Winners

This year there were two categories of Christmas Lights winners. The first category were those with exceptional lights displays, whilst those in the second category were drawn at random from PMRA members who displayed lights, and non-members who made the effort to enter the competition.

We acknowledge a generous donation of \$500 from the City of Mandurah. PMRA was able to increase the value of the City's donation by buying vouchers at half price from local businesses that benefited from the influx of tourists, and as a result we were able to provide a worthwhile prize to each of the winners in both categories.

Reading Cinemas donated several prizes without PMRA having to outlay any funds, whilst other businesses that contributed to the prizes were the Atrium Hotel, Simmo's Ice Cream, Scusi Restaurant, Australian Sailing Museum, Han's Cafe and Nino's Fish Bar. Thanks to all of them.

All prize winners enjoyed a 2 hour cruise donated by Bouvard Cruises on the evening of Sunday 7 February 2010. It was a lovely warm evening with relatively smooth waters, good company and great food and drink donated by our sponsor Airefrig.

The major winners who were represented on the cruise were (in no special order) Bill and Waverley Treby, Ron and Helen Taggart, Ron and Debbie Ashby, Geoff and Barbara Campbell, Cheryl and Robert Corps, Trevor and Jacki Glossop and Renee and Craig Hardman.

Thanks to all winners, and to all those displaying lights for the effort put in.

Santa in the Canals

Santa in the canals went off without a hitch, with three boats transporting Santa around the canals. Careful planning ensured that no two boats were ever in sight of each other. The weather was good allowing the boats to get closer to the children who were receiving a present and as a result there were fewer presents lost in the water than usual. The whole exercise was over in one and a half hours. One navigator got confused and delighted children in one canal received two visits from Santa.

PMRA thank all who were involved. Those who planned the event, those who packed and distributed the presents, the Santas, the Skippers and crews and especially Play's Kool the sponsor of the presents. Thanks also to Phil and Petrina Mulhern for the offer of use of their boat. The support from all involved is genuinely appreciated.

Sutton Farm

The Sutton Farm site is a heritage-listed conservation area in Apollo Place which is under the threat of modern high-rise high-density development. You may be interested to learn that in negotiating this area of the Port Mandurah development with the Environment Protection Agency (EPA) in 1995, the owner of the land, Esplanade (Mandurah) Pty Ltd, committed to "include a Heritage Conservation Area of approximately 1.4ha to preserve the existing Sutton Farm Homestead and the ancillary buildings".

http://www.epa.wa.gov.au/docs/1483_B790.pdf
(a 3 meg download).

Some of our members have been in contact with the EPA and have been informed that it is not the EPA's responsibility but the City of Mandurah's responsibility to ensure that they honour this commitment, as it was a condition of the Port Mandurah Stage 2B proposal.

Do you believe that:

1. It is the City of Mandurah's duty to ensure that this promise to Port Mandurah residents is kept.
2. High-rise units shouldn't be built in established out-of-town residential areas which have been marked out for family homes.

If you answered "yes" to either of these questions, then please contact your elected members at PO Box 210, Mandurah 6210 and urge them to preserve the Sutton Farm area.

City Centre Re-Vitalisation

PMRA was represented at an 11 February 2010 meeting with local business people and Officers of the City finalising details of how funds of approximately \$5.6 million provided by the Federal Government to revitalise the City Centre should be spent. The City Centre in this case is between Mandurah Terrace and Sutton Street and between Pinjarra Rd and Gibson St.

Plans include extensive (reticulated) tree planting, upgrade of lighting, improved (pedestrian friendly) paving, some undergrounding of powerlines and changes to traffic management and parking.

Details of current plans can be found on the City of Mandurah website at

<http://www.mandurah.wa.gov.au/council/planning/comment>

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PMRA Committee 2010

Members are encouraged to contact the following 2010 Committee members for information and assistance on any matter pertinent to the Port Mandurah canal precinct.

Newsletter Deliveries	Brindabella Cres, Syrenka Turn, Ragamuffin Point, Leisure Way, Fistina Ramble, Nyari Court, Piccolo Place	John Randall, President and Administration Committee Jill Randall, Administrator, Email info@portmandurah.com.au Phone 9582 9914 Email: fj.randall@iinet.net.au	CONTACT
	Siska Court, Leighton Place, Amity Cove, Perie Banou Close, Reverie Mews	Linda Thorpe, Hon Secretary and Web Site Management Phone: 9583 5921 Email: lindathorpe@hotmail.com	
	Cambria Island, Weatherly Place, Baruna Ct, Quayside Close, Parkwater Cove, Leighton Rd Ea, Sovereign Gardens	Selby Munsie, Hon. Treasurer and Events Committee Althea Munsie, Social Committee, Phone: 9581 4178 Phone 9581 4178 - Email: swmunsie@e-wire.net.au	
	Starfire Close, Arika Mews, Condor Mews, Leeuwin Place, Aztec Island Retreat	Rene Jorgensen, Events Committee, Phone: 9534 7348 - Email: dansco.h@bigpond.net.au	
	Santavea Mews, Solstraale Place, Eunamara Retreat	Faye Grey, Canal Management Committee, Phone: 9535 2681 - Email: faye.grey@bigpond.com	
	Genevieve Court, Picaroon Place, Finistere Island Retreat, Monterey Apartments	Kerrie Andrews, Social Committee, Phone: 9586 8161 - Email: jogkfa@arach.net.au	
	Bermuda Place, San Marco Quay, Rialto Place	Terry Rohde, Vice President and Canal Management Committee Phone: 9590 8430 - Email: terry@betwest.com.au	
		Crawford Flaherty, Phone 9535 8871 Email: dawny77@e-wire.net.au	

Port Mandurah Residents' Association

Items submitted in early February 2010 to the City of Mandurah regarding the 2010/2011 Budget

The following items were submitted to PMRA and PMRA simply forwarded them on to the City for consideration.

1. We believe a groyne should be built at Henry Sutton Grove. We think it would minimise the sand entering the northern entrance of the Port Mandurah canals and thus reduce the need for dredging, and in the process would create a safe sandy beach for users of Henry Sutton Grove. Neil Carroll has details.
2. We believe that a system of advising residents of an impending emergency such as a bushfire, flood or tsunami should be installed. We are aware that FESA has a system that can call all phones (hard-wired and mobiles) in a certain area, and all residents of Mandurah should be included in such a system. In addition, we think there should be a system of sirens located on high buildings or towers to alert those who are not home and who do not use a mobile phone.
3. In October 2008 a "Retrofit Expo" was held in the Fremantle Town Hall and attracted thousands of people interested in making their homes more eco-friendly. It had displays covering solar passive design, use of photovoltaic panels, grey-water systems, insulation of roof spaces, window shading, the advantages of white roofs versus darker colours, use of plants to keep summer sun out, rain water tanks and the like. We believe the City should run a similar event (with references to the City's sustainable house, which is an excellent initiative along similar lines).
We were going to include this item in last year's submission until we were told that the Rollercoaster concert promoters were planning such an event. As far as we know it didn't eventuate, but it could be that the City supports a private promoter to run such an event, rather than the City running it.
4. Genevieve Court is narrow and has houses only on one side and a high kerb on the other. Cars park on the same side as the houses, reducing the width of the road even further. Backing out with cars parked on the street is hazardous. We believe the City should change the profile of the kerb by the addition of a concrete ramp that would allow some of the grassed area to be also used for car parking.
5. We know that reticulation is maintenance intensive, but we believe that reticulation should be installed or checked to ensure it is operative wherever the City decides to provide new plants. Some areas of 2009 plantings have not survived as a result of the very low rainfall since the planting took place and lack of reticulation.
6. Whilst this might be an issue for the Dept of Transport the navigation post in the estuary at the northern entrance to the Port Mandurah canals needs to be moved upstream. It appears to currently be in the wrong place. A skipper new to the area could easily go aground if they relied on the marker.
7. A minor dredging operation needs to be undertaken in the estuary opposite the northern entrance to the Port Mandurah canals to remove the two nodes left after the last agitation dredging operation, as several boats that should have been able to safely navigate the area have hit the bottom. We know that it takes some time to obtain the necessary licence and we suggest the City obtain a licence that would allow dredging whenever it is deemed necessary, rather than an individual licence each time. This would also save considerable money and allow the City to take action as and when required.
8. The road system in the vicinity of Sholl/Leslie Sts is still not satisfactory for residents entering the City from Halls Head. We believe a dedicated right turn lane from Pinjarra Rd into Leslie St is required. We are aware of the idea of extending

Sutton St to Leslie St, but we think that is years away and that the right turn lane is required in the interim.

9. We would like to see a device installed on the "in" lane of the bridge at each end of the Port Mandurah main canal that flashes the speed of an approaching boat to the skipper. Research in Europe on road traffic (see <http://www.tfhr.gov/safety/pubs/08067/index.htm>) indicates that this would result in fewer boats exceeding the speed limit and thus reduce the wash created, which in turn would reduce damage to canal walls and moored boats.
10. Last year we included repairs to the launching apron at the Mary St Lagoon. As the work is still required we include it again.
11. We are seriously concerned with the situation re the Cambria Island bridge. The canal walls associated with the bridge (on City property) appear to be opening up allowing the material behind the canal walls to wash out, with the potential for the road surface to subside.
12. We would like speed signs on the canals to reflect the actual situation by reading "Max Fine \$500" instead of the "Max Fine \$100" on the current speed signs. This could improve compliance at a minimal cost.
13. We feel that a turning circle should be made at the end of Leighton Place to allow the public to turn around at this dead end. Siska Court is currently used as the turning circle for Leighton Place. The increased traffic since the building of the War Memorial, as well as increased population, has resulted in Siska Court becoming very congested at times. This small cul de sac was not designed to be an extension of Leighton Rd and is a danger to residents and the public as vehicles try to navigate parked cars and blind spots.
14. Residents in the eastern end of Bermuda Court have asked that the "No Parking" area be removed. They believe it is the only such restriction in the precinct and can't be justified.
15. Some members have requested that the traffic flow in Mandurah Terrace be returned to how it was before the "traffic reversal".
16. We have an urgent need for more signage at the north entry to the Port Mandurah canals, regarding speed and no wash, as a large proportion of boat owners do not understand or ignore the 5 knot and/or no wash regulation.
These signs need to be placed on both sides of the entrance and hang out over the edge of existing rock entrance walls and be large enough to get the message across.

As a suggestion the sign should contain the following:

NO WASH - 5 KNOT MAXIMUM
\$500 MAX. PENALTIES APPLY

Administrator Required

Jill Randall has been the "backbone" of PMRA for the last five years. She developed the PMRA database that tracks the ownership of every property in Port Mandurah, the names and contact details of all members and the status of their membership given that some have paid their membership years ahead. In addition, Jill has backed up the production of the newsletter, produced Committee meeting minutes, kept track of PMRA finances, assisted with the organisation of social functions and in more recent times maintained PMRA website. **However, Jill has resigned.** New Committee member Linda Thorpe has volunteered to take over maintenance of the website. We now desperately need someone to undertake the administration including minutes, bookkeeping, filing, etc. If you have any experience in these areas and have the time available, PMRA is able to pay for the several hours (average) required per month. If you are interested please contact John Randall on 9582 9914.

PMRA Annual General Meeting

The Port Mandurah Residents' Association's Annual General Meeting was held at the E2C offices on 28 January 2010. The attendance was disappointing to say the least. Out of a membership of some 500 people we battled to make a quorum of 20.

The President thanked the hard working Committee for their efforts during the year, with special reference to the part time Administrator who looked after the database, financials, web maintenance, broadcast emails and helped with production of the newsletters.

During the year two Committee members (Peter Hick and Stephen Dean) resigned. They were replaced at the AGM by Linda Thorpe and Crawford Flaherty, whose contact details can be found elsewhere in this Newsletter.

The President advised that Jill Randall had resigned as Administrator and that we need to find a replacement as a matter of some urgency. He advised that 2010 will be his last year on the Committee and that there is a real possibility that PMRA could be wound up and its assets handed over to another residents' association or the City if members did not come forward to participate on the Committee.

Special thanks were given to Peter Hick who has chaired PMRA's most important sub-committee (the Waterways Advisory Group) for several years and actively participated in events such as the agitation dredging and water quality testing.

Membership dropped slightly as some members left the precinct. Only 2 or 3 families from Old Mandurah Marina joined after the 2007 Constitution change.

All 2009 newsletters went to all residents (members and non-members alike) because of PMRA's obligation to keep all residents informed about waterways issues (because we represent all residents at meetings with the City's Waterways Management). This increased our costs and workload (having to produce and distribute 750 newsletters instead of 250).

PMRA is in a strong financial position having a war chest of over \$30,000 in cash and various assets such as computers, software, filing cabinet, projector, etc to a value of approx. \$5,000.

We made a small profit for the year, however, we would have lost money had it not been for the generosity of sponsors. In defence of the situation, it must be said that we made a conscious decision to subsidise social events in an attempt to increase numbers at these events. Despite this and the fact that we reacted to comments that events such as the Xmas party in 2008 at Meadow Springs were "too far away" numbers were slightly fewer than in 2008.

The President thanked the City of Mandurah for a donation of \$500 towards prizes for the Xmas Lights Competition.

The licence for dredging at the Northern entrance to the PM canals took 23 months to obtain and cost about as much as the dredging operation that it allowed. In addition, it was for a single operation rather than the enduring licence that was sought. It is now established that there are no significant environmental issues with this dredging as it is only removing sand that has migrated up the coast and into the Estuary. PMRA sees no reason why an enduring licence cannot be issued. It is needed so that dredging can be undertaken at short notice, as it can only be done on a

fast moving outgoing tide.

PMRA has been negotiating for dangerous piles to be made more visible after the Dept of Transport advised that "it is the skipper's responsibility to keep a good lookout". We have made a formal application for navigation markers to be equipped with lights.

PMRA reviewed a number of City of Mandurah by-laws at the request of the City and made a significant submission re "Jetties and Boat-lifters". Our submission of items for consideration for the 2010/11 budget can be found elsewhere in this newsletter.

There was a suggestion from the floor that the "user pays" principle should apply to use of the canals i.e. ferries and large boats from other precincts should make a contribution to the SAR. Whilst it was thought that this would be difficult to police, it was acknowledged that the City of Mandurah is now contributing an additional 30% (making a total of some 41%) to the SAR as a result of the survey carried out by PMRA that established that some 85% of boats using the main canal were not owned by Port Mandurah residents.

The complete President's Report and the minutes of the AGM can be found on the PMRA website at www.portmandurah.com.au

Electors' Meeting

On 1st February 2010 the City of Mandurah organised for it's Councillors, Directors, and senior staff (about 20 in all) to attend an Electors' Meeting, and whilst electors may now put a submission to any Council or Sub-committee meeting the Electors' Meeting is the **only** meeting where all Councillors and senior staff of the City are present. Despite the fact that the meeting was advertised and that the local papers contain numerous letters complaining about issues in Mandurah, only about four electors out of 30,000 or 35,000 turned up. It is possible that the City will use this extremely poor turnout to discontinue these meetings. PMRA took the opportunity to question:

*Whether the ferries pay a fee and whether it goes into the SAR or consolidated revenue? (They do, and it goes into consolidated revenue),

*The status of planning for the replacement of the Old Traffic Bridge (seems it is the only serious traffic bridge in WA that is the responsibility of Local Government and without a grant from State or Federal Govt. the City will have great difficulty finding the funds. Replacement is probably some 5 years away assuming the bridge lasts that long).

*The City's approach to Port Mandurah's "restrictive covenants" given that they are said to have been developed with the City to reflect the City's requirements? (They say they doubt the City was involved in their development and that the City considers any breaches to be between residents now).

*When the City will act to make Pinjarra Rd clearly 4 lanes? (They are in the process of purchasing some land to provide adequate width on some bends, but the road will be so marked shortly).

*When the new by-laws will be released? (This year).

*Why the City continues to consider right angle parking given the inherent dangers?

*Why the City does not acknowledge or answer correspondence from PMRA? (No answer provided but things have improved since).

*What the City is doing about the traffic situation at the Pinjarra Rd, Leslie St intersection? (They are of the view that there is insufficient space for a dedicated right turn lane - disputed by PMRA).

*PMRA also took the opportunity to thank the City for its efficient response to maintenance items reported to Works and Services and for the new car park adjacent to the Post Office.