

# CITY OF ARMADALE

## AGENDA

**OF TECHNICAL SERVICES COMMITTEE TO BE HELD IN THE COMMITTEE ROOM, ADMINISTRATION CENTRE, 7 ORCHARD AVENUE, ARMADALE ON MONDAY, 30 MAY 2016 AT 7:00PM.**

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*A meal will be served at 6:15 p.m.*

**PRESENT:**

**APOLOGIES:** Cr G Nixon (Leave of Absence)

**OBSERVERS:**

**IN ATTENDANCE:**

**PUBLIC:**

*“For details of Councillor Membership on this Committee, please refer to the City’s website – [www.armadale.wa.gov.au/your\\_council/councillors](http://www.armadale.wa.gov.au/your_council/councillors).”*

## **DISCLAIMER**

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The Disclaimer for protecting Councillors and staff from liability of information and advice given at Committee meetings to be read.

## **DECLARATION OF MEMBERS' INTERESTS**

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## **QUESTION TIME**

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## **DEPUTATION**

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## **CONFIRMATION OF MINUTES**

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### **RECOMMEND**

**Minutes of the Technical Services Committee Meeting held on 2 May 2016 be confirmed.**

## **ITEMS REFERRED FROM INFORMATION BULLETIN**

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- **Outstanding Matters and Information Items**

Various Items.

- **Monthly Departmental Reports**

Technical Services Works Programme.

*If any of the items listed above require clarification or a report for a decision of Council, this item to be raised for discussion at this juncture.*

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30 MAY 2016

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***1.1 - CROSS PARK PROPOSED NEW CRICKET PRACTICE NETS***

WARD : JARRAH  
FILE No. : M/247/16  
DATE : 10 May 2016  
REF : JA  
RESPONSIBLE : Executive Director  
MANAGER : Technical Services

**In Brief:**

- At the City Strategy Committee Meeting of 15 February 2016, the matter of funding four new cricket nets to a value of \$250,000 for the Roleystone Karragullen Cricket Club (RKCC) at Cross Park was raised.
- In April, the City presented two design options to RKCC for their consideration.
- In May, RKCC presented a revised cost estimate for design Option 1 consisting of four new cricket nets with retaining wall arriving at an amount of \$240,000.
- RKCC indicated they would cover up to \$170,000 of the revised project cost leaving the City with a balance of \$70,000 to fund the implementation of the project.
- The implementation of the proposed four new cricket nets requires the removal of 13 parking bays, trees and shrubs North and West of the existing cricket nets.
- The project can be incorporated in the 2016/2017 Capital Works Programme.

**Recommend:**

That Council:

1. Approves the construction of four new cricket nets as per attached design Option 1.
2. Accepts the loss of 13 parking bays at the North-East car park of Cross Park.
3. Confirms that no additional or replacement parking is to be provided at Cross Park at this stage.
4. Includes the proposal and funding of \$70,000 in the 2016/2017 Technical Services budget deliberations scheduled for the Special Technical Services Committee Meeting on 8 June 2016.

**Tabled Items**

Nil.

**Officer Interest Declaration**

Nil.

**Strategic Implications**

1. Community Wellbeing
  - 1.5 Sport, recreation, and leisure opportunities that contribute to community health and wellbeing.
    - 1.5.1 Provide and promote Council sport, recreation and leisure facilities.

**Legislation Implications**

Nil.

**Council Policy/Local Law Implications**

General assessment has not revealed any applicable Policies/Local Laws.

**Budget/Financial Implications**

The adoption of the recommendations has a budget implication of \$70,000 on the 2016/2017 budget should this project be approved for implementation.

**Consultation**

- Intra Directorate
- Roleystone Karragullen Cricket Club
- Roleystone Sporting Club (Inc)\*
- Roleystone Netball Club\*
- Roleystone Dojo\*
- Roleystone Markets\*

- Roleystone Community Garden\*
- Roleystone Men's Shed\*

\*See Attachment 1.1.3 - Letters of Support.

## **BACKGROUND**

At the City Strategy Committee Meeting of 15 February 2016, the matter of funding of four new cricket nets for the RKCC at Cross Park was raised. However, the funding of \$250,000 estimated to implement the project in the area of the existing northern cricket nets was not recommended at that time.

The City was requested to investigate options to accommodate the additional cricket nets on the southern portion of the oval, near the skate park. However, further investigations concluded that this location cannot accommodate the proposal without encroaching on the football oval.

Given the existing infrastructure and limitation in available space to accommodate the proposal, the location in the North-East section of the football oval at Cross Park was deemed to be the only feasible location.

In April, the City presented two design options to the RKCC, but which necessitated that the four new cricket nets be built over part of the existing car park with the first design option proposing a retaining wall; and a battered slope design as the second option. The first design option with the retaining wall was considered the preferred option to minimise the loss of existing car parking bays.

As part of the consultation process the RKCC consulted the main user groups of the Cross Park precinct to discuss the design options and to confirm their understanding of the parking situation. Consequently, RKCC presented letters of support from relevant user groups.

Finally, RKCC indicated they would cover up to \$170,000 of the revised estimated project cost of \$240,000 covered by club contributions, sponsors and donations which leaves the City with a balance of \$70,000 to fund the implementation of the project, should this be supported.

## **DETAILS OF PROPOSAL**

The proposal prepared by the City considers two basic design options to accommodate four new cricket nets located at the North-East side of Cross Park.

Both design options include the following features:

- Minimum of four (4) new cricket practice nets with full run up area
- North-South orientation
- Safety gates on bowling machine net

- Storage shed for equipment
- Removal of the two (2) existing cricket nets
- Clearing of vegetation to accommodate the new cricket practice nets
- Loss of a number of parking bays

**Design Option 1** – see Attachment 1.1.1 (Cricket Practice Nets with Retaining Wall)

This design option includes a retaining wall located at the northern end of the proposed cricket practice nets. Access for emergency and maintenance vehicles will be provided at the western side of the new cricket nets. This design option requires no major drainage adjustment works.

**Design Option 2** – see Attachment 1.1.2 (Cricket Practice Nets with Batter Slope)

This design option considers a batter slope to overcome the level difference between the car park and new cricket nets. Due to the batter slope design, this option consumes a larger area of the car park, requires significantly more drainage works and triggers additional clearing of vegetation to provide access to the oval.

**ANALYSIS**

**Cricket Club Comparison**

The RKCC is considered the second largest cricket club within the Swan Helena District Cricket Association and is also the second largest cricket club within the City of Armadale. Since its foundation in 1950, RKCC has well outgrown the current facilities at Cross Park.

The following table compares the RKCC to other local cricket clubs:

Club	Senior Teams	A Grade Teams	Jnr & Snr Players	Nets	Net Locations	Keeping Access	Net Conditions
Armadale	7	Yes	200	6	1	Yes	4 x Excellent 2 x Satisfactory
Kelmscott	4	No	110	6	2	No	All excellent
Roleystone	5	Yes	176	4	2	No	2 x Satisfactory 2 x Poor

**Loss of Parking Bays**

The car park at the North-East end of Cross Park currently provides parking for 27 vehicles. However, it was reported by the RKCC that the car park reaches its full capacity only four times a year on the quarterly Community Market days. If the project is implemented, design Option 1 would preserve 14 of the 27 existing parking bays with a loss of 13 parking bays. In contrast, design Option 2 would preserve only 8 of the 27 existing parking bays with a loss of 19 parking bays. In addition, design Option 2 would require additional bush clearing in order

to provide safe access to the football oval. Design Option 1 is therefore considered the preferred option.

The following table provides an overview of the current and proposed future parking situation at the car park located near the northern cricket nets at Cross Park:

	Current	Option 1	Option 2
Parking bay capacity	27	14	8
Parking bay loss	-	13	19

During the consultation on the Master Planning for Cross Park, the Football Club indicated that they would like additional parking at the rear of the Football Clubhouse, even though it is clear that the total parking at Cross Park is sufficient for all occasions, barring the Community Market days. Whilst it is appreciated that the available parking is a short walk from the clubhouse which is located centrally on Cross Park, there is no obvious need for the City to support any requests for additional parking, including any parking at the rear of the Football Club.

The letters of support provided by the RKCC indicate that the car park at the northern end of Cross Park is hardly used by the relevant user groups and that the loss of parking bays would not have a significant impact on the community. Therefore, it is recommended that Council does not support any proposals to create additional formal parking facilities to cover for the loss of parking bays at Cross Park at this stage.

## FUNDING

The revised cost for the construction of four new cricket training nets with a retaining wall is estimated at \$240,000. The Roleystone Karragullen Cricket Club (RKCC) committed to covering the majority of the project cost at approximately \$170,000 which leaves the City with a balance of \$70,000 to fund for the implementation of the project.

Further, the RKCC confirmed that the local businesses involved in the project will meet their OHS requirements and have adequate insurance cover to undertake the works.

The itemised cost estimate for design Option 1 is listed below:

<b>CROSS PARK CRICKET NETS</b>		
<b>PROJECT PREPARATION</b>	Cost Estimate	CoA Contribution
Temporary Fencing	\$1,327	\$1,327
Demolition of existing nets	\$2,500	
Transfer to waste facility	\$5,000	\$5,000
Tree removal	\$10,000	\$1,500
Hard digging/ rock breaking	\$17,850	
Remove Civil Infrastructure	\$5,000	\$3,000
Earthworks	\$29,226	

<b>ROADWORKS</b>		
Subgrade	\$824	
Subbase	\$2,289	
Base Gravel	\$2,419	
Water bind	\$278	
Prime seal	\$802	
Kerbing	\$716	
Asphalt	\$3,005	
Concrete Footpath	\$5,040	
Misc. crash barrier	\$20,000	\$2,200
Retaining wall	\$15,000	\$15,000
Waste disposal	\$1,049	\$1,000
Erosion control	\$1,049	
<b>SPORTING INFRASTRUCTURE INSTALL</b>		
Supply & install concrete	\$20,000	\$13,674
Supply & install fencing	\$60,000	\$13,500
Supply & install synthetic turf	\$28,000	\$9,733
Supply & install Storage Shed	\$6,099	\$4,066
Irrigation/Turf Rectification Works	\$2,000	
<b>Total Estimate</b>	<b>\$239,470</b>	<b>\$70,000</b>

Funding can be provided from the following sources:

### **Funding Option 1**

Allocate \$70,000 from the Master Plan Implementation allocations included in the Draft 2016/2017 Budget. This however is contrary to the principles behind these larger allocations, which were intended to address larger improvements or renewals of facilities, which larger amounts cannot normally be accommodated in the Annual Budget allocations. This option is not recommended.

### **Funding Option 2**

Include this proposal in the normal Capital Works Programme of Technical Services. The value (contribution) of the proposal falls within the normal range for budget programmes and has been included in the Parks priority assessments, as is considered a valued project, supported by the Community. This option is recommended.

## **CONCLUSION**

The RKCC is the second largest cricket club within the Swan Helena District Cricket Association. The RKCC, with the capacity for four cricket nets, indicates that the club is currently well under resourced in comparison to the other local cricket clubs. Subsequently, the amount and configuration of the present cricket nets allows for only five to seven players to participate safely at the same time.

The four proposed new cricket practice nets would bring the RKCC training facilities up to a level equal with other City of Armadale cricket clubs. However, the new cricket nets require

additional municipal funding of \$70,000 which results in the loss of 13 parking bays and minor vegetation clearing.

### **RECOMMEND**

#### **That Council:**

- 1. Approves the construction of four new cricket nets as per attached design Option 1.**
- 2. Accepts the loss of 13 parking bays at the North-East car park of Cross Park.**
- 3. Confirms that no additional or replacement parking is to be provided at Cross Park at this stage.**
- 4. Includes the proposal and funding of \$70,000 in the 2016/2017 Technical Services budget deliberations scheduled for the Special Technical Services Committee Meeting on 8 June 2016.**

### **ATTACHMENTS**

1. 1.1.1 - Cross Park New Cricket Practice Nets with Retaining Wall - Option 1
2. 1.1.2 - Cross Park New Cricket Practice Nets with Batter Slope - Option 2
3. 1.1.3 - Letters of Support

**2.1 - POWER POLE REMOVAL OPPOSITE 27 RAILWAY AVENUE, KELMSCOTT**

WARD : HERON  
FILE No. : M/248/16  
DATE : 11 May 2016  
REF : SA  
RESPONSIBLE : Executive Director  
MANAGER : Technical Services

**In Brief:**

- During the upgrade of Railway Avenue between Merrifield Avenue and Westfield Road, the resident at 27 Railway Avenue raised concerns over the design, particularly in relation to restrictions in accessing their property, due to an existing power pole on the verge.
- A commitment by the City at the time to investigate the relocation of the power pole by Western Power is now complete.
- Western Power has estimated the cost to remove the pole and complete the associated works to be approximately \$60,000.
- This cost is not considered to be justified based on the need; therefore it is recommended that Council not proceed with the removal of the power pole.

**Recommend:**

That Council:

1. Retain the power pole in its current position.
2. Advise the resident of 27 Railway Avenue, Kelmscott accordingly.

**Tabled Items**

Nil.

**Officer Interest Declaration**

Nil.

**Strategic Implications**

2. Enhanced Natural and Built Environments

2.5 Safe and efficient movement of goods, services and people.

2.5.1 Provide a safe and efficient movement network, including local and arterial roads and associated infrastructure.

2.5.2 Implement pathway strategies in accordance with community needs.

### **Legislation Implications**

General assessment of relevant legislation has not revealed any restrictions.

### **Council Policy/Local Law Implications**

General assessment of Council Policy/Local Law has not revealed any restrictions.

### **Budget/Financial Implications**

The adoption of the recommendation contained in this report has no financial implication.

### **Consultation**

- Western Power.

## **BACKGROUND**

The upgrade and rehabilitation of Railway Avenue between Merrifield Avenue and Westfield Road, Kelmscott was carried out by the City in 2014.

The scope of the works included the installation of turning pockets to improve traffic flows, and the installation of a solid median island to eliminate unprotected right turn movements for all adjacent properties. The carriageway was widened to accommodate the median island and turn lanes.

During the road upgrade, the resident of 27 Railway Avenue raised concerns about a number of items associated with the design, primarily in relation to the median island fronting the property restricting access to a left in/left out movement only and the road widening resulting in a narrower verge. While all these aspects meet the design standards applicable, the resident felt these restrictions made accessing the property difficult, particularly as the resident has a boat which presents an additional challenge when entering or exiting the driveway. The location of a power pole fronting their property (adjacent to their crossover) allegedly further increased this difficulty. Prior to the road changes, the resident was able to mount the verge in order to manouver the vehicle and boat into the driveway without obstructing through traffic. As the verge is now narrower, this is no longer possible and the manouvering, must of necessity, take place on the road.

The resident attended the Technical Services Committee Meeting held on 6 October 2014, and outlined these concerns. At the meeting the resident requested that the power pole in

question could be relocated to provide easier access to the driveway. At that stage, the work was expected to be in the order of \$20,000. The City advised that the request would be investigated in consultation with Western Power and if feasible, be implemented.

These investigations have now concluded and Western Power has provided a feasibility study which advises that the estimated cost of the works required to relocate the power pole is \$60,000.

## **ANALYSIS**

The verge space available in which to relocate the pole is limited due to a number of existing below ground services. Relocating the pole would require the removal and undergrounding of power lines for a considerable distance along Railway Avenue. Underground private connections would also be required for the two adjacent properties. A new streetlight would need to be installed on the adjacent median island as a replacement for the light currently installed on the existing power pole.

Undergrounding of any service, particularly in built up area's where footpaths are affected and other existing services restrict access as is the case in this instance is costly. While Western Power has estimated the cost to be in the vicinity of \$60,000 they have also stipulated that this figure could increase following a more detailed design.

Upon consideration of the estimated cost to remove the power pole in question and taking into account the fact that the pole has existed in this location for many years, it is difficult to justify the relocation. As there is no opportunity for any grant funding or contribution from Western Power, Council would need to pay the full cost of these works using its own funds.

It was acknowledged at the time by the resident, that the boat is usually taken out and returned during off peak periods. As this has not generated serious complaints during the past 12 months, it would be reasonable to accept that the driveway is operating effectively.

## **CONCLUSION**

Due to the approximate cost of \$60,000 involved in removing the power pole that would need to be accommodated within the 2016/2017 annual budget, it is recommended that Council retain the power pole in question in its current position, and advise the resident of 27 Railway Avenue, Kelmscott accordingly.

## **RECOMMEND**

### **That Council:**

- 1. Retain the power pole in its current position.**
- 2. Advise the resident of 27 Railway Avenue, Kelmscott accordingly.**

## **ATTACHMENTS**

There are no attachments for this report.

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**2.2 - LOCAL AREA TRAFFIC MANAGEMENT ON LAURINE DRIVE,  
HARRISDALE**

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WARD : LAKE  
FILE No. : M/252/16  
DATE : 12 May 2016  
REF : SA  
RESPONSIBLE : Executive Director  
MANAGER : Technical Services

**In Brief:**

- The City has received a number of complaints from residents of Lauraine Drive concerned regarding alleged high traffic speeds and volumes, as well as this street being used as a shortcut between Reilly Road and Wright Road.
- Traffic data obtained during investigations indicates that both daily traffic volumes and speeds are well within acceptable limits for this class of street.
- Based on this data and the impending improvements to the surrounding road network which should alleviate the concerns raised by the residents, it is recommended that works in the form of traffic calming are not required.

**Recommend:**

That Council:

1. Not undertake any permanent or temporary traffic calming works in Lauraine Drive, Harrisdale.
2. Informs residents accordingly.

**Tabled Items**

Nil.

**Officer Interest Declaration**

Nil.

**Strategic Implications**

2. Enhanced Natural and Built Environments

2.5 Safe and efficient movement of goods, services and people.

2.5.1 Provide a safe and efficient movement network, including local and arterial roads and associated infrastructure.

2.5.2 Implement pathway strategies in accordance with community needs.

### **Legislation Implications**

General assessment of relevant legislation has not revealed any restrictions.

### **Council Policy/Local Law Implications**

General assessment of Council Policy/Local Law has not revealed any restrictions.

### **Budget/Financial Implications**

The adoption of the recommendations in this report have no budget implications.

### **Consultation**

- Inter Directorate.

## **BACKGROUND**

Lauraine Drive is an access street located in Harrisdale and connects Reilly Road to Wright Road. The road length is relatively short, however there is a pronounced bend in the road midway between Reilly Road and Wright Road.

The attached locality plan (Attachment 2.2.1 – Drawing E16-44) is provided to illustrate the location of the road, the bend and the surrounding road network. Also shown on the plan is the location of Balannup Road and Gracefield Boulevard, highlighting that these roads are currently not connected and are separated by the Balannup swale drain.

Over the last six (6) months, the City has received a number of complaints, the majority by residents of Lauraine Drive advising that this road is too frequently used as a shortcut from Reilly Road to Wright Road. Complaints have also been made to the City by motorists using Lauraine Drive with regard to the number of vehicles parked on the side of the road, impeding through traffic.

Lauraine Drive has been used as a shortcut since Balannup Road was connected to Reilly Road in 2013, however the feedback from local residents indicates this has become more of a concern due to continued development in this area. Shortcuts or ‘rat runs’ can be common in all areas of the City and quite often are acceptable, assuming traffic speeds and volumes are reasonable. In the case of Lauraine Drive, the road geometry is such that volumes and speeds could become problematic if not addressed.

The City has investigated the community’s concerns; the outcomes from the investigation which form the basis of this report are detailed below.

### Road Geometry

Lauraine Drive is a 6 meter wide carriageway, kerbed on both sides, a footpath is installed against the flush kerb on the southern side. In recent times, the City has installed frangible guide posts to distinguish between the flush kerb and the footpath. There is a horizontal curve or bend in the road midway between Reilly Road and Wright Road, which whilst complying with standards for sight lines for traffic in both directions, is problematic when adjacent residents park their vehicles on the inside of the bend next to the kerb. Motorists are overtaking these parked vehicles and in doing so are travelling on the opposite side of the road with limited view of on-coming traffic. Whilst it is legal to park on the road, unless sign posted otherwise, this practice creates a restricted sight line obstruction. Notwithstanding this fact, in most other access streets within the City, particularly where there are small properties and driveways, visitor parking is common and acceptable on the road.

### Traffic Data

The below tables indicate the traffic data obtained from the placement of traffic counters on Lauraine Drive over the past twelve (12) months.

**Table 1 - Traffic count on April 2015.**

Reported accidents	Nil
Posted speed limit	50 km/hr
Average speed	43 km/hr
Average weekday volumes	825 vpd
Percentage of commercial vehicles	5%

**Table 2 - Traffic count on May 2016**

Reported accidents	Nil
Posted speed limit	50 km/hr
Average speed	42 km/hr
Average weekday volumes	1143 vpd
Percentage of commercial vehicles	6.5%

The maximum desirable traffic volumes for an access street such as Lauraine Drive is preferably between 1000 to 1500 vehicles per day, particularly with a carriageway width of 6.0m.

The figures taken in 2015 and again in May 2016 indicate that traffic volumes and speeds are clearly within acceptable limits.

The percentage of commercial vehicles is relatively high at 6.5%; however this can be attributed to the development in the area, particularly housing construction, which typically generates heavier vehicle movements. The figure is not considered excessive, with most access streets in comparison carrying 4% to 5%.

## **Road Network**

This area of Harrisdale was first developed approximately 10 years ago as part of Stocklands Vertu Estate, and Lauraine Drive connects Wright Road to Reilly Road. While this immediate area is fully developed, there is still further development imminent in other areas of Harrisdale, and houses continue to be built in the surrounding streets.

An assessment of the surrounding road network reveals that while there is in general good road connectivity, the lack of connection between Balannup Road and Gracefield Boulevard seems to be contributing towards additional traffic using adjacent access roads such as Lauraine Drive.

In their correspondence to the City residents are also seeking clarification of the connection date of Balannup Road and Gracefield Boulevard, as they view this connection as an important element to reduce traffic volumes on Lauraine Drive.

## **Lauraine Drive Resident Survey**

In March 2016, following a number of complaints by residents the City wrote to all residents providing some background about the connectivity issues, use of the road as a shortcut, parking on the road adjacent to bend creating a hazard, and the frustrations being felt in general by residents and passing motorists. In this letter the residents were also advised that the City was reluctant to undertake any permanent or physical works on this road until the road network was fully developed, particularly the proposed connection between Gracefield Boulevard and Balannup Road, to ensure that traffic routes were settled and temporary shortcuts were no longer an issue.

The City did suggest that it may consider a temporary 'left in' only treatment at the Lauraine Drive/Reilly Road intersection as a measure to prevent the road being used as a shortcut. This could take the form of temporary works installed until such time as Balannup Road is connected to Gracefield Boulevard. It was also stipulated that if this treatment was to be installed, regular monitoring would need to take place to ensure adjacent streets were not used for similar access, which could result in these temporary works being removed.

Feedback on this proposal was sought from the residents, with seven (7) residents stating that they would support the temporary installation of a 'left in' only treatment at the Reilly Road end of the street, whilst one (1) resident opposed the treatment. In addition, a number of motorists who use this street daily contacted the City to oppose the treatment (which is expected as their travel distance may be increased should they need to use an adjacent road). A number of these motorists raised concerns over the parking of vehicles against the kerb suggesting this is being done on purpose by some residents in an attempt to deter through traffic.

## **DETAILS OF PROPOSAL**

The results of the traffic data from two separate counts over the duration of one year indicates that both the speeds and traffic volumes are within an acceptable range. The City is experiencing a high number of traffic complaints at present relating to speeding and "hoon" driver behavior throughout the City and typically upon investigation the data generally

suggests that speeds are above the posted speed limits in these streets. The degree of speeding varies and is used by the City as an important component when considering traffic calming measures, however the data collected on Lauraine Drive on both occasions indicates that the average speeds are below the posted limit. Similarly the daily traffic volumes are acceptable and in fact well within the limits for an access street.

Based on this data alone, remedial works or traffic calming would not be recommended, nor could it be justified as there are higher priority areas within the City.

The bend in the road and the parking of vehicles against the kerb is problematic as it restricts sight lines on both approaches to the bend. A consideration could be to install parking restriction signage around the bend, however this may impact on these residents' amenity if they require overflow parking on the street, which is common on the majority of access and higher order roads within the City. This proposition has been raised with some residents over the past few months to alleviate the sight line restrictions, however as expected they have raised objections to this option.

As the traffic data indicates that the speeds and volumes are acceptable and the restriction of parking on the road is not recommended, the City is of the view that the most practical approach to alleviate the residents' concerns, which primarily centres on their street being used as a shortcut, is to ensure that the road network is complete and therefore performs as intended based on the traffic modelling and development plans. The connection of Balannup Road to Gracefield Boulevard which requires the completion of a road crossing over the Balannup swale drain is a high priority in this respect. This connection will form an important East/West link from Ranford Road to Keane Road and Nicholson Road, whilst also providing improved connectivity to adjacent access streets within Harrisdale.

To ensure that this connection is completed as a matter of urgency, the City is currently installing a series of box culverts across the swale drain in readiness for the road to be constructed. While this is taking place, a design to upgrade Balannup Road to a standard that can accommodate the expected number of vehicles is underway and the required funding allocation, is included in the 2016/2017 Draft Budget. It is expected therefore that this connection should be complete by late 2016.

## CONCLUSION

- Traffic counts do not support the implementation of traffic calming measures on Lauraine Drive.
- Plans are in progress to connect Gracefield Boulevard and Balannup Road which will decrease the usage of Lauraine Drive as a shortcut.
- Connection of the above two roads should be completed by December 2016.

**RECOMMEND**

**That Council:**

- 1. Not undertake any permanent or temporary traffic calming works in Lauraine Drive, Harrisdale.**
- 2. Informs residents accordingly.**

**ATTACHMENTS**

1. 2.2.1 - Drawing E16-44 - Lauraine Drive Location Plan

**2.3 - PIARA PRIMARY SCHOOL - KISS & RIDE REQUEST ON WRIGHT ROAD**

WARD : LAKE  
FILE No. : M/258/16  
DATE : 13 May 2016  
REF : SA  
RESPONSIBLE : Executive Director  
MANAGER : Technical Services

**In Brief:**

- Piara Primary School has requested Council's approval to convert an existing parking embayment on Wright Road into a 'Kiss & Ride' embayment.
- It is recommended that Council support this request due to the school's proactive approach to improving parking provisions around the school and fund the minor works required.

**Recommend:**

That Council:

- Approves the installation of a 'Kiss and Ride' parking embayment on Wright Road, Piara Waters to replace existing parking bays adjacent to Piara Primary School as shown on Drawing E16-43.

**Tabled Items**

Nil.

**Officer Interest Declaration**

Nil.

**Strategic Implications**

2. Enhanced Natural and Built Environments.

2.5 Safe and efficient movement of goods, services, and people.

2.5.1 Provide a safe and efficient movement network including local and arterial roads and associated infrastructure.

### **Legislation Implications**

Assessment of legislation indicates that the following apply:

- Local Government Act 1995 – Schedule 9.1, Section 2.1
- Road Traffic Code 2000 Act 1975 – Various Sections

### **Council Policy/Local Law Implications**

Assessment of Policy/Local Law indicates that the following is applicable:

- Local Law relating to Parking Facilities

### **Budget/Financial Implications**

The proposed works can be accommodated within the Draft 2016/2017 Budget.

### **Consultation**

- Inter Directorate (Community Services).
- Piara Primary School.
- Department of Education.

## **BACKGROUND**

Piara Primary School continues to experience parking deficiencies since it was opened in 2012 and while additional parking bays are programmed for construction within the next few months along Columbia Parkway, the School's Principal and the Department of Education have requested the City consider modifying an existing parking embayment along Wright Road to a 'Kiss and Ride' embayment.

## **COMMENT**

During a recent meeting involving City staff and school representatives, the school's Principal provided an overview of their plans to instigate a range of community initiatives, which includes involving Stocklands, the original developer of this land and the City to improve current parking congestion in and around the school.

This includes a stronger focus on parents walking to school and the creation of this 'Kiss and Ride' embayment on Wright Road. The school's Principal confirmed that the school will take

full responsibility for the operation and effectiveness of this embayment to ensure it is an effective form of parent drop-off, which includes nominating its own staff to observe and patrol the embayment on a daily basis. The school will also ensure active communication with parents to encourage efficient use of the bay and utilise the continual loop around the school to reduce congestion should it be used inappropriately.

A high turnover parking embayment such as this should be a cost effective and practical method of increasing parking provisions, particularly considering the school's proactive approach and desire to ensure it works effectively. The works will require minimal expenditure as it only involves grinding off existing white lines and the installation of three new signs as shown on Drawing E16-43 (Attachment 2.3.1).

## **CONCLUSION**

Converting an existing parking embayment on Wright Road into a 'Kiss and Ride' embayment creates an opportunity for parents to utilise a high turnover parking option and as the school is extremely eager to ensure it works efficiently, it is recommended that Council support this request and provide the minimal funding required to complete the works.

## **RECOMMEND**

**That Council approves the installation of a 'Kiss and Ride' parking embayment on Wright Road, Piara Waters to replace existing parking bays adjacent to Piara Primary School as shown on Drawing E16-43.**

## **ATTACHMENTS**

1. 2.3.1 - Drawing E16-43 - Piara Primary School Kiss and Ride Plan

**3.1 - KELMSCOTT HALL UPGRADE**

WARD : RIVER  
FILE No. : M/251/16  
DATE : 11 May 2016  
REF : PP/HP/TD  
RESPONSIBLE : Executive Director  
MANAGER : Technical Services

**In Brief:**

- Kelmscott Hall has been earmarked for the upgrading of the kitchen and toilets. However, with the Master Plan provision for this precinct completed, these improvements are being considered in a longer term context of improvement to the Hall.
- A range of improvements have been identified through user group consultation, which have been included in a longer term concept plan.
- It is recommended that additional improvements are approved, with funding currently allocated in the 2016/2016 Budget.

**Recommend:**

That Council:

1. Accepts the report recommending the proposal to upgrade Kelmscott Hall.
2. Confirms the 2015/2016 allocation of \$500,000 for Master Planning Implementation to the proposed improvements to Kelmscott Hall.

**Tabled Items**

Nil.

**Officer Interest Declaration**

Nil.

**Strategic Implications**

2. Enhanced Natural and Built Environments

2.6 Council buildings and facilities that meet community needs.

- 2.6.1 Maintain Council buildings, facilities and public amenities to the determined levels of service.
- 2.6.2 Implement improvements to buildings amenities and facilities, as required, to enhance the services to the community.

### **Legislation Implications**

Nil.

### **Council Policy/Local Law Implications**

Nil.

### **Budget/Financial Implications**

Funding for the upgrading of the Kelmscott Hall has been provided in the budget allocations of the 2015/2016 financial year.

### **Consultation**

- Inter Directorate.
- Intra Directorate.
- User Groups.

## **BACKGROUND**

Following an extensive community engagement process, Council accepted a Master Plan Report supporting Rushton Park as an active sporting and community hub. Critical to this report was the need to redevelop Kelmscott Hall to provide a facility that meets the following principles:

- To provide for maximum use and community access
- To provide a building/facility that matches community needs over time
- Develop a building/facility in accordance with asset management principles and based on a planned and prioritised approach
- Provide co-located, flexible and multi-use facilities
- Provide maximum benefit to the community from a capital investment

Kelmscott Hall is presently utilised by many organisations and sporting bodies, however, it also has a significant civic role, being used by the City to undertake Citizenship and ANZAC Day ceremonies, which generally involve large numbers of participants and dignitaries.

The condition of the building is not complimentary for holding these types of functions, and the building is overdue for redevelopment to improve its presentation and functionality to a more acceptable level.

The building condition assessment of Kelmscott Hall does not identify that the building is at the end of its usable life, yet it remains a building that has low aesthetic appeal externally and internally. It also provides little scope to be multi-purpose and presently fails to adequately provide for the needs of the existing user groups all of which combine to limit the City's ability to maximise its potential occupancy.

Demolition is not considered a viable option when considering the redevelopment of this building as it remains in a structurally sound condition and would appear to be better suited to the provision of extensions to the facility, upgrading the existing layout, providing modern services such as air conditioning, purpose built lighting systems and other enhancements that will all improve the amenity and the ability to attract more users to the facility.

As important as improving the internal aesthetics, any upgrade should also target the external aesthetics of the facility to make it more appealing and provide the Kelmscott community with a facility that will exude community pride.

### **User Group Consultation**

Community Services staff along with the Manager Property Services have over the past months, met with the identified user groups of the Kelmscott Hall as part of the Community Consultation Process. An early concept plan was referred to in these discussions resulting in the evolution of the plan as attached to this report.

The timeline for this consultation was as follows:

- **14 October 2015**

Meeting with Kelmscott Agricultural Society including their President Mr. Vaughan James. The meeting was held on site.

- **27 October 2015**

Seventeen regular user groups were invited to attend an information session on 12 November 2015 and were given the opportunity, if unable to attend, to provide their feedback by 20 November 2016.

▪ **12 November 2015**

Meeting with regular user groups which was attended by six of the seventeen groups invited to the information session. Three user groups responded that they were unable to attend the session and no responses were received from the remainder of the user groups.

A table outlining the groups invited and their responses is included below.

Armadale Table Tennis Club	Attended
Champion Lakes Cricket Club	No Response
Energetic Kids	Attended
Kelmscott Agricultural Society	Attended
Kelmscott Home School Group	Unable to Attend
Kelmscott Junior Cricket Club	No Response
Kelmscott Ladies Badminton	Attended
Kelmscott Over 50s	Attended
Kelmscott Senior Cricket Club	No Response
Kelmscott Tae Kwon Oh Do Kwan	No Response
Kimando Personal Training	Unable to Attend
Platinum Tae Kwan Do	Unable to Attend
Prime Movers	Attended
Samoan Cultural Group	No Response
Serpentine Jarrahdale Men's Shed	No Response
Shotokan Karate	No Response
Westminster Presbyterian Church	No Response

During the course of the meeting, Kelmscott Agricultural Society requested an extension of the feedback period to 18 December 2015.

▪ **20 November 2015**

The extension of the feedback period was agreed and an email was sent to all regular user groups informing them of this extension. Feedback from the meeting on 12 November 2015 was also provided. There were eight points to be taken from the meeting held on the 12 November, none of which posed a significant impediment to the redevelopment.

▪ **18 December 2015**

Feedback received from:

- Energetic Kids
- Kelmscott Ladies Badminton
- Kelmscott Over 50s

The City received further feedback from Kelmscott Agricultural Society on 6 January 2016 and a meeting was convened on 4 February 2016 to further discuss their feedback.

## **DETAILS OF PROPOSAL**

Conceptual drawings were developed initially to be a reference point for community consultation and debate and have subsequently been modified based on discussions with user groups. The plans attached to this report are the latest revision of the original conceptual design (See Attachments 3.1.1, 3.1.2, 3.1.3, 3.1.4).

The current proposal is for extensions to be undertaken which will provide for both the addition of a lesser hall and improve the existing kitchen area. It is also proposed that there will be a major internal refurbishment with services upgraded to all areas.

The following are the major improvements:

- The major extension will see the construction of a new lesser hall to the northern side of the building and will be designed to take advantage of views over the Rushton Park oval. It is envisaged that this lesser hall will provide the community with an area that can be utilised as a meeting place, an area for workout groups, a potential training area as well as a facility that can be enjoyed by sporting clubs.

Presently the Kelmscott Agricultural Society utilise the change rooms at the rear of the building as an art gallery during their annual show. The lesser hall will provide an acceptable alternative, which in turn will allow the change rooms to be upgraded and returned to providing the service that they were intended for.

A significant advantage in the design is that activities in the lesser hall could proceed alongside those in the main hall giving the community greater opportunity to access and enjoy what will be a revitalised building.

- A functional entry area will be sited within the central portion of the northern façade of the building giving access to the main hall, lesser halls and kitchen/canteen facilities, which will expand the capacity for catering to a number of functions running concurrently.

Automated entry doors will be provided and will operate as wind breaks while allowing the entry foyer to be used as an annex of the lesser or main hall for patrons to mingle in comfort before entering either hall.

- The second extension will provide for an enlarged kitchen facility that will allow better catering outcomes and will provide sporting clubs with canteen facilities similar to these, available at the newly constructed sporting facilities in which the City has recently invested.
- The existing entry on the western end will be reduced in size to allow for a new passageway. The reduced space will be suitable for use as a small meeting room/training area with tea making facilities provided. The proposed passageway will

provide access to the toilets from the hall and provide external public access to the same toilet facility, should this be required.

- Full upgrade to toilets, including meeting accessibility compliance.
- Improvements to the internal access leading to the existing change rooms at the eastern end. This will provide more toilet accessibility from within the interior of the hall. In particular, those using the lesser hall will be able to access the toilet facilities without moving through the main hall, eliminating a probable disturbance to other users.

There will be many issues to consider in any redevelopment or upgrade, including the ability to accommodate demands of specific user groups, where these requirements may be disadvantageous to another. In particular, a request from the table tennis groups regarding the lighting of the facility.

- Providing levels of lighting that will support the table tennis group will compromise that of the badminton group. Lighting racks would need to be considered to mount suitable lighting that will allow lux levels required at the tables, however siting these within the existing roof area will obstruct the ability to play badminton within this facility. These particular needs will have to be addressed in the final detailed designs.
- Ventilation and air conditioning will also need to be discrete in their location and design.
- External aesthetic improvements.

## **FUNDING**

Initial funding to the amount of \$370,000 for the renewal of the toilets and kitchen to meet compliance standards was provided for in the 2014/2015 financial year. During the evaluation stage of this project, broader improvements and upgrades arising from the Master Planning feedback were considered. To date \$11,000 of this allocation has been expended on the design and consultation stages.

In addition, \$500,000 has been allocated for the implementation of the Master Planning for 2015/2016. The cost estimate to complete all the proposed works on the hall amounts to \$1.36M. It is proposed that this total available funding amounting to \$859,000 be allocated to the project which is estimated to complete the following elements:

- New entrance/reception
- Upgrade toilets
- Additional lesser hall
- New meeting room
- Internal painting throughout
- Upgraded kitchen and equipment

This will result in the following elements to a value of \$500,000 not being completed:

- Upgraded change rooms
- New lighting
- Air conditioning
- Front external veranda
- Ceiling replacement
- Flooring upgrade

It is proposed that these elements will be completed as separate improvements in following years, funded from the annual allocations for upgrades and renewals.

## CONCLUSION

This project has been the subject of a consultation process with the various user groups and from an inter-directorate level with City officers. The attached plans have evolved through the consultation process and are considered to meet most of the expectations of all concerned.

Given that undertaking an upgrade of this facility is long overdue and necessary and that funding is available within existing budgets, it is recommended that the project be approved for implementation.

Undertaking this project will allow Kelmscott Hall to be redeveloped into a functional facility that will allow for the multi-purpose criteria contained within the Master Plan, to be met.

## RECOMMEND

### **That Council:**

- 1. Accepts the report recommending the proposal to upgrade Kelmscott Hall.**
- 2. Confirms the 2015/2016 allocation of \$500,000 for Master Planning Implementation to the proposed improvements to Kelmscott Hall.**

## ATTACHMENTS

1. Kelmscott Hall - Proposed Floorplan
2. Kelmscott Hall - Proposed Elevations
3. Kelmscott Hall - Artist Impression
4. Kelmscott Hall - Proposed Site Development Plan

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**\*\*4.1 - AUTHORISED OFFICERS**

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WARD : ALL  
FILE No. : M/276/16  
DATE : 24 May 2016  
REF : BC  
RESPONSIBLE : Executive Director  
MANAGER : Technical Services

**In Brief:**

- Mr Stephen Vicary has recently been appointed as the Resident Liaison Officer in Waste Services.
- In order to perform his expected duties, he is required to be appointed as an Authorised Officer.

**Recommend:**

- That Mr Stephen Vicary be appointed as an Authorised Person for the purposes of administering the Litter Act 1979 – 1981.

**Tabled Items**

Nil.

**Officer Interest Declaration**

Nil.

**Strategic Implications**

Nil.

**Legislation Implications**

Assessment of legislation indicates that the following apply:

- Section 26(1) Litter Act 1979 - 1981

**Council Policy/Local Law Implications**

Assessment of Policy/Local Law indicates that the following are applicable:

- Local Laws relating to Litter.

**Budget/Financial Implications**

Nil.

**Consultation**

Nil.

**DETAILS OF PROPOSAL**

To enable the following staff member (the nominated person) at Council's Waste Services, to undertake the appropriate responsibilities in regard to the orderly management of Waste Service, it is a requirement that Council shall, in writing, appoint Mr Stephen Vicary to exercise on behalf of the City Of Armadale the powers conferred on an 'Authorised Person' for the purpose of enforcing the Litter Act 1979 - 1981.

**COMMENT**

The recommended appointment of Mr Stephen Vicary as Authorised Officer is consistent with their position description and will facilitate and assist in the orderly business and performance of Waste Services.

**RECOMMEND**

**That Council:**

**That Mr Stephen Vicary be appointed as an Authorised Person for the purposes of administering the Litter Act 1979 – 1981.**

**ABSOLUTE MAJORITY RESOLUTION REQUIRED**

**ATTACHMENTS**

There are no attachments for this report.

### ***5.1 - ENTRY STATEMENTS***

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At the Council meeting held on 23 May 2016, Cr Wielinga referred the following matter to the Technical Services Committee.

*That the matter of style and form of Entry Statements be referred to the Technical Services Committee.*

#### **Comment from Cr Wielinga**

There has been budget items relating to entry statements but misunderstandings on types of entry statements and I would like clarification on the matter.

#### **Officer Comment**

The matter will be investigated and report will be prepared for an upcoming Technical Services Committee meeting.

#### **RECOMMEND**

*To be considered.*

#### **ATTACHMENTS**

There are no attachments for this report.

## ***5.2 - CROSS PARK CRICKET NETS***

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At the Council meeting held on 23 May 2016, Cr Wielinga referred the following matter to the Technical Services Committee.

*That the matter of Cross Park Cricket Nets and associated parking be referred to the Technical Services Committee.*

### **Comment from Cr Wielinga**

I would request the officers provide technical advice to Council regarding the proposed cricket net configuration and the reduction in car parking, as well as additional advice on general car parking requirements at the Cross Park site.

### **Officer Comment**

A report on the matter is included in this Agenda.

### **RECOMMEND**

**That Council:**

**Note the information on the report.**

### **ATTACHMENTS**

There are no attachments for this report.

***COUNCILLORS' ITEMS***

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Nil.

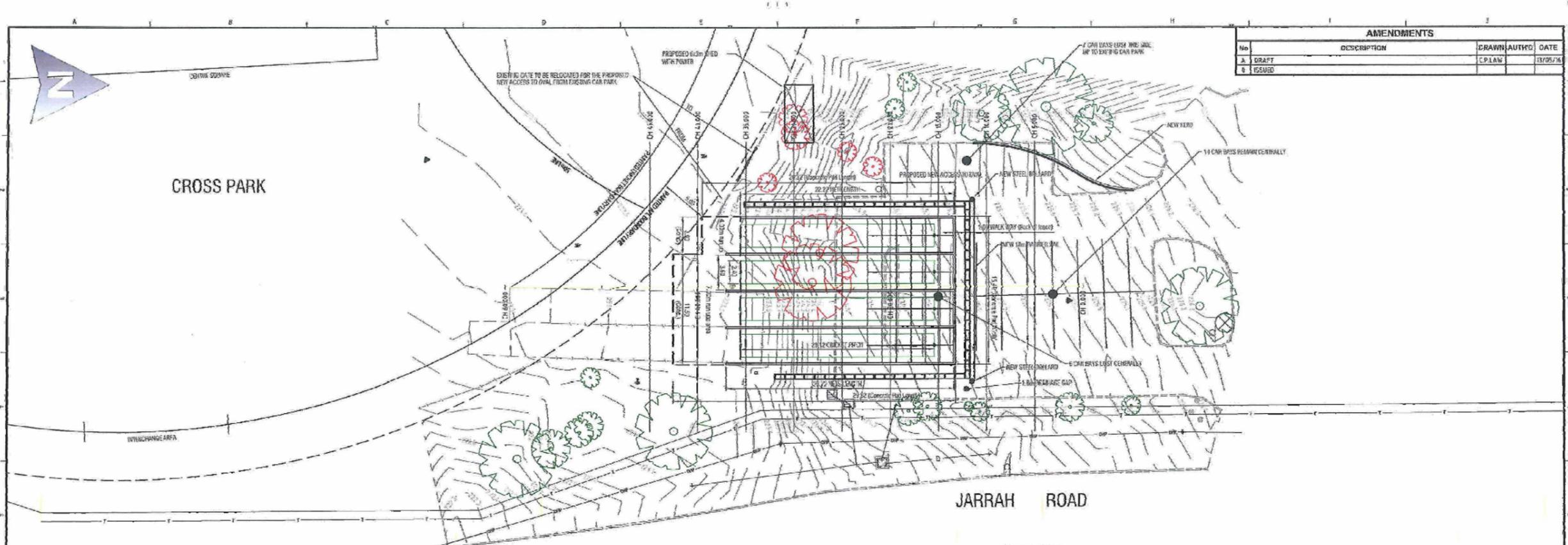
***EXECUTIVE DIRECTOR TECHNICAL SERVICES REPORT***

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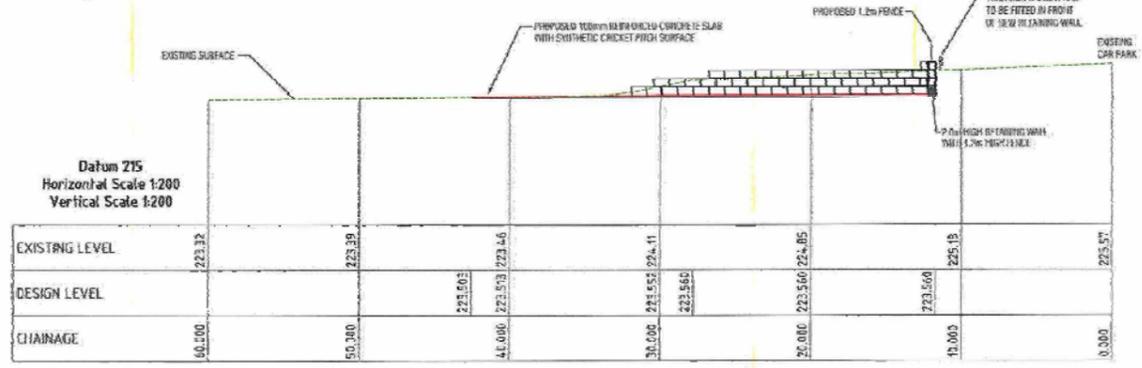
Nil.

**MEETING DECLARED CLOSED AT \_\_\_\_\_**

TECHNICAL SERVICES COMMITTEE		
<b>SUMMARY OF “A” ATTACHMENTS</b>		
30 MAY 2016		
ATT NO.	SUBJECT	PAGE
<b>1.1 CROSS PARK PROPOSED NEW CRICKET PRACTICE NETS</b>		
1.1.1	1.1.1 - Cross Park New Cricket Practice Nets with Retaining Wall - Option 1	36
1.1.2	1.1.2 - Cross Park New Cricket Practice Nets with Batter Slope - Option 2	37
1.1.3	1.1.3 - Letters of Support	38
<b>2.2 LOCAL AREA TRAFFIC MANAGEMENT ON LAURINE DRIVE, HARRISDALE</b>		
2.2.1	2.2.1 - Drawing E16-44 - Lauraine Drive Location Plan	44
<b>2.3 PIARA PRIMARY SCHOOL - KISS &amp; RIDE REQUEST ON WRIGHT ROAD</b>		
2.3.1	2.3.1 - Drawing E16-43 - Piara Primary School Kiss and Ride Plan	45
<b>3.1 KELMSCOTT HALL UPGRADE</b>		
3.1.1	Kelmscott Hall - Proposed Floorplan	46
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3.1.3	Kelmscott Hall - Artist Impression	48
3.1.4	Kelmscott Hall - Proposed Site Development Plan	49



AMENDMENTS			
No	DESCRIPTION	DRAWN/AUTH'D	DATE
A	DRAFT	C.P.LAW	13/05/16
B	ISSUED		



Datum 215  
Horizontal Scale 1:200  
Vertical Scale 1:200

	60.000	50.000	44.000	30.000	20.000	10.000	0.000
EXISTING LEVEL	223.32	223.39	223.46	224.11	224.85	225.18	225.27
DESIGN LEVEL		223.03	223.53	224.11	224.85	225.18	225.27
CHAINAGE	60.000	50.000	44.000	30.000	20.000	10.000	0.000

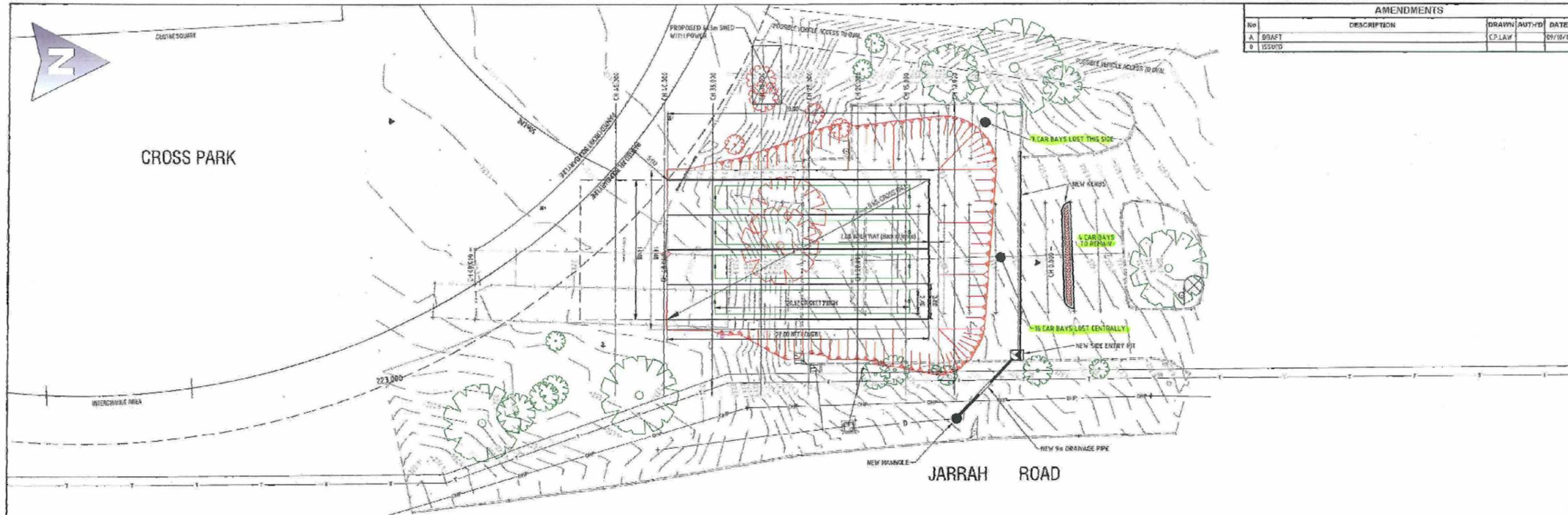
LONG SECTION SHOWING EXISTING GROUND AND NEW LEVEL OF PROPOSED NEW CRICKET PRACTICE NETS

Cut/Fill Summary						
Name	Cut Factor	Fill Factor	2d Area	Cut	Fill	Net
Exlet and Net	1.000	1.000	667.09sq.m	476.81 Cu. M.	0.00 Cu. M.	476.81 Cu. M. <Cut>
<b>Totals</b>			<b>667.09sq.m</b>	<b>476.81 Cu. M.</b>	<b>0.00 Cu. M.</b>	<b>476.81 Cu. M. &lt;Cut&gt;</b>

SCHEDULE OF QUANTITIES		
ITEM	UNIT	QUANTITY
Rip and Remove Existing Asphalt Car Park	m <sup>2</sup>	269
Remove Existing Kerb	m	65
Remove Existing Conc Cricket Net Slab	m <sup>2</sup>	211
Remove Existing Conc Access Driveway	m <sup>2</sup>	27
Remove Old Cricket Net Fence	m	74
Remove Cricket Net Synthetic Turf	m <sup>2</sup>	154
Items To Be Reinstated	#	3
Earthworks to be Excavated and Removed from Site	Lu. M	537
Retaining Wall Footings (Ca. M To be determined)	Length	62m
Retaining Wall	m <sup>2</sup>	92.8
Install Kerb - 230x150 S20K	m	18
Barrier Rail	Length	18m
Steel Balustrade	#	2
Install Conc Slab (Cricket Nets)	m <sup>2</sup>	448
Install Conc Slab (6 x 3 Shed)	m <sup>2</sup>	18
New Fence (Cricket Nets Length)	m	133
Rubber Lining 1200mm H x 50mm Thick	m	110
New Cricket Netting (inc. 140m <sup>2</sup> Enclosed 9m Long Roof)	m <sup>2</sup>	695.50
New 9.15mm Pile Height Synthetic Grass (Cricket Pitch)	m <sup>2</sup>	154.00
New 25mm Pile Synthetic Grass with Rubber Infill Granules	m <sup>2</sup>	337.00
3m x 6m Shed	#	1.00
Power Supply to Shed	m	7

### OPTION 1 - WITH RETAINING WALL

<p>ASSOCIATED STANDARD DRAWINGS</p> <ul style="list-style-type: none"> <li>C&amp;A SCRIBING STANDARD 84-36</li> <li>PRIVATE KERBING STANDARD 9221-4376-3</li> <li>C&amp;A SPECIFICATION FOR THE CONSTRUCTION OF ASPHALT CROSSINGS</li> <li>C&amp;A SPECIFICATION FOR THE LONGITUDINAL OF CROSSINGS (BLOCK/BLOCK PAVED)</li> <li>C&amp;A SPECIFICATION FOR THE CONSTRUCTION OF CONCRETE CROSSINGS</li> </ul>	<p>CITY OF Armadale</p>	<p>ORCHARD AVENUE ARMADALE</p> <p>1/2015/001/002/003/004/005/006/007/008/009/010/011/012/013/014/015/016/017/018/019/020/021/022/023/024/025/026/027/028/029/030/031/032/033/034/035/036/037/038/039/040/041/042/043/044/045/046/047/048/049/050/051/052/053/054/055/056/057/058/059/060/061/062/063/064/065/066/067/068/069/070/071/072/073/074/075/076/077/078/079/080/081/082/083/084/085/086/087/088/089/090/091/092/093/094/095/096/097/098/099/100/101/102/103/104/105/106/107/108/109/110/111/112/113/114/115/116/117/118/119/120/121/122/123/124/125/126/127/128/129/130/131/132/133/134/135/136/137/138/139/140/141/142/143/144/145/146/147/148/149/150/151/152/153/154/155/156/157/158/159/160/161/162/163/164/165/166/167/168/169/170/171/172/173/174/175/176/177/178/179/180/181/182/183/184/185/186/187/188/189/190/191/192/193/194/195/196/197/198/199/200/201/202/203/204/205/206/207/208/209/210/211/212/213/214/215/216/217/218/219/220/221/222/223/224/225/226/227/228/229/230/231/232/233/234/235/236/237/238/239/240/241/242/243/244/245/246/247/248/249/250/251/252/253/254/255/256/257/258/259/260/261/262/263/264/265/266/267/268/269/270/271/272/273/274/275/276/277/278/279/280/281/282/283/284/285/286/287/288/289/290/291/292/293/294/295/296/297/298/299/300/301/302/303/304/305/306/307/308/309/310/311/312/313/314/315/316/317/318/319/320/321/322/323/324/325/326/327/328/329/330/331/332/333/334/335/336/337/338/339/340/341/342/343/344/345/346/347/348/349/350/351/352/353/354/355/356/357/358/359/360/361/362/363/364/365/366/367/368/369/370/371/372/373/374/375/376/377/378/379/380/381/382/383/384/385/386/387/388/389/390/391/392/393/394/395/396/397/398/399/400/401/402/403/404/405/406/407/408/409/410/411/412/413/414/415/416/417/418/419/420/421/422/423/424/425/426/427/428/429/430/431/432/433/434/435/436/437/438/439/440/441/442/443/444/445/446/447/448/449/450/451/452/453/454/455/456/457/458/459/460/461/462/463/464/465/466/467/468/469/470/471/472/473/474/475/476/477/478/479/480/481/482/483/484/485/486/487/488/489/490/491/492/493/494/495/496/497/498/499/500/501/502/503/504/505/506/507/508/509/510/511/512/513/514/515/516/517/518/519/520/521/522/523/524/525/526/527/528/529/530/531/532/533/534/535/536/537/538/539/540/541/542/543/544/545/546/547/548/549/550/551/552/553/554/555/556/557/558/559/560/561/562/563/564/565/566/567/568/569/570/571/572/573/574/575/576/577/578/579/580/581/582/583/584/585/586/587/588/589/590/591/592/593/594/595/596/597/598/599/600/601/602/603/604/605/606/607/608/609/610/611/612/613/614/615/616/617/618/619/620/621/622/623/624/625/626/627/628/629/630/631/632/633/634/635/636/637/638/639/640/641/642/643/644/645/646/647/648/649/650/651/652/653/654/655/656/657/658/659/660/661/662/663/664/665/666/667/668/669/670/671/672/673/674/675/676/677/678/679/680/681/682/683/684/685/686/687/688/689/690/691/692/693/694/695/696/697/698/699/700/701/702/703/704/705/706/707/708/709/710/711/712/713/714/715/716/717/718/719/720/721/722/723/724/725/726/727/728/729/730/731/732/733/734/735/736/737/738/739/740/741/742/743/744/745/746/747/748/749/750/751/752/753/754/755/756/757/758/759/760/761/762/763/764/765/766/767/768/769/770/771/772/773/774/775/776/777/778/779/780/781/782/783/784/785/786/787/788/789/790/791/792/793/794/795/796/797/798/799/800/801/802/803/804/805/806/807/808/809/810/811/812/813/814/815/816/817/818/819/820/821/822/823/824/825/826/827/828/829/830/831/832/833/834/835/836/837/838/839/840/841/842/843/844/845/846/847/848/849/850/851/852/853/854/855/856/857/858/859/860/861/862/863/864/865/866/867/868/869/870/871/872/873/874/875/876/877/878/879/880/881/882/883/884/885/886/887/888/889/890/891/892/893/894/895/896/897/898/899/900/901/902/903/904/905/906/907/908/909/910/911/912/913/914/915/916/917/918/919/920/921/922/923/924/925/926/927/928/929/930/931/932/933/934/935/936/937/938/939/940/941/942/943/944/945/946/947/948/949/950/951/952/953/954/955/956/957/958/959/960/961/962/963/964/965/966/967/968/969/970/971/972/973/974/975/976/977/978/979/980/981/982/983/984/985/986/987/988/989/990/991/992/993/994/995/996/997/998/999/1000</p>	<p>SCALE</p> <p>1: 200 @ A1</p> <p>METRES</p>	<p>SURVEYED S. HUNTER NOV 2013</p> <p>DESIGNED C. LAW 13/05/16</p> <p>DRAWN C. LAW 13/05/16</p> <p>CHECKED</p>	<p>ACCOUNT NO.</p> <p>APPROVED</p>	<p>CROSS PARK PROPOSED NEW CRICKET PRACTICE NETS (PLAN LAYOUT) ROLEYSTONE</p>	<p>CAD FILE W:\CIVIL_ENGINEERING\DESIGNS\2016 DESIGN\1_Miner Works\Cross Park Cricket Nets</p>	DRAWING STATUS	SHEET
								ISSUED	1 of 2
PLAN No.	AMENDMENT								
E16-17	0								



AMENDMENTS			
No	DESCRIPTION	DRAWN AUTH'D	DATE
A	DRAFT	CP/LAW	09/10/15
B	ISSUED		



LONG SECTION SHOWING EXISTING GROUND AND NEW LEVEL OF PROPOSED NEW CRICKET PRACTICE NETS

SCHEDULE OF QUANTITIES		
ITEM	UNIT	QUANTITY
Strip and Remove Existing Asphalt Car Park	m <sup>2</sup>	572
Remove Existing Kerb	m	52
Remove Existing Conc Cricket Net Slab	m <sup>2</sup>	231
Remove Existing Conc Access Driveway	m <sup>2</sup>	27
Remove SEP and Conc Liners	m	2
Cap Drainage Pipe	m	1
Remove Old Cricket Net Fence	m	14
Remove Cricket Net Synthetic Turf	m <sup>2</sup>	364
Earthworks to be Excavated and Restored from Site	CU. M	536
Install Kerb - 230x150 SHK	m	45
Install Driveway Paving	m <sup>2</sup>	5
Install Drainage Pipe #300	m	2
Install New SEP and #300 Liner	m	1
Install Conc Slab (Cricket Net)	m <sup>2</sup>	390
Install Conc Slab 10 x 2 Slab	m <sup>2</sup>	18
New Fence (Cricket Net Length)	m	298
Weather Lining 100mm #9 x 50mm (Thick)	m	165
New Cricket Netting	m <sup>2</sup>	1710.09
New 25mm Pile Synthetic Grass with Rubber Infill Granules	m <sup>2</sup>	210.00
3m x 6m Shed	m	1.00
Power Supply to Shed	m	7

Cut/Fill Summary				
Name	Cut Factor	Fill Factor	2d Area	Net
Kerbs and Net	1.000	1.000	941.32sq.m	585.81 Cu. M. 0.22 Cu. M. 585.79 Cu. M. 0.000
<b>Total</b>			941.32sq.m	585.81 Cu. M. 0.22 Cu. M. 585.79 Cu. M. 0.000

**OPTION 2 - WITH 1 in 3 BATTER SLOPE**

- ASSOCIATED STANDARD DRAWINGS**
- CIVIL RECORDING STANDARD 20-84
  - PAVING RECORDING STANDARD 1531-2014-3
  - LAA SPECIFICATION FOR THE CONSTRUCTION OF ASPHALT CROSSINGS
  - G&A SPECIFICATION FOR THE CONSTRUCTION OF CURBS AND GULLY/POLE/POLE PAYLO
  - G&A SPECIFICATION FOR THE CONSTRUCTION OF CONCRETE CROSSINGS

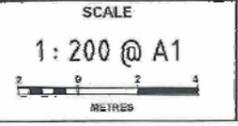


ORCHARD AVENUE  
ARMADALE

LOCKED BAG No 1  
ARMADALE  
W.A. 6162

TELEPHONE:  
93994111

FACSIMILE:  
93994181



SURVEYED S. H. BERNY NOV 2011	ACCOUNT NO.
DESIGNED C. LAW 12/03/2015	APPROVED
DRAWN C. LAW 10/03/2015	CHECKED

CROSS PARK  
PROPOSED NEW CRICKET PRACTICE NETS  
(PLAN LAYOUT)  
ROLEYSTONE

CAD FILE V:\Work\PROJECTS\2015\2016\DESIGNS_Minor Works\Cross Park-Cricket Nets	DRAWING STATUS ISSUED	SHEET 1 of 2
PLAN No. E16-17	AMENDMENT 0	



ROLEYSTONE KARRAGULLEN CRICKET CLUB  
Cross Park, Jarrah Road, Roleystone WA 6111

LETTER OF SUPPORT: ROLEYSTONE FOOTBALL CLUB



**Roleystone Sporting Club (Inc)**  
Home of the Roleystone Tigers

7<sup>th</sup> May 2016

Dear City of Armadale & Jarrah Ward Councillors,

Parking at Cross Park, Roleystone

The Roleystone Sporting Club fully supports the project to replace and improve the cricket nets (Northern end) within the Cross Park precinct. We know how hard the Cricket Club has worked to get this project to this point and commend them for the work they have undertaken thus far.

We understand that the matter of altering the Northern end car park in order to accommodate the new nets has now become an issue for this project and we would like to express the following,

- The car park at the Northern end of Cross Park really has no bearing on our club as we park as close to our clubrooms as possible for security reasons, therefore at this point in time losing 10 or 12 spaces from that car park at the Northern end of the ground won't negatively impact the Football Club.
- The issue with the parking at Cross Park is at the Southern end where there is a great need to improve / formalise the car parking at that end as identified in the Master Plan.
- We highlight that when the parking area between the Football Pavilion and the old skate park was blocked off to us there was no such consideration / concern taken.
- With the welcome inclusion on the Men's shed / Garden within the Southern end of the precinct this adds to the need to balance parking across the whole precinct.
- The other point of note is that once the new cricket nets are in, the concrete pad will be further back from the ovals boundary which will be a welcomed improvement.

Cross Park is the heart of our community and it is so very pleasing to see so many dedicated users of Cross Park working hard to improve this precinct for all. These nets will be a hive of wonderful outdoor activity for many and we look forward to supporting the Cricket Club in achieving them.

Regards

Hazel Martin  
On behalf of the Roleystone Sporting Club Inc  
0438 843 333

Cross Park, Corner Wygonda & Jarrah Roads, Roleystone WA 6111  
PO Box 1035 Roleystone WA 6111  
[www.roleystonessfc.org.au](http://www.roleystonessfc.org.au)

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ROLEYSTONE KARRAGULLEN CRICKET CLUB  
Cross Park, Jarrah Road, Roleystone WA 6111

CE/15586/16



ROLEYSTONE KARRAGULLEN CRICKET CLUB  
Cross Park, Jarrah Road, Roleystone WA 6111

LETTER OF SUPPORT: ROLEYSTONE NETBALL CLUB



ROLEYSTONE NETBALL CLUB

37 Ridgehill Rise  
ROLEYSTONE WA 6111  
E-Mail: [roleystonenetball@hotmail.com](mailto:roleystonenetball@hotmail.com)  
Web: [roleystonenetballclub.wa.netball.com.au](http://roleystonenetballclub.wa.netball.com.au)

Roleystone Senior Cricket Club  
[John.tewis@nagrom.com.au](mailto:John.tewis@nagrom.com.au)  
ROLEYSTONE WA 6111

9<sup>th</sup> May 2016

Dear John

RE: SUPPORT FOR APPLICATION OF NEW CRICKET NETS & STORAGE SHED

As per our telephone conversation I would like to confirm that the Roleystone Netball Club supports the Cricket Club's application to install new cricket nets and storage shed at Cross Park.

We understand that if approved there will be some loss of car parking bays adjacent to the existing nets and can confirm that this will have no impact on the Roleystone Netball Club.

If you require any further information then please do not hesitate to give me a call on 0447044412 or email [waterboyzktha@bigpond.com](mailto:waterboyzktha@bigpond.com).

A handwritten signature in blue ink, appearing to read 'Kristy Hodges'.

Regards  
Kristy Hodges - President

Roleystone - Karragullen  
Community Bank® Branch Bendigo Bank



ROLEYSTONE KARRAGULLEN CRICKET CLUB  
Cross Park, Jarrah Road, Roleystone WA 6111

LETTER OF SUPPORT: ROLEYSTONE DOJO



## **KOFUKAN KARATE AUSTRALIA**

Shito-ryu Karate-do Kofukan International (Australia) Incorporated  
Affiliated to Shito-ryu Karate-do Kofukan International & Australian Karate Federation

### **ROLEYSTONE DOJO**

4 Winesbury Road, Roleystone WA 6111  
Phone: (08) 9387 3282 Mobile 0478 928 007  
Email: [info@kofukan.org.au](mailto:info@kofukan.org.au) Website: [www.kofukan.org.au](http://www.kofukan.org.au)

9<sup>th</sup> May 2016

City of Armadale  
Locked Bag 2  
ARMADALE WA 6992

#### **TO WHOM IT MAY CONCERN**

This letter is written in relation to the Roleystone Cricket Clubs request for a new extended cricket net at Cross Park.

The loss of 4 parking bays outside the Seniors Centre has no negative impact whatsoever on our students training twice a week at the Roleystone Hall.

Being a local community based club, we fully support other community based clubs like the Roleystone Cricket Club in their request to update the net facilities for the benefit of their members and the community.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Stacy Brooke'.

**Stacy Brooke**  
Secretary/Treasurer  
Kofukan Karate - Roleystone Dojo

Treasurer  
Shito-Ryu Karate-Do Kofukan International (Australia) Inc

---

ROLEYSTONE KARRAGULLEN CRICKET CLUB  
Cross Park, Jarrah Road, Roleystone WA 6111



ROLEYSTONE KARRAGULLEN CRICKET CLUB  
Cross Park, Jarrah Road, Roleystone WA 6111

**LETTER OF SUPPORT: ROLEYSTONE MARKETS**

**From:** Catherine Schaefer <[cat.max17@hotmail.com](mailto:cat.max17@hotmail.com)>  
**Date:** 6 May 2016 at 7:53:59 PM ACST  
**To:** Pamela Edwards <[pamandjon@iprimus.com.au](mailto:pamandjon@iprimus.com.au)>  
**Subject:** Re: Nets

--- Pamela Edwards wrote ---

To whom it may concern - City of Armadale

I understand that the City are proposing to decline the request from the Roleystone Cricket Club for extended nets on the basis that it will result in the loss of 10 parking bays. I write on behalf of the Roleystone Market and whilst it is certainly true that there is a significant challenge with parking for the Markets when the old Primary School Site is developed, 10 parking bays will have no material effect on this problem at all. We are currently investigating parking options for a minimum of 100 vehicles.

The Roleystone Market hold only 4 markets during the year the proposal will have no impact and we would support the request from the Cricket Club.

Pam Edwards  
Roleystone Market Committee

Sent from my iPad



ROLEYSTONE KARRAGULLEN CRICKET CLUB  
Cross Park, Jarrah Road, Roleystone WA 6111

**LETTER OF SUPPORT: ROLEYSTONE COMMUNITY GARDEN**

**From:** Pamela Edwards [<mailto:pamandjon@pprimus.com.au>]  
**Sent:** Friday, 6 May 2016 2:55 PM  
**To:** Scidone, Laurie; Laune Scidone  
**Subject:** Fwd: Nets

**TO WHOM IT MAY CONCERN**  
**CITY OF ARMADALE**

I write of behalf of the Roleystone Community Garden in relation to the request from the Roleystone Cricket Club for new extended cricket nets at Cross Park. We understand there may be a suggestion that the resulting loss of 12 parking bays outside the Seniors Centre might negatively impact on local Community Groups including the Community Garden. When the garden moves to its new home on Cross Park it will be sited at the opposite end of the Park on Wygonda Road and there will be adequate parking spaces for the Gardeners and visitors adjacent to the garden, the car park outside the seniors centre would not be convenient for visitors to the garden and the loss of any parking bays will have no impact whatsoever on the Roleystone Community Garden.

We would support the request to update the cricket facilities for the benefit of the Roleystone Community through the Roleystone Cricket club.

Pam Edwards  
Roleystone Community Garden  
0404800357



ROLEYSTONE KARRAGULLEN CRICKET CLUB  
Cross Park, Jarrah Road, Roleystone WA 6111

LETTER OF SUPPORT: ROLEYSTONE MEN'S SHED



ABN 24723927588

Roleystone Men's Community Shed Inc  
PO Box 1060  
Roleystone  
WA 6111

TO WHOM IT MAY CONCERN

I write of behalf of the Roleystone Men's Community Shed in relation to the request from the Roleystone Cricket Club for new extended cricket nets at Cross Park. We understand there may be a suggestion that the resulting loss of 10 parking bays outside the Seniors Centre might negatively impact on local Community Groups including the Men's Community Shed. When the Shed moves to its new home on Cross Park it will be sited at the opposite end of the Park on Wygonda Road and there will be adequate parking spaces for the Shed members and visitors adjacent to the Shed. The car park outside the Seniors Centre would not be convenient for visitors to the Shed and the loss of any parking bays will have no impact whatsoever on the Roleystone Men's Community Shed.

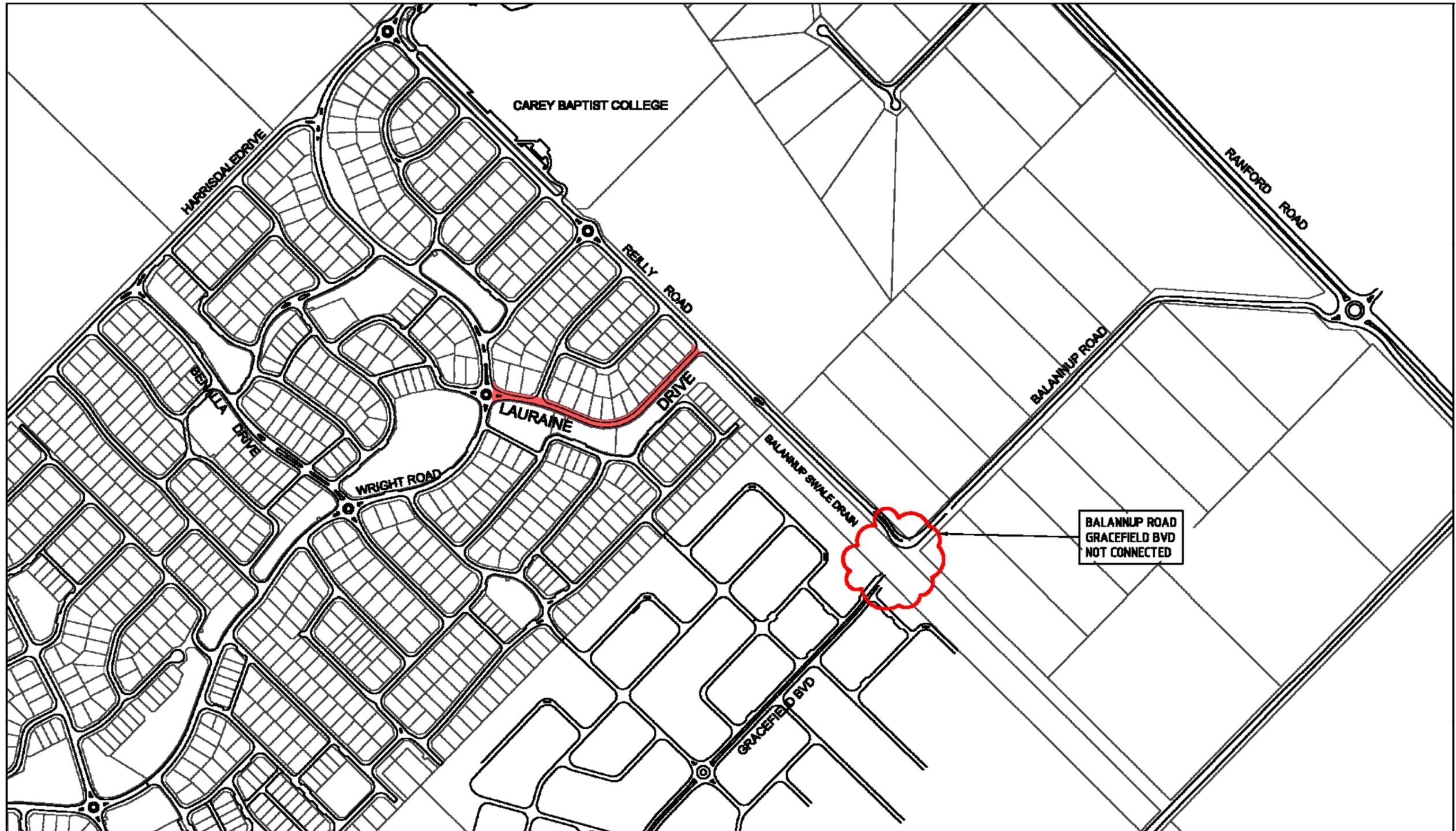
We would support the request to update the cricket facilities for the benefit of the Roleystone Community through the Roleystone Cricket club.

A handwritten signature in black ink, appearing to read 'Philip Aked'.

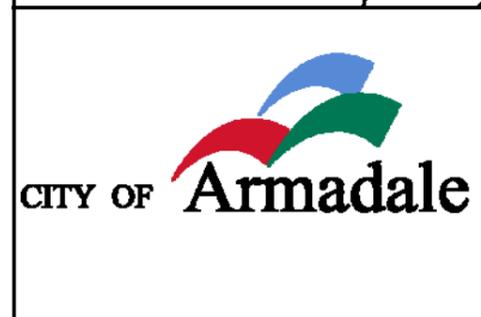
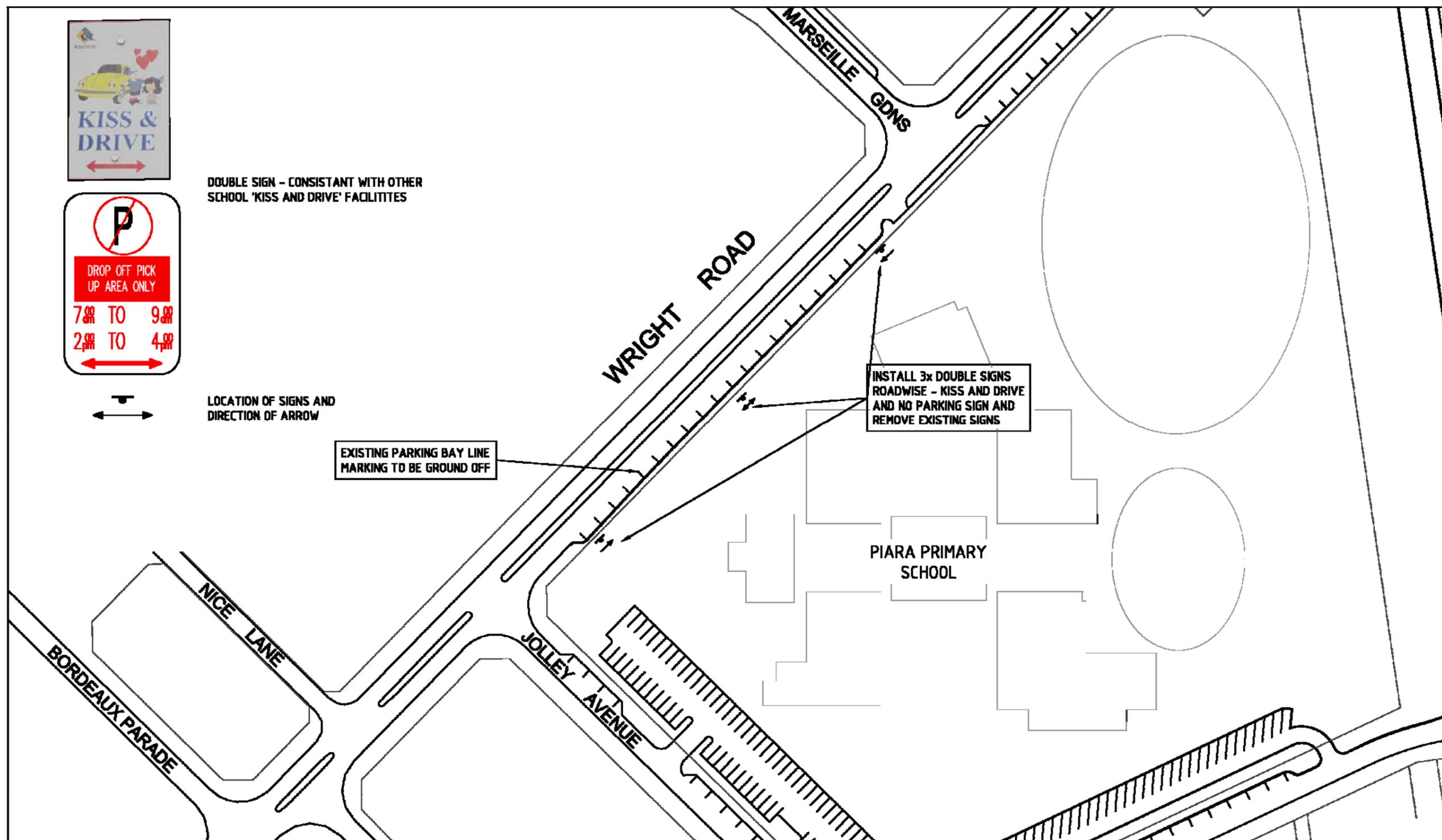
Philip Aked  
Chairman



phone: 0429 688 844  
[www.roleymensshed.com.au](http://www.roleymensshed.com.au)  
email: [phil@aked.com.au](mailto:phil@aked.com.au)



 CITY OF Armadale	LEGEND:	<b>CITY OF ARMADALE</b>  ORCHARD AVENUE ARMADALE  LOCKED BAG No. 2      TEL: 93990111 ARMADALE                      FAX: 93990184 WA 6902	  NORTH POINT	JOB : LAURANE DRIVE, HARRISDALE LOCATION PLAN	
				DRAWN: M. CARROLL	SCALE: 1:5000 (A3)
				DATE: 17/05/2016	DRAWING No.  E16-44
				DATUM: PCG	APPROVED:

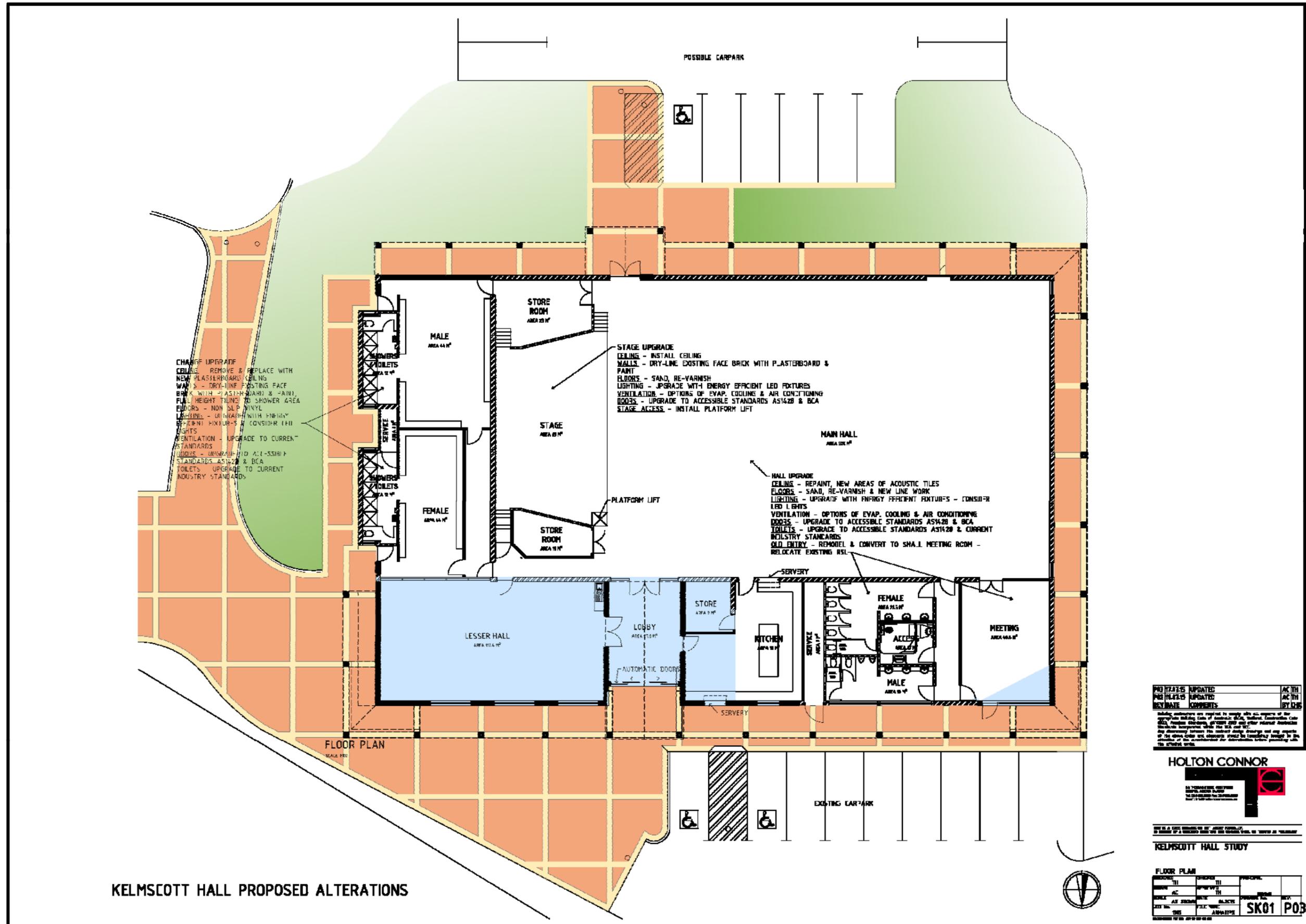


LEGEND:

**CITY OF ARMADALE**  
ORCHARD AVENUE  
ARMADALE  
LOCKED BAG No. 2      TEL: 93990111  
ARMADALE                      FAX: 93990184  
WA 6992



JOB : <b>PIARA PRIMARY SCHOOL KISS AND RIDE PARKING</b>	
DRAWN: M CARROLL	SCALE: 1:1000 (A3)
DATE: 13 MAY 2016	DRAWING No.
DATUMN: PCG	E16-43
APPROVED:	SHEET 1 of 1



KELMSCOTT HALL PROPOSED ALTERATIONS

**CHANGING ROOMS UPGRADE**  
 CEILING - REMOVE & REPLACE WITH NEW PLASTERBOARD CEILING  
 WALLS - DRY-LINE EXISTING FACE BRICK WITH PLASTERBOARD & PAINT  
 FULL HEIGHT TILING TO SHOWER AREA  
 FLOORS - NON-SLIP VINYL  
 LIGHTING - UPGRADE WITH ENERGY EFFICIENT LED FIXTURES & CONSIDER THE LIGHTS  
 VENTILATION - UPGRADE TO CURRENT STANDARDS  
 DOORS - UPGRADE TO ACCESSIBLE STANDARDS AS1428 & BCA  
 TOILETS - UPGRADE TO CURRENT INDUSTRY STANDARDS

**STAGE UPGRADE**  
 CEILING - INSTALL CEILING  
 WALLS - DRY-LINE EXISTING FACE BRICK WITH PLASTERBOARD & PAINT  
 FLOORS - SAND, RE-VARNISH  
 LIGHTING - UPGRADE WITH ENERGY EFFICIENT LED FIXTURES  
 VENTILATION - OPTIONS OF EVAP. COOLING & AIR CONDITIONING  
 DOORS - UPGRADE TO ACCESSIBLE STANDARDS AS1428 & BCA  
 STAGE ACCESS - INSTALL PLATFORM LIFT

**HALL UPGRADE**  
 CEILING - REPAINT, NEW AREAS OF ACOUSTIC TILES  
 FLOORS - SAND, RE-VARNISH & NEW LINE WORK  
 LIGHTING - UPGRADE WITH ENERGY EFFICIENT FIXTURES - CONSIDER LED LIGHTS  
 VENTILATION - OPTIONS OF EVAP. COOLING & AIR CONDITIONING  
 DOORS - UPGRADE TO ACCESSIBLE STANDARDS AS1428 & BCA  
 TOILETS - UPGRADE TO ACCESSIBLE STANDARDS AS1428 & CURRENT INDUSTRY STANDARDS  
 OLD ENTRY - REMODEL & CONVERT TO SMALL MEETING ROOM - RELOCATE EXISTING RSL

PREP (14/12/15)	UPDATED	AC	TH
PREP (14/12/15)	UPDATED	AC	TH
REV	DATE	BY	CHK

Building contractors are required to verify with all aspects of the project, including the use of materials, methods, construction, etc. The client is responsible for the design and any other relevant information. The client is responsible for the design and any other relevant information. The client is responsible for the design and any other relevant information.



WE ARE A QUALITY SERVICE PROVIDER  
 OF A RANGE OF SERVICES BASED ON THE HIGHEST LEVEL OF SERVICE DELIVERED

KELMSCOTT HALL STUDY

FLOOR PLAN			
NO.	DATE	BY	CHK
01	14/12/15	AC	TH
02	14/12/15	AC	TH
03	14/12/15	AC	TH
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48	14/12/15	AC	TH
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50	14/12/15	AC	TH
51	14/12/15	AC	TH
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93	14/12/15	AC	TH
94	14/12/15	AC	TH
95	14/12/15	AC	TH
96	14/12/15	AC	TH
97	14/12/15	AC	TH
98	14/12/15	AC	TH
99	14/12/15	AC	TH
100	14/12/15	AC	TH





**KELMSCOTT HALL UPGRADE**



KELMSCOTT HALL PROPOSED ALTERATIONS

SITE DEVELOPMENT PLAN

REV	DATE	COMMENTS	BY	CHK

Building construction work requires the consent of the Council under the Resource Management Act 1991. This plan is a preliminary design and is not intended to be used for construction purposes. It is subject to change without notice. The Council is not responsible for any errors or omissions in this plan. It is the responsibility of the client to ensure that all necessary consents are obtained before construction commences.



**KELMSCOTT HALL STUDY**

SITE PLAN			
TH	TH	TH	TH
AC	TH	TH	TH
DATE: 08/05/16	SCALE: 1:500	PROJECT NO: SK00	REV: P01