

CITY OF ARMADALE

MINUTES

OF TECHNICAL SERVICES COMMITTEE HELD IN THE COMMITTEE ROOM,
ADMINISTRATION CENTRE, 7 ORCHARD AVENUE, ARMADALE ON MONDAY,
25th NOVEMBER 2002, AT 7.00 PM.

PRESENT: Cr D L Hopper JP Chair
Cr L Reynolds JP
Cr J D Cumming
Cr J H Munn CMC JP
Cr H A Zelones JP
Cr A L Cominelli JP
Cr R R Fletcher

APOLOGIES: Nil.

OBSERVERS: Nil.

IN ATTENDANCE: Mr R G Davies Acting Executive Director Technical Services
Mr J Gossmann Acting Manager Technical Services
Mr G Elsegood Manager Civil Works
Mr S Buxton Senior Projects Engineer
Mrs J Campion Coordinator Support Services
Mr P Lanternier Manager Parks
Mr J Glassford Manager Property Services
Miss L Potter Minute Secretary

PUBLIC: Nil.

DISCLAIMER

The Disclaimer for protecting Councillors and staff from liability of information and advice given at Committee meetings was not read by the Chairman as no members of the public were in attendance.

DECLARATION OF MEMBER'S INTERESTS

Page 40 Cr Cumming - Armadale Shale Quarry

DEPUTATION

Nil.

QUESTION TIME

Nil.

CONFIRMATION OF MINUTES

RESOLVED

Minutes of the Technical Services Committee Meeting held on 28th October 2002, were confirmed.

ITEMS REFERRED FROM INFORMATION BULLETIN – ISSUE NO. 22/2002

The following items were included for information in the “Technical Services” section:

- ✍ **Outstanding Matters**
 - Report on Outstanding Matters –Technical Services Committee. T-1
- ✍ **General**
 - Tonkin Highway Road Closures T-2
 - Public Liability Article T-4
- ✍ **Monthly/Quarterly Departmental Reports**
 - Civil Works T-5

Committee noted the information and no items were raised for discussion.

I N D E X

TECHNICAL SERVICES COMMITTEE

25 NOVEMBER 2002

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LONG VEHICLE ACCESS MANAGEMENT

WARD All
FILE REF: ENG/30
DATE 11 November 2002
REF SB
RESPONSIBLE MTS
MANAGER

In Brief:

- ✍ Main Roads WA has approached Council with a view to establishing a new agreed system for long vehicle access management on the City's road network and to establish appropriate controls by Council and Main Roads WA for such access.
- ✍ Discusses present and proposed systems of management including proposal options.

Recommend:

- ✍ That Council approve a network of "Notice" Roads as detailed on Drawing 02-86 with the maximum permitted "Notice" vehicle length being 27.5 metres subject to:
 - a. Main Roads WA investigation and verification of the networks suitability;
 - b. Main Roads WA maintaining a constant presence of on road compliance units in the metropolitan area and
 - c. Agreement between City Of Armadale / WALGA and Main Roads WA upon a severe and prompt penalty system for detected or reported non-compliance.

Tabled Items

Main Roads WA letter
City of Armadale Drawing 02-86 detailing long vehicle access proposal.

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure
Develop an integrated transport system including safety aspects.

Legislation Implications

General assessment of relevant legislation (eg Local Government Act) has not revealed any restrictions.

Council Policy/Local Law Implications

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

Budget/Financial Implications

Nil.

Consultation

Main Roads WA Heavy Vehicle Operations Section.

BACKGROUND

Main Roads WA has approached Council with a view to establishing a new agreed system for long vehicle access management on the City's road network and to establish appropriate controls by Council and Main Roads WA for such access.

An item covering this subject matter was presented to the October 2002 Technical Services Committee meeting and was complemented with a presentation to the Committee by a representative of Main Roads WA Heavy Vehicles Operations Section.

At its Ordinary Meeting on 4th November 2002, Council resolved (T123/02) as follows:

“That a report on a future Long Vehicle Access Management System for the City of Armadale, together with appropriate recommendation be prepared for the November Technical Services Committee.”

EXISTING MANAGEMENT SYSTEM

The existing system of long vehicle access management is through:

- ✍ General Endorsement - being a network of roads that permit operators are allowed to use, to a certain maximum vehicle combination and size, without the issuing of a specific Main Roads WA Permit and
- ✍ Issuing of Main Roads WA Permits - where the particular road travelled is not under General Endorsement or where additional approval over and above the allowed maximum combination and size are required.

Following is a previously established list of roads in the City’s network that are presently used for long vehicle access:

ROAD	SPECIAL CONDITIONS	METHOD OF MANAGEMENT
Champion Drive	From Railway Ave to Gillam Drive	27.5 Metre Long Vehicle General Endorsement; Metropolitan Truck Trailer General Endorsement.
Nicholson Road	North of Thomas Road	27.5 Metre Long Vehicle General Endorsement.
Owen Road		27.5 Metre Long Vehicle General Endorsement; Metropolitan Truck Trailer General Endorsement.
Railway Avenue	Entry and Exit must be via Armadale Road to Gillam Drive only	27.5 Metre Long Vehicle General Endorsement; Metropolitan Truck Trailer General Endorsement.
Rowley Road West	From Kwinana Fwy to Nicholson Road only	27.5 Metre Long Vehicle General Endorsement.
Williams Road	From Champion Drive to Brant Street	27.5 Metre Long Vehicle General Endorsement.
Gillam Drive		Cowcher Farms Pty Ltd Permit (27.5 metres); Allwell Nominees Pty Ltd Permit (Metropolitan Truck Trailer).
Burns Road		27.5 Metre Long Vehicle General Endorsement; Metropolitan Truck Trailer General Endorsement.

Byron Road	No Access to Wungong Rd is permitted	27.5 Metre Long Vehicle General Endorsement; Metropolitan Truck Trailer General Endorsement.
Browning Road		27.5 Metre Long Vehicle
Eliot Road		27.5 Metre Long Vehicle General Endorsement; Metropolitan Truck Trailer General Endorsement.
Lake Road	Maximum Overall Combination Length not to exceed (19.0 Metres)	Metropolitan Truck Trailer General Endorsement.
Nicholson Road	North of Thomas Road	Metropolitan Truck Trailer General Endorsement.
Dickens Place		27.5 Metre Long Vehicle General Endorsement.
Keates Road		27.5 Metre Long Vehicle General Endorsement.
Rowley Road West	From Kwinana Fwy to Nicholson Road only	Metropolitan Truck Trailer General Endorsement.
Stone Street		27.5 Metre Long Vehicle General Endorsement; Metropolitan Truck Trailer General Endorsement.

PROPOSED MANAGEMENT SYSTEM

The proposed new system of access management is to be agreed between Council and Main Roads WA. Developing the new system will provide Council with an opportunity to review existing long vehicle operations on its road network. The new system can be made up of:

- ✍ “Notice” (i.e. Gazetted or previously termed ‘General Endorsement’) roads and/or
- ✍ Main Roads WA Permits.

Both “Notice” roads and Permits issued will be subject to prior Council approval.

Once a new system of access management is agreed between Council and Main Roads WA, the implementation process can commence almost immediately. Operationally the system will be considered dynamic and giving Council the ability to reassess and agree new arrangements as deemed necessary over time.

Roads established as “Notice” roads will be accessed by licensed permitted long vehicles to an agreed maximum size and combination without the need to obtain a specific Main Roads WA Permit.

Access for long vehicles greater than the approved maximum size or combination may be allowed on “Notice” roads under issue of a specific Main Roads WA Permit subject to prior Council approval.

Access for long vehicles on other Council roads may be allowed under issue of a specific Main Roads WA Permit subject to prior Council approval.

Curfews may also be considered as a method of long vehicle management. It should be noted that travel undertaken by ‘as of right’ vehicles is not under any curfew control. It is considered that curfews could be applied once any new system was in operation with

individual issues addressed as they are raised by any affected party. This approach would maximise accessibility but at the same time address any community concerns.

In the City of Armadale’s Town Planning Scheme 2 there are four areas zoned for General Industry. Council must necessarily draw a balance between access to, and hence the viability of, the industrial areas and the liveability of the neighbouring residential and rural areas.

Access by vehicles larger than ‘as of right’ vehicles has the potential to contribute to the viability of these industrial areas. At the same time there is the potential to adversely impact upon neighbouring residential areas.

OPTIONS

Council has three general options in considering how to manage long vehicle access:

Option 1 “Notice” network

Council could determine a long vehicle “Notice” network of access to the industrial areas, keeping long vehicles to appropriate roads to minimise intrusion into residential areas.

When assessing present long vehicle General Endorsements and Permits on the City’s road network it is considered that the maximum length of any licensed vehicle accessing a “Notice” road should be 27.5 metres.

Drawing No. 02-86 detailing a proposal for the “Notice” network will be tabled at the Technical Services Committee meeting, however a list of roads identified on the plan is as follows:

ROAD	SECTION
Nicholson Rd	City Boundary to City Boundary
Ranford Rd	City Boundary to Lake Rd (future Armadale Rd)
Lake Rd	Armadale Rd (future Ranford Rd) to Champion Dr
Champion Dr	Lake Rd (future Tonkin Hwy) to Gillam Dr
Gillam Dr	Full Length
Railway Ave	Gillam Dr to Owen Rd.
Lockhart Rd	Full Length
Owen Road	Full Length
Williams Rd	Champion Dr to Brant Rd
Tinga Place	Full Length
Braddock Rd	Full Length
Brant Rd	Full Length
Hendon Wy	Full Length
Hobbs Dr	Adjacent to South Armadale Industrial Area
Browning Road	Full Length
Burns Road	Full Length
Byron Road	Full Length
Dickens Place	Full Length
Eliot Road	Full Length
Keates Road	Full Length
Stone Street	Full Length

Roads would be added to this list upon development of the two industrial areas adjacent to Ranford Rd.

The intention of these nominated “Notice” roads is to provide access between industrial areas and the major road network and to provide access between individual industrial areas within the City and beyond.

Long vehicle operations on “Notice” roads where the vehicle exceeds the agreed maximum length or where travel along a non “Notice” road is proposed will require a specific Main Roads WA Permit subject to prior approval by Council.

Option 2 Permit network

Council could exercise closer control of the activities of all long vehicle movements on the City’s road network. To achieve this none of the City’s roads would be designated as “Notice” roads. Consequently all long vehicle movements would take place under Main Roads WA Permit control subject to prior approval by Council.

Option 3 Combined “Notice” and Permit network

Council could consider a combination of “Notice” roads and specific Main Roads WA Permits, subject to prior approval by Council, for long vehicles proposing to gain access to industrial areas. In this option the following roads could be considered as “Notice” roads:

ROAD	SECTION
Nicholson Rd	City Boundary to City Boundary
Ranford Rd	City Boundary to Lake Rd (future Armadale Rd)
Lake Rd	Armadale Rd (future Ranford Rd) to Champion Dr
Champion Dr	Lake Rd (future Tonkin Hwy) to Gillam Dr.

The issuing of Main Roads WA Permits subject to prior approval by Council would be used for any access proposal requiring a departure from any of the above roads (e.g. onto roads within industrial areas) or from the maximum vehicle length specified.

Issues relating to option choice

Issues that need to be considered in option choice relate to:

Administration -

- ✍ Option 1 will involve the most efficient method of management in terms of administrative process and timeliness.
- ✍ Options 2 and 3 would involve a greater amount of administrative process.
- ✍ For options 2 and 3 reports would need to be presented to Council for each permit application case or, as an alternative, delegation to the Chief Executive Officer could be considered.

Control -

- ✍ Option 2 provides the closest control for Council.
- ✍ Close control can be exercised in Option 1 but this would typically be retrospective however this may prove to be satisfactory. Main Roads WA will pursue and respond to enquiries and complaints as they arise.

Main Roads WA -

- ✍ In considering that heavy haulage vehicles have been a significant issue in the City certain levels of assurance from Main Roads WA regarding licensing, policing and responsiveness to issues of concern may need to be sought.

Long term -

- ✍ Effect and timing of the construction of the Southern Link Road.

As discussed above curfews may also be considered as a method of long vehicle management. It should be noted that travel undertaken by 'as of right' vehicles is not under any curfew control. It is considered that curfews could be applied once any new system was in operation with individual issues addressed as they are raised by any affected party. This approach would maximise accessibility but at the same time address any community concerns.

CONCLUSION

It is considered that, subject to Main Roads WA investigation and verification of the networks suitability, for a long vehicle length of up to 27.5 metres, Option 1 offers the most efficient method of management of long vehicle access in the City and will contribute the most to the viability of the City's industrial areas. Option 1 is reliant upon Main Roads WA expertise in assessing the suitability of individual organisations, their drivers and their vehicles and is also reliant upon Main Roads WA policing and penalising practices and procedures. In this option Council may wish to seek assurances from Main Roads WA that it will maintain a constant presence of on road compliance units in the metropolitan area and that a severe and prompt penalty system is in place to deal with any non compliance detected or reported.

T136/02 RECOMMEND

That Council approve a network of "Notice" Roads as detailed on 02-86 with the maximum permitted "Notice" vehicle length being 27.5 metres subject to:

- a. Main Roads WA investigation and verification of the networks suitability;**
- b. Main Roads WA maintaining a constant presence of on road compliance units in the metropolitan area;**
- c. Main Roads WA confirmation that any future Council requirements to vary the network (eg. routes or curfews) will be approved;**
- d. Agreement between City of Armadale / WALGA and Main Roads WA upon a severe and prompt penalty system for detected or reported non-compliance.**

GILLAM DRIVE, KELMSCOTT – REQUEST FOR SUPPORT FOR 27.5M LONG VEHICLE PERMIT APPLICATION

WARD Westfield/Seville
FILE REF: ENG/30 & RDG/41
DATE 11 November 2002
REF SRB
RESPONSIBLE MANAGER MTS

In Brief:

☞ Council is in receipt of a letter from T J Depiazzi & Sons of Dardanup requesting Council support for a long vehicle permit application to be made by T J Depiazzi & Sons to Main Roads Western Australia.

Recommend:

☞ That Council approve, only until the 30th June 2003, the application for a 27.5 metre long vehicle permit by T J Depiazzi & Sons to Main Roads Western Australia for a permit to access No. 80 Gillam Drive, Kelmscott via Armadale Road, Railway Avenue and Gillam Drive conditional upon the hours of operation being between 9.00 am and 2.00 pm and Main Roads WA confirmation that the geometry of the intersection and traffic patterns will allow the necessary manoeuvres.

Tabled Items

Letter of Request.

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure

Develop an integrated transport system including safety aspects.

Legislation Implications

General assessment of relevant legislation (eg Local Government Act) has not revealed any restrictions.

Council Policy/Local Law Implications

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

Budget/Financial Implications

Nil.

Consultation

Mr D Depiazzi – Director of T J Depiazzi & Sons, Main Roads Western Australia.

BACKGROUND

This report was recommitted by Council, T124/02, for inclusion into the November Technical Services Committee agenda.

This report to be read in conjunction with the previous report in this agenda entitled “Long Vehicle Access Management”.

Council is in receipt of a letter from T J Depiazzi & Sons, requesting the support of Council for a long vehicle permit application, to be lodged by T J Depiazzi & Sons with Main Roads Western Australia. Following is a relevant extract from the letter:

“Following my phone call, I wish to confirm in writing my request for a long vehicle endorsement along Gillam Drive, Armadale. I require a letter of approval from Armadale City Council, which will be passed onto Main Roads Transport Section for final approval of the endorsement.

Our Company recycles and manufactures green waste and mill wastes into mulches and soils. We have a retail customer at 80 Gillam Drive, to where we want to deliver our products with a long vehicle.

The vehicle will be a prime mover with two trailers with a maximum length of 27.5 metres (long vehicle). All trucks will enter from Armadale Road into Railway Avenue and turn left into Gillam Drive. All trucks will exit from Gillam Drive into Railway Avenue then into Armadale Road.

Armadale Road and Railway Avenue between Armadale Road to Gillam Drive have existing Main Road Endorsements for Long Vehicles.

Deliveries will be made approximately between 6.00am to 9.00am and/or 1.00pm to 3.00pm. These deliveries will take place approximately two or three times per week in the summer and approximately once per week in the winter months.”

COMMENT

T J Depiazzi & Sons proposal is to access No. 80 Gillam Drive by travelling along Armadale Road, Railway Avenue and Gillam Drive. Railway Avenue between Armadale Road and Gillam Drive is recognised as part of the standard 27.5 metre long vehicle network and therefore Depiazzi & Sons would not require a permit for this street. This route is already a common method of access by ‘as of right’ vehicles into and out of the Kelmscott Industrial Area.

Whilst it is acknowledged and recognised that commercial and heavy goods traffic uses Railway Avenue to access the Kelmscott Industrial Area there are concerns in promoting further permitted long vehicle use of this street due to:

- ? direct residential driveway access;
- ? regular, frequent pedestrian activity and crossing movements particularly adjacent to the Sherwood Railway Station;
- ? Armadale Road / Railway Avenue intersection being configured with a less than desirable geometric layout.

The previous report in this agenda entitled “Long Vehicle Access Management” provides Council with an opportunity to review existing long vehicle operations on its road network.

In the present financial year Council has programmed to improve Champion Drive between Lake Road and Gillam Drive to a dual carriageway standard. It is considered that this new route into the Kelmscott Industrial Area provides a more desirable alternative to Railway Avenue particularly with the imminent construction of the Tonkin Highway extension.

T J Depiazzi & Sons application to Main Roads Western Australia is for a permit to operate a 27.5 metre long vehicle to No. 80 Gillam Drive via Railway Avenue and Armadale Road. Bearing in mind the minimal extra traffic load that this will cause for Railway Avenue, Council could approve this request now. With the likely review of long vehicle access management on the City's road network pending and the soon to be constructed Champion Drive dual carriageway providing a more appropriate and safer alternative access into the Kelmscott Industrial Area, it is considered that any such approval should limit support to the application to the period from approval to 30th June 2003.

Officer recommendation –

That Council approve, only until the 30th June 2003, the application for a 27.5 metre long vehicle permit by T J Depiazzi & Sons to Main Roads Western Australia for a permit to access No. 80 Gillam Drive, Kelmscott via Armadale Road, Railway Avenue and Gillam Drive conditional upon the hours of operation 6.00 am to 9.00 am and 1.00 pm to 3.00 pm.

COMMITTEE resolved to alter the times that the long vehicle could access the Kelmscott Industrial Area as it was concerned about the vehicle being able to manoeuvre through the Gillam Drive/Railway Avenue intersection during the peak period. Committee was also concerned whether the intersection geometry was appropriate for this size vehicle and requested that Main Roads consider this issue.

T137/02 RECOMMEND

That Council approve, only until the 30th June 2003, the application for a 27.5 metre long vehicle permit by T J Depiazzi & Sons to Main Roads Western Australia for a permit to access No. 80 Gillam Drive, Kelmscott via Armadale Road, Railway Avenue and Gillam Drive conditional upon the hours of operation being between 9.00 am and 2.00 pm and Main Roads WA confirmation that the geometry of the intersection and traffic patterns will allow the necessary manoeuvres.

*MOVED Cr Reynolds
MOTION CARRIED (7/0)*

TRAVELSMART INDIVIDUALISED MARKETING PROGRAM

WARD All
FILE REF: ENG/3
DATE 6th November 2002
REF SB
RESPONSIBLE MANAGER MTS

In Brief:

☞ Provides information on the delivery of the TravelSmart Program to the community residing in the Challis Primary School catchment.

Recommend:

☞ That Council note the report and thank the Minister for initiating the TravelSmart Program for the City of Armadale.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure

Develop an integrated transport system including safety aspects.

Legislation Implications

General assessment of relevant legislation (eg Local Government Act) has not revealed any restrictions.

Council Policy/Local Law Implications

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

Budget/Financial Implications

Nil.

Consultation

Department for Planning and Infrastructure

INFORMATION

General

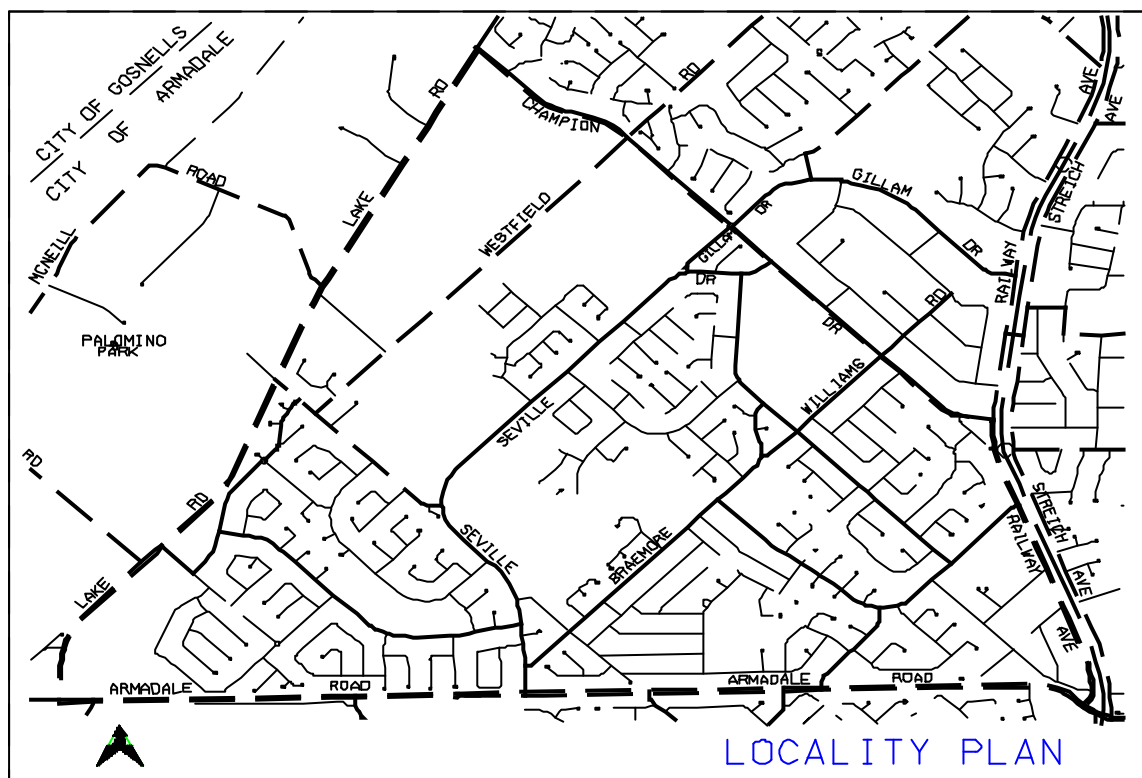
The TravelSmart Individualised Marketing program is an initiative that delivers information and motivation services, at a household level, on the travel options available to the community at large and is projected to achieve in the order of:

- ☞ a 14% reduction in car trips;
- ☞ a 61% increase in cycling;
- ☞ a 35% increase in walking and
- ☞ a 17% increase in public transport use.

The program has State Government funding commitment sufficient to deliver the service to approximately 150,000 persons across the Perth Metropolitan area. In most cases the funding is committed on a partner funding arrangement with Local Government.

The City has recently endorsed a Memorandum of Understanding (MoU) between the Department for Planning and Infrastructure and the City of Armadale to deliver the TravelSmart program to a predetermined catchment area within the City of Armadale.

Prior to endorsement of the MoU the catchment was amended from the original intended area bounded by Champion Drive, Westfield Road, Lake Road, Twelfth Road, Forrest Road and the Perth to Armadale railway line (as confidentially advised to members of the Technical Services Committee in September 2002) to the area bounded by Champion Drive, Railway Avenue, Armadale Road and Lake Road, which the DPI advised is the Challis Primary School catchment.



Specific Responsibilities

Specific Responsibilities, as set out in the MoU in relation to the delivery of TravelSmart are as follows:

Department for Planning and Infrastructure will:

- ? Provide project budget to deliver the TravelSmart service to 11,000 residents.
- ? Conduct household travel surveys for monitoring purposes
- ? Supply walking and cycling information materials on time
- ? Supply (stop specific) pocket timetables on time
- ? Supply incentive materials (such as water bottles and delivery bags) on time
- ? Procure effective travel behaviour change interventions
- ? Provide project coordination
- ? Deliver the TravelSmart Individualised Marketing service to 11,000 residents within the City of Armadale area.

City of Armadale will:

- ? Provide input to the content of a TravelSmart Access Guide (map) for the project area and surrounds on time.
- ? Collate information on local community groups, events and opportunities pertinent to encouraging walking, cycling and public transport use.
- ? Endorse within two weeks of receipt of drafts all relevant project materials including, but not limited to: travel survey letters; marketing service announcement letter; 'service sheet'; Access Guide.
- ? Provide representation at project coordination meetings.
- ? Assist with raising general awareness of the project through City of Armadale publications and communications, and through the local media.
- ? Assist in securing the active participation of the Challis Primary School and Cecil Andrews Senior High School.

Project Plan

The target completion dates for the City of Armadale project milestones are:

- ? Baseline travel survey – March 2003
- ? Announcement letter to households / telephone contact phase – August 2003.
- ? Supply of materials (pocket timetables, cycling leaflets, walking pack) – September 2003.
- ? Completion of information delivery / home visit phase – November 2003.
- ? Evaluation travel survey – March 2004.

T138/02 RECOMMEND

That Council note the report and thank the Minister for initiating the TravelSmart Program for the City of Armadale.

MOVED Cr Zelones
MOTION CARRIED (7/0)

HERITAGE DRIVE, ROLEYSTONE – MANAGEMENT OF ROADSIDE VEGETATION

WARD Roleystone
FILE REF: RDH/60
DATE 11 November 2002
REF SB/PL
RESPONSIBLE MANAGER EDTS

In Brief:

✍ Provides information, including specification and costs on trial removal of vegetation.

✍ **Recommend:**

✍ That Council approve of the removal of vegetation in the balance of the western verge area of Heritage Drive, where it abuts Churchman's bushland, to the same specification as the trial removal of vegetation between 200 and 350 metres north of Churchman's Place intersection and that funding of be allocated by expenditure of \$4,805 from Parks and Reserves Schedule M92 Araluen Estate Job No.6152 and expenditure of \$5,695 from Civil Works Schedule M81 Community Safety Job No.0905.

Tabled Items

Nil

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure

Develop an integrated transport system including safety aspects.

Legislation Implications

General assessment of relevant legislation (eg Local Government Act) has not revealed any restrictions.

Council Policy/Local Law Implications

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

Budget/Financial Implications

Expenditure of \$4,805 from Parks and Reserves Schedule M92 Araluen Estate Job No.6152.
Expenditure of \$5,695 from Civil Works Schedule M81 Community Safety Job No.0905.

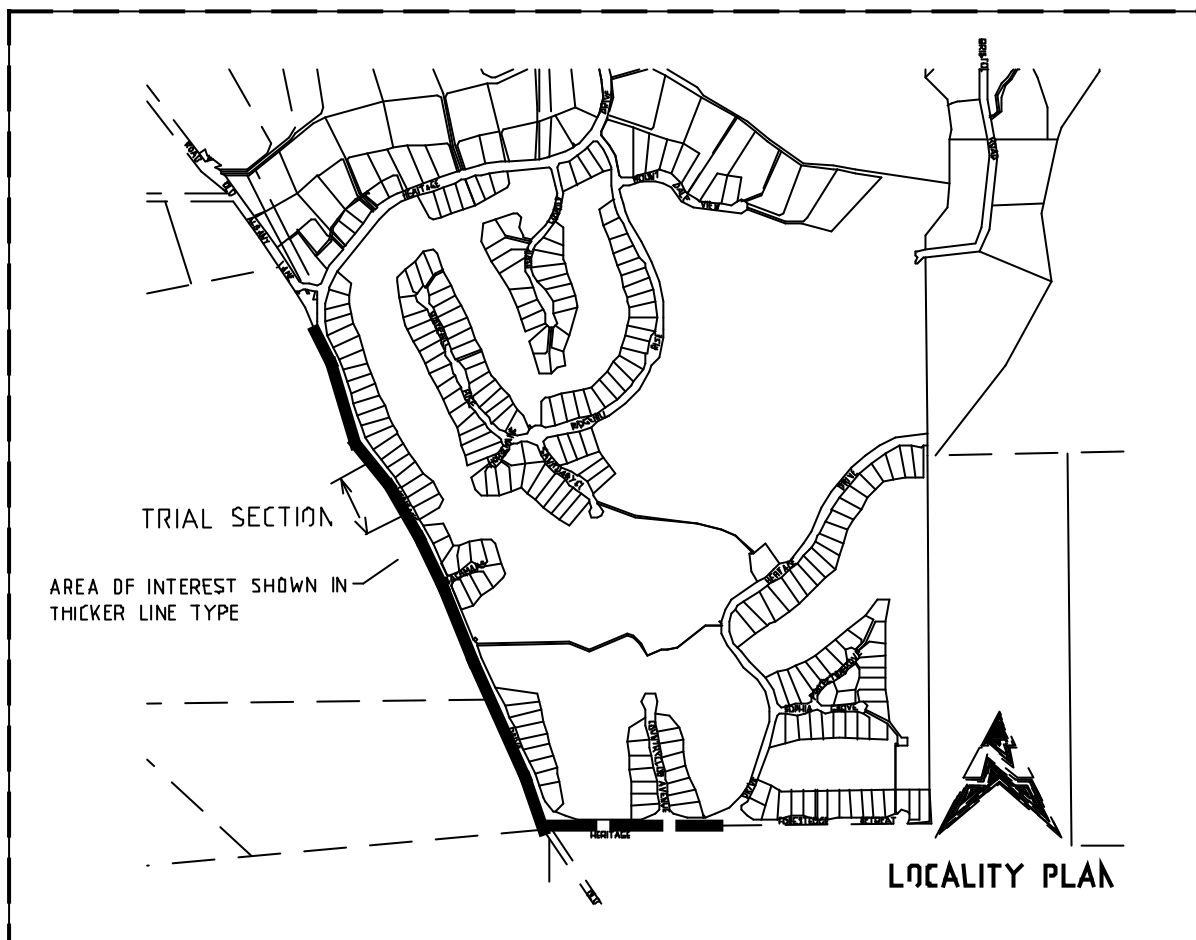
Consultation

Intra Directorate.

BACKGROUND

At its Ordinary Meeting on 4th November 2002, Council resolved (T126/02) in part as follows:

“That Council acknowledge the need to significantly replace existing understorey native vegetation with native vegetation to a height of no greater than 300mm to 500mm in the western verge area of Heritage Drive adjacent to Churchman's Bushland and that in this regard a report be provided to the October Technical Services Committee including a typical concept plan and costings and following a trial clearance of approximately 150m and the correspondents and petitioners be advised of Council's decision.”



This item will be complemented with a presentation to the Technical Services Committee on the trial clearance by the Manager Parks.

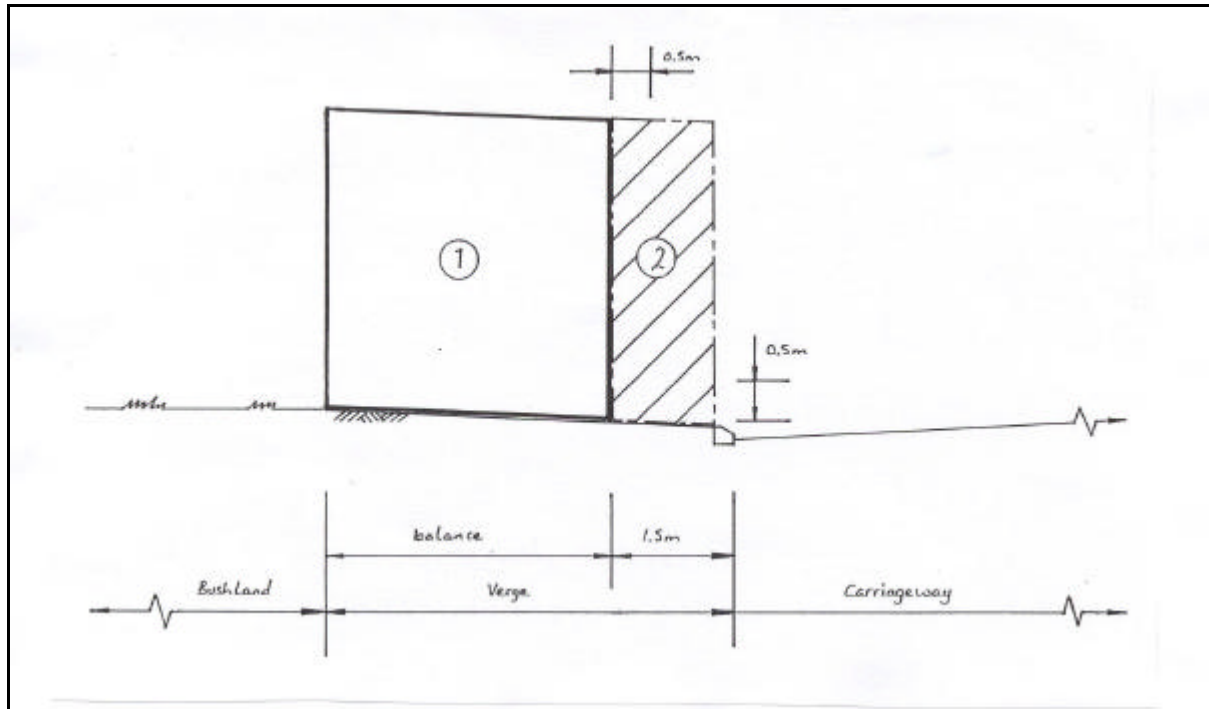
COMMENT

General

The trial section has been implemented in the western verge of Heritage Drive between 200 and 350 metres north of the Coachman's Place intersection. It should be noted that the appearance of the newly pruned vegetation and denuded verge area adjacent to the kerb will improve and 'soften' over time with the regrowth of vegetation remaining. What is critical in assessment at this time is the improvement to the sight lines and in particular the effective stopping sight distance provided to the verge area.

Trial Specification

A specification for guidance purposes was devised and used for the trial removal of vegetation as follows:



Verge Area 1.

- ? All stems and foliage to remain intact except where trees encroach into powerlines. Trees that encroach into powerlines are to be removed.
- ? Where stem is located in area 1 but foliage encroaches into area 2, such foliage to remain intact up to a maximum 500mm encroachment. (Four linear metres in every five linear metres should however be free from such foliage encroachment into area 2).

Verge Area 2.

- ? All stems and associated foliage to be removed except where the stem is a tree and that that tree will not ultimately compromise the kerb or carriageway structure or ultimately encroach into power lines and except where the stem and associated foliage belong to a species of native plant where the maximum height of the plant will not exceed 500mm or ultimately compromise or encroach over the kerb or carriageway structure.

Estimate of Cost

The trial of vegetation removal was undertaken using a combination of Council and contract staff. Council staff were in control of vegetation removal and contractor staff were responsible for mulching and spreading of the mulch back into the verge area. The trial was carried out under traffic management control taking a period of one working day at a cost of \$2,405. Based upon findings undertaken from the trial it is anticipated that to treat the balance of the western verge area of Heritage Drive, where it abuts Churchman's bushland, will require a period of four working days at an estimated cost of \$10,500.

Maintenance costs for the western verge of Heritage Drive, to keep the roadway clear have on average been steadily increasing over the past three years from \$5,000 in 2000/01, to \$7,000 in 2001/02, to \$7,210 in 2002/03. It is anticipated that the rate of increase in maintenance costs will itself increase within the next decade as vegetation unchecked begins to damage the carriageway structure. It is considered that if the balance of the verge area is treated in a similar way to the trial, that the anticipated annual maintenance costs will stabilise and possibly reduce over the next decade, for this section of Heritage Drive, however it is considered that other verge areas in the Araluen Estate will soon require ongoing maintenance regimes to be put in place.

The balance remaining in the verge maintenance account for this section of Heritage Drive is \$4,805, leaving a shortfall of \$5,695 in meeting the \$10,500 expenditure required. It is considered that this shortfall can be allocated from the expenditure of \$4,805 from Parks and Reserves Schedule M92 Araluen Estate Job No.6152 and Civil Works Schedule M81 Community Safety Job No.0905.

T139/02 RECOMMEND

That Council approve of the removal of vegetation in the balance of the western verge area of Heritage Drive, where it abuts Churchman's bushland, to the same specification as the trial removal of vegetation between 200 and 350 metres north of Churchman's Place intersection and that funding of be allocated by expenditure of \$4,805 from Parks and Reserves Schedule M92 Araluen Estate Job No.6152 and expenditure of \$5,695 from Civil Works Schedule M81 Community Safety Job No.0905.

MOVED Cr Cumming
MOTION CARRIED (7/0)

LOT 2 COLLINS ROAD, ROLEYSTONE – CREATION OF ROAD RESERVE

WARD Roleystone
FILE REF: SUB/119195
DATE 11 November 2002
REF SA/JG
RESPONSIBLE MTS
MANAGER

In Brief:

✍ The recent reconstruction works carried out on Collins Road, Roleystone revealed that a section of the existing carriageway is not located within a road reserve. As a result the necessary work to create a road reserve is now being undertaken.

✍ **Recommend:**

✍ That Council approve the land transfer and change of Title documentation for Lot 2 Collins Road, Roleystone as shown on the survey diagram.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure

Develop an integrated transport system including safety aspects.

Legislation Implications

General assessment of relevant legislation (eg Local Government Act) has not revealed any restrictions.

Council Policy/Local Law Implications

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

Budget/Financial Implications

No impact on Council's Budget.

Consultation

Nil.

BACKGROUND

The upgrading of the road and stormwater drainage was recently undertaken on Collins Road, Roleystone.

During the design component of the road works, it was discovered that a portion of the existing carriageway was not located within a road reserve. The carriageway was originally constructed on a parcel of land known as Lot 2 Collins Road, owned by the City of Armadale.

To create a road reserve over the existing section of road, a Licensed surveyor was appointed to carry out a re-survey and prepare a survey diagram.

The survey diagram has since been completed and lodged with the Department of Land Administration (DOLA) and Department for Planning and Infrastructure for approval.

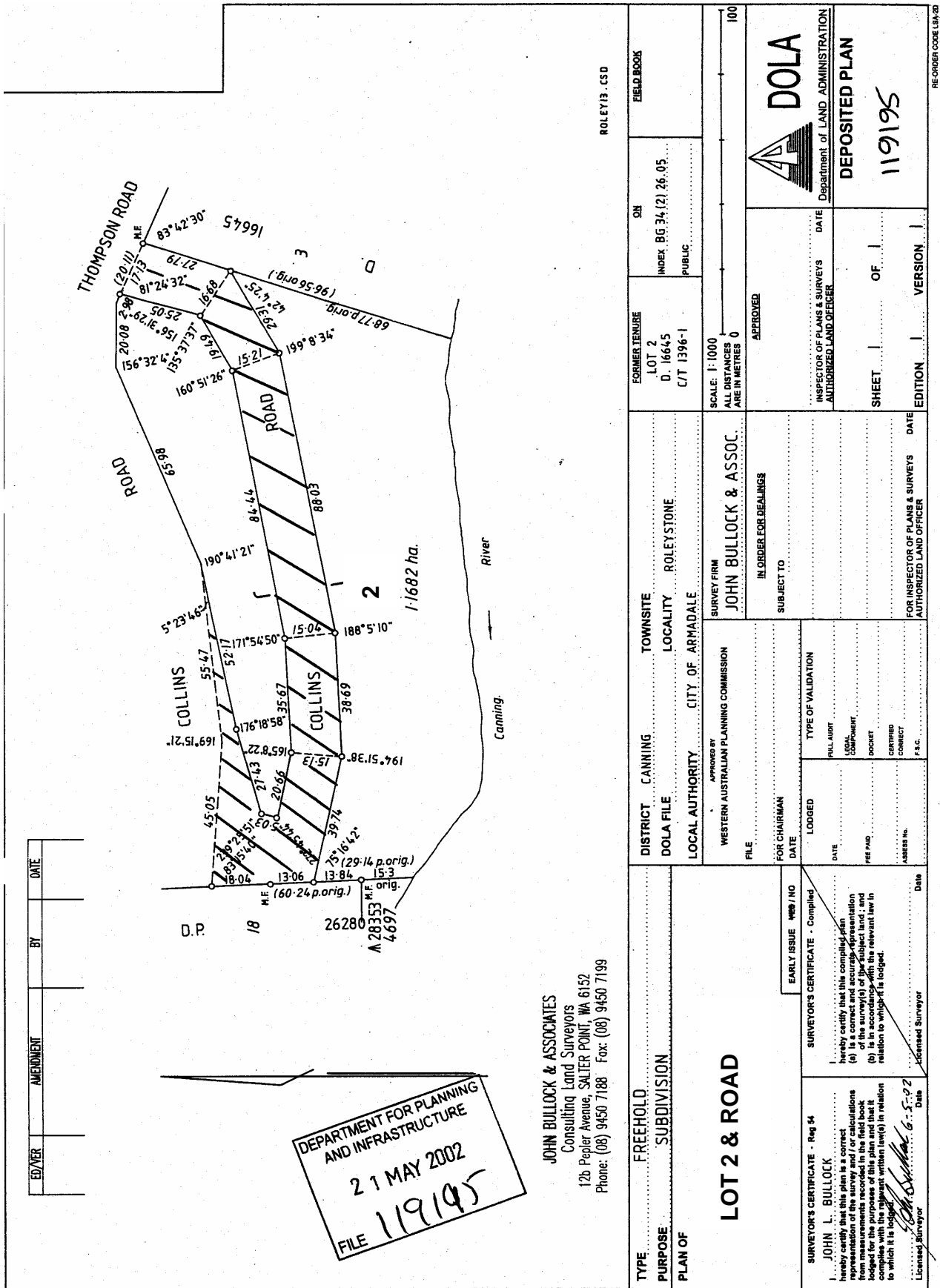
Following subsequent approval, a Settlement Agent has now been appointed to prepare the change of title documentation. To finalise the settlement details and thus complete the creation of the road reserve, the title documentation requires signing and sealing by Council.

Council is now required to pass a resolution agreeing to sign and seal the change of Title documentation.

T140/02 RECOMMEND

That Council resolve to Sign and Seal the change of Title documentation, approving the Land Transfer for Lot 2 Collins Road, Roleystone as shown on the Survey Diagram No.119195.

MOVED Cr Cominelli
MOTION CARRIED (7/0)



ED/VER	AMENDMENT	BY	DATE

DEPARTMENT FOR PLANNING
 AND INFRASTRUCTURE
 21 MAY 2002
 FILE 119195

JOHN BULLOCK & ASSOCIATES
 Consulting Land Surveyors
 12b Pepler Avenue, SALTER POINT, WA 6152
 Phone: (08) 9450 7188 Fax: (08) 9450 7199

TYPE: FREEHOLD PURPOSE: SUBDIVISION PLAN OF		DISTRICT: CANNING DOLA FILE: LOCALITY: ROLEYSTONE LOCAL AUTHORITY: CITY OF ARMADALE		FORMER TENURE: LOT 2 D. 16645 C/T 1396-1		ON: INDEX: BG 34 (2) 26.05 PUBLIC		FIELD BOOK	
APPROVED BY: WESTERN AUSTRALIAN PLANNING COMMISSION FILE: JOHN BULLOCK & ASSOC. FOR CHAIRMAN: IN ORDER FOR DEALINGS		TOWNSITE: LOCALITY: ROLEYSTONE CITY OF ARMADALE		SCALE: 1:1000 ALL DISTANCES ARE IN METRES 0		APPROVED		DOLA DEPARTMENT OF LAND ADMINISTRATION DEPOSITED PLAN 119195	
DATE: TYPE OF VALIDATION: FULL AUDIT LEGAL COMMENT: DOCKET: CERTIFIED CORRECT: F.A.C.		DATE: TYPE OF VALIDATION: FULL AUDIT LEGAL COMMENT: DOCKET: CERTIFIED CORRECT: F.A.C.		DATE: TYPE OF VALIDATION: FULL AUDIT LEGAL COMMENT: DOCKET: CERTIFIED CORRECT: F.A.C.		DATE: TYPE OF VALIDATION: FULL AUDIT LEGAL COMMENT: DOCKET: CERTIFIED CORRECT: F.A.C.		DATE: TYPE OF VALIDATION: FULL AUDIT LEGAL COMMENT: DOCKET: CERTIFIED CORRECT: F.A.C.	
SURVEYOR'S CERTIFICATE - Reg 54 JOHN L. BULLOCK Licensed Surveyor hereby certify that this plan is a correct representation of the land as shown in the field book lodged for the purposes of this plan and that it complies with the relevant written law(s) in relation to which it is lodged.		SURVEYOR'S CERTIFICATE - Reg 54 JOHN L. BULLOCK Licensed Surveyor hereby certify that this plan is a correct representation of the land as shown in the field book lodged for the purposes of this plan and that it complies with the relevant written law(s) in relation to which it is lodged.		SURVEYOR'S CERTIFICATE - Reg 54 JOHN L. BULLOCK Licensed Surveyor hereby certify that this plan is a correct representation of the land as shown in the field book lodged for the purposes of this plan and that it complies with the relevant written law(s) in relation to which it is lodged.		SURVEYOR'S CERTIFICATE - Reg 54 JOHN L. BULLOCK Licensed Surveyor hereby certify that this plan is a correct representation of the land as shown in the field book lodged for the purposes of this plan and that it complies with the relevant written law(s) in relation to which it is lodged.		SURVEYOR'S CERTIFICATE - Reg 54 JOHN L. BULLOCK Licensed Surveyor hereby certify that this plan is a correct representation of the land as shown in the field book lodged for the purposes of this plan and that it complies with the relevant written law(s) in relation to which it is lodged.	

RE ORDER CODE: 04-20

REQUEST FOR CONTRIBUTION TO THE CONSTRUCTION OF A ROUNDABOUT AT THE INTERSECTION OF CHURCH AVENUE, PROSPECT ROAD AND THE PROPOSED LOCAL ROAD WITHIN THE 'HARVEY NORMAN' DEVELOPMENT

WARD Armadale
FILE REF A206171
DATE 12 November 2002
REF JRH
RESPONSIBLE MTS
MANAGER

In Brief:-

- ✍ Following discussion between Council officers and the applicant for the Harvey Norman project, it was agreed that the applicant would meet the cost of constructing the roundabout at the intersection of Church Avenue, Prospect Road and the proposed Local Road. The applicant made this commitment on the basis of a 'best guess' estimate of \$82,000 provided by Council, and was made aware that further review would be required to determine the accurate cost.
- ✍ The cost of the roundabout has increased to approximately \$116,000. The applicant is not prepared to meet this increase in cost, and is expecting Council to do so.
- ✍ **Recommend:**
 - ✍ That Council resolve to advise the applicant that it is not prepared to contribute to the construction of the proposed roundabout at the intersection of Church Avenue, Prospect Road and the proposed Local Road, for the following reasons:
 - a) The requirement has been imposed as a condition of development approval;
 - b) The original estimate provided by the City's Manager Technical Services was clearly understood to be indicative only;
 - c) The cause of the cost increase relates to service alterations, which would be required as part of the four-way intersection, irrespective of the form of intersection proposed.
 - d) The applicant may engage its own contractors to construct the roundabout to Council's specifications, which may result in some cost savings to the project.

Tabled Items

Site plan showing the proposed roundabout.

Letter from the City's Manager Technical Services to Broad Constructions dated 27 September 2002.

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure

To balance the needs of development with suitable economic, social and environmental objectives.

Legislation Implications

Assessment of legislation indicates that the following regulations apply:

Town Planning Scheme No.3

Town Planning & Development Act 1928

Land Administration Act 1997

Council Policy / Local Law Implications

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

Armadale Enquiry-by-Design Report

Budget / Financial Implications

Potential contribution towards the shortfall in funds budgeted by Harvey Norman towards the construction of the roundabout, being between \$43,000 and \$55,000.

Consultation

Development Services Directorate

Broad Constructions (the applicant)

BACKGROUND

Council originally approved the development of a proposed Showroom/Warehouse and incidental Office on Lots 1, 24 – 27 and 100 South West Highway, and Lot 58 Church Avenue, at its June 2001 round of meetings. The approved design for the proposal was then subject to further refinement by the proponents in response to the design specifications required by Main Roads WA for the location of the building within the current road reserve for South West Highway, and also to improve the economic viability of the project.

Prior to the formal lodgement of this revised plan in March 2002, the applicant met with the City's Executive Director – Development Services and Manager Technical Services, to reconsider previous agreements regarding the allocation of responsibilities and costs for road upgrading and construction. Of specific concern to the applicant was the cost of constructing the roundabout at the intersection of Church Avenue, Prospect Road and the proposed Local Road. At this time, the City's officers provided an approximate figure for the works involved, but advised that further investigation would be required to make an accurate estimate.

This approximate figure was accepted by the applicant, together with the responsibility for construction, with the obligation being retained within the revised plan approval for the project issued in June 2002. An accurate estimate of the roundabout construction cost was not conducted until after the site works had substantially commenced, with several costs relating to the relocation of services being considerably higher than originally assumed.

Following further discussion on the matter, the applicant has advised that given the other contributions being made by Harvey Norman as part of its development costs, and also that they consider that the contribution of \$82,000 was agreed to between all parties, it is not prepared to increase this contribution. Council is requested to consider contributing the shortfall to permit construction of the roundabout.

DETAILS OF PROPOSAL

Responsibilities For Construction Works

The Harvey Norman Showroom/Warehouse project involves significant upgrading and construction works to the road network within and surrounding the site. These works have been subject to extensive discussion and agreement between the City and the applicant, and have been endorsed by Council through conditions of approval to the development.

Council's construction responsibilities, and the associated costs for each, are detailed below:

1. Construction of the proposed roundabout at the intersection of Jull Street, Hughes Road and the proposed Local Road, including the relocation of Hughes Road to align with the proposed Local Road, and to incorporate a deceleration lane onto the road from Armadale Road (\$275,167)
2. The City's Technical Services Directorate has also completed the road design for the proposed Local Road through the site, at no cost to the applicant (\$8000)
3. The upgrading of the carpark at the Armadale Town Hall and Tourist Centre, to facilitate reciprocal rights of car parking between the Council facilities and the Showroom development (\$77,000)
4. Contribution of \$6,000 towards the acquisition of the portion of Lot 101 Jull Street required for the proposed Local Road reserve (was previously to be at no cost to Council).

The applicant's construction responsibilities include the following:

1. Construction of the proposed Local Road extending from Jull Street to Church Avenue, to the satisfaction of Council;
2. The construction of the proposed roundabout at the intersection of Church Avenue, Prospect Road and the proposed Local Road, to the satisfaction of Council;
3. The construction of all car parking areas associated with the Showroom development, with land exchanges between Council and the applicant resulting in the applicant giving the land containing the proposed car parking area adjacent to Church Avenue within the development, immediately south of the Armadale Town Hall;
4. Contribution of \$12,000 towards the acquisition of the portion of Lot 101 Jull Street required for the proposed Local Road reserve;
5. Upgrading of the façade of the Armadale Tourist Centre, to enhance the streetscape of the proposed Local Road.

Details of Arrangements Relating to Roundabout Construction

During discussions relating to the construction responsibilities for the project, prior to the formal lodgement of the revised plan, the applicant indicated that the extent of their obligations affected the viability of the project. The applicant was hoping not to have to fund the construction of the roundabout. At this point it was suggested that alterations to the proposed Local Road, to remove the proposed angle parking, would create savings to the

construction costs which could be applied to the roundabout. This suggestion was supported by the applicant, and Council's Manager Technical Services (MTS) was requested to provide a "guesstimate" of the cost of the roundabout. He guessed that the extra cost, over and above the cost of the intersection indicated on the plan, would be approximately \$50,000 for a typical roundabout.

Following the above general agreement, MTS was asked to carry out a further brief assessment of the roadworks, with a view to confirming that the \$50,000 figure was not unreasonable, by early the next day, as the applicant was intending to travel to Sydney and hoping to finalise arrangements for the proposed Harvey Norman development. Whilst stressing that a firm cost could not be provided in this short time, it was agreed that engineering staff would assess the intersection in more detail.

On Monday the 4th March 2002 MTS contacted the applicant by telephone with the updated figures, which were:

Road Works	\$56,000
Service Alterations	\$26,000
TOTAL	<u>\$82,000</u>

In providing these details MTS clearly pointed out that all of the works costings were based on the provisional layout of the roundabout and not a detailed design, and in particular it was stressed that the service alterations were based on a "best guess" only. It was also pointed out at this time, and acknowledged by the applicant, that the uncertainty of the service works was not really a relevant issue because the majority of the cost involved related to works that would have had to be carried out in any case in constructing a cross road intersection. In particular this related to the need to relocate a power pole which would need to be moved whether or not a roundabout was constructed. The more significant point of confirmation was that the original guesstimate for the extra cost of the roundabout of \$50,000 had been increased to \$56,000.

It should be noted that none of these costings were a detailed breakdown of the estimate because the request was only for a provisional assessment to assist the applicant during their negotiations with Harvey Norman. Once the development had been approved and the road design work undertaken, additional information on the roundabout construction was conducted. Council recently advised the applicant that the revised cost of the roundabout was \$137,000, although some details were still to be confirmed. Quotes on the relocation of services have been subject to further review, with the latest estimates being as follows:

Road Works	\$56,000
Western Power	\$53,000
Water Corporation	\$1,000
Telstra	\$6,000
TOTAL	<u>\$116,000</u>

At a meeting to discuss this updated figure, the applicant acknowledged the previous comments relating to the accuracy of the estimate and the responsibility for service relocation costs. Notwithstanding this they pointed out that they had committed themselves to the total cost of \$82,000 during their negotiations with Harvey Norman.

As a result of this, as stated earlier in this report, the applicant has now confirmed that they are not prepared to fund any more than this amount of work at the intersection.

More information on service alterations required has now enabled the confirmed roundabout construction figure to be established at \$116,000.

COMMENT

Options

Council may determine the subject matter in accordance with one of the following options.

1. Resolve to advise the applicant that it is prepared to contribute up to 50% towards the shortfall in construction cost of the proposed roundabout at the intersection of Church Avenue, Prospect Road and the proposed Local Road, being \$17,000;
2. Resolve to advise the applicant that it is prepared to meet the full shortfall in construction cost of the proposed roundabout at the intersection of Church Avenue, Prospect Road and the proposed Local Road, being \$34,000*;
3. Resolve to advise the applicant that it is not prepared to contribute to the construction of the proposed roundabout at the intersection of Church Avenue, Prospect Road and the proposed Local Road, as the previous estimate was indicative only, and all parties were of the understanding that the construction costs would be borne by the applicant, as stated in the development approval.
4. Resolve to advise the applicant that it is not prepared to contribute to the construction of the proposed roundabout at the intersection of Church Avenue, Prospect Road and the proposed Local Road, and that it may engage its own contractors to construct the roundabout to Council's specifications, which may result in some cost savings to the project.

**** Note: Should Council resolve to proceed with either Option 1 or 2 above, funds will need to be reallocated from other projects to meet this cost, which will require an absolute resolution of Council.***

CONCLUSION

Council recognises the numerous benefits to the Armadale Regional Centre in attracting a major retailer such as Harvey Norman. It is on this basis that Council entered into arrangements with the applicant, to contribute to the upgrading and construction of roads and parking facilities in the vicinity of the proposed development.

The project has substantially progressed in accordance with the agreed arrangements. Council's officers provided a 'best guess' estimate on the cost of the roundabout at the intersection of Church Avenue, Prospect Road and the proposed Local Road to the applicant, and it was always noted that these costs were not based upon a detailed estimate and analysis. The applicant accepted responsibility for the construction works on this basis. In the event that accurate costings exceed the previous estimates provided, the applicant shall be responsible for meeting this cost.

It is therefore recommended that Council proceed in accordance with option 4 above.

T141/02 RECOMMEND

That Council resolve to advise the applicant that it is not prepared to contribute to the construction of the proposed roundabout at the intersection of Church Avenue, Prospect Road and the proposed Local Road, for the following reasons:

- a) The requirement has been imposed as a condition of development approval;**
- b) The original estimate provided by the City’s Manager Technical Services was clearly understood to be indicative only;**
- c) The cause of the cost increase relates to service alterations, which would be required as part of the four-way intersection, irrespective of the form of intersection proposed;**
- d) The applicant may engage its own contractors to construct the roundabout to Council’s specifications, which may result in some cost savings to the project.**

MOVED Cr Zelones
MOTION CARRIED (7/0)

TENDER NO. 27/02 - SUPPLY OF ONE BACKHOE LOADER

WARD All
FILE REF TEN/27/02
DATE 12 November2002
REF JMC
RESPONSIBLE EDTS
MANAGER

In Brief:

- ✍ Tender No. 27/02 was recently called for Supply of One Backhoe Loader
- ✍ Eight tenders were received by the specified closing time.
- ✍ The tender from Komatsu Aust Pty Ltd has been assessed as being the most advantageous to Council.
- ✍ **Recommend:**
 - ✍ That with Tender No. 27/02, for Supply of one Backhoe Loader, Council accept the tender of Komatsu Aust Pty Ltd, with their submitted tender, Council's contract documentation and budget allocation, for the following tender price:
 - ✍ Komatsu WB97R-2 for \$109,645 (\$120,349 including GST).

Tabled Items

Tender documents; tenders received; summary of tender assessment.

Officer Interest Declaration

Nil

Strategic Implications

Corporate Services

To achieve maximum community benefit from effective use of resources (staff, finances and information technology).

Legislation Implications

Assessment of legislation indicates that the following regulations apply:

Local Government Act and Tender Regulations.

Council Policy/Local Law Implications

Assessment of Policies/Local Laws indicates that the following are applicable:

Policy No. 2.1.54: Tendering and Purchasing Policy.

Budget/Financial Implications

Total current budget allocation \$110,000

Consultation

Departmental Manager /Supervisor/Operator

BACKGROUND

Council currently dry leases a Caterpillar backhoe loader that is due for replacement in January 2003. The total cost to date to lease the Caterpillar backhoe AK 089 (P133) for 7 years is \$105,000. There is an allocation to purchase outright a new backhoe loader to replace the leased Caterpillar backhoe AK 089 (P133) for an amount of \$110,000. Over the past seven years the leased backhoe has done 7950 hours and reached optimum changeover, and the 5 year programme shows no reduction in the workload.

Civil Construction uses the backhoe for drainage projects.

Eight tenders were received which met the selection criteria. Two tenders offered alternative models and one tender was for a second hand backhoe that did not meet the selection criteria. One tender offered an additional option to use Council's existing backhoe buckets and reduced the purchase price of the backhoe tendered.

DETAILS OF PROPOSAL

Eight companies submitted tenders for the Supply of One Backhoe Loader. They are Construction Equipment Australia (CEA), WEL-QUIP, Komatsu Aust Pty Ltd, Westrac Equipment Pty Ltd, McIntosh & Son, Hitachi Construction Machinery Aust Pty Ltd, Casewest Pty Ltd and Chesterfield Australia.

Komatsu Aust Pty Ltd offered a second option to use Council's existing buckets that would fit the Komatsu WB97R-2 backhoe.

Westrac Equipment Pty Ltd offered two conforming tenders and one non-conforming tender. Chesterfield Australia offered two conforming tenders.

SELECTION CRITERIA

The selection criteria and weightings for the evaluation of the tender are as follows.

Table 1: Selection Criteria

Item No.	Description	Weighting
1.	Tender Proposal	10%
2.	Operational Assessment	20%
3.	Mechanical Assessment	20%
4.	Whole of Life Costs	50%
	TOTAL	100%

TENDERS RECEIVED

Listed in Table 2 are details of tenders received.

Table 2 : Tender Ranking

Company	Komatsu Aust Pty Ltd **	Komatsu Aust Pty Ltd	Westrac Equipment Pty Ltd	Casewest Pty Ltd	McIntosh & Son	Chesterfield Australia	Hitachi Construction Machinery Aust Pty Ltd	Westrac Equipment Pty Ltd	Construction Equipment Australia	WEL-QUIP	Chesterfield Australia
Make	Komatsu	Komatsu	Caterpillar	Case	New Holland	Fermec	John Deere	Caterpillar	JCB	Venieri	Fermec
Model	WB97R-2	WB97R-2	424D	580 SM	LB110	860	315SG	428D	3CXPS	7.23B	960
Year	2002	2002	2002	2002	2002	2002	2002	2002	2002	2002	2002
Warranty Full	1 Year	1 Year	1 Year	4 Years	1 Year	3 Years	1 Year 2,000hrs	1 Year	1 Year	1 Year	3 Years
Warranty Drivetrain	3y/5000hrs	3y/5000hrs	2y/6000hrs	4,000hrs	4 Years 4,000hrs	3y/3600 hrs	3 Years 5,000hrs	2y/6000hrs	Unlimited hrs	2 Years	3y/3600hrs
Purchase price	\$109,645	\$113,042	\$107,180	\$111,000	\$99,465	\$103,600	\$103,550	\$121,030	\$110,820	\$114,076	\$119,000
Whole of Life Est *	\$23,785	\$23,785	\$24,792	\$27,015	\$26,539	\$30,228	\$28,829	\$24,792	\$32,859	\$30,736	\$30,228
Mechanics Assessment	13	13	13	12	12	12	11	13	12	11	Not avail for rating
Operator Assessment	19	19	17	15	16	16	16	17	15	12	Not avail for rating
Rating	1	2	3	4	5	6	7	8	9	10	11

* Whole of life costs = Fuel x 7000 hrs + Spare Parts and servicing

** Komatsu offered a second option using Council's existing buckets and reduced the purchase price by \$3,800 (\$4,180 GST inclusive).

TENDER EVALUATION

Eight backhoe loaders tendered were inspected and assessed by Council operational and mechanical staff. One machine tendered was identical to one Council owns. Westrac offered an alternative tender for a second hand backhoe loader with a larger engine than required. Chesterfield could not supply one of the backhoes for an assessment.

All machines inspected were of a high standard and met Council requirements. Operational staff assessed the Komatsu WB97R-2 as being the best backhoe loader for ergonomics and features. Mechanical staff rated the Komatsu WB97R-2 highest for ease of maintenance and for vehicle design and construction.

The Komatsu WB97R-2 backhoe meets all of the selection criteria and was ranked highest by the operator and mechanical staff.

The Komatsu WB97R-2 has higher breakout power than the other backhoes tested, which gives the ability to dig out with greater force, which would be beneficial in the type of terrain in the Hills and surrounding areas. An extra feature of this backhoe is “Ride Control” that offers a stable ride over rough or uneven ground, reducing operator fatigue.

Komatsu Aust Pty Ltd has a large workshop and spare parts facility, with 24 hours 7 days a week service. In the event of a part not being available, Komatsu Aust Pty Ltd will loan Council a backhoe where available free of charge for the required time.

Komatsu Aust Pty Ltd has a laboratory that tests oil samples taken at service intervals in order to monitor the state of the machine. Early detection of faults and failures will save on downtime and maximise the life and reliability of the backhoe.

TENDER RANKINGS

The tender rankings resulting from the application of the selection criteria are listed in

Table 3. Tender Rankings

Company	Make	Model	Ranking
Komatsu (utilising existing buckets)	Komatsu	WB97R-2	1
Komatsu Aust Pty Ltd	Komatsu	WB97R-2	2
Westrac Equipment Pty Ltd	Westrac	424D	3
Casewest Pty Ltd	Case	580SM	4
McIntosh & Son	New Holland	LB110	5
Chesterfield Australia	Fermec	860	6
Hitachi Construction Machinery Pty Ltd	John Deere	315SG	7
Westrac Equipment Pty Ltd	Westrac	428D	8
Construction Equipment Australia	JCB	3CXP	9
WEL-QUIP	Venieri	960	10
Chesterfield Australia	Fermec	960	11

The detailed tender assessment summary will be tabled at the meeting.

CONCLUSION

It is thus recommended that the tender be awarded to Komatsu who have satisfied the selection criteria and are ranked number one in the tender evaluation.

T142/02 RECOMMEND

That with Tender No. 27/02, for Supply of one Backhoe loader, Council accept the tender of Komatsu Aust Pty Ltd, with their submitted tender, Council's contract documentation and budget allocation, for the following tender price:

✍ Komatsu WB97R-2 for \$109,645 (\$120,349 including GST).

MOVED Cr Fletcher
MOTION CARRIED (7/0)

TENDER NO. 30/02 - SUPPLY OF ONE 6 X 4 TIPPER TRUCK WITH BODY AND METAL SPREADER

WARD All
FILE REF TEN/30/02
DATE 12 November 2002
REF JMC
RESPONSIBLE EDTS
MANAGER

In Brief:

☞ Tender No.30/02 was recently called for the supply of one 6 x 4 tipper truck with body and metal spreader.

☞ Five tenders were received offering a truck for sale by the specified closing time and two tenders were received to purchase outright the trade vehicles

☞ **Recommend:**

☞ That Tender No. 30/02, for the supply of One 6 x 4 Tipper truck with Body and Metal Spreader, Council accept the following tendered prices, in accordance with their submitted tenders and Council's contract documentation and budget allocation, for the following tendered prices:

1. Max Winkless Pty Ltd Volvo tender for the supply of One 6 x 4 Tipper Truck with body and Metal Spreader for \$153,978, (\$169,375 including GST).
2. Major Motors Pty Ltd tender for outright purchase of Isuzu P414 (AK063) for \$31,819 (\$35,000 including GST).

Tabled Items

Tenders received

Officer Interest Declaration

Nil

Strategic Implications

Corporate Services

To achieve maximum community benefit from effective use of resources (staff, finances and information technology).

Legislation Implications

Assessment of legislation indicates that the following regulations apply:

Local Government Act and Tender Regulations.

Council Policy/Local Law Implications

Assessment of Policies/Local Laws indicates that the following are applicable:

Policy No. 2.1.54: Tendering and Purchasing Policy.

Budget/Financial Implications

Total current budget allocation from Plant & Equipment Reserve	\$155,00
Total current budget allocation from Plant & Equipment Reserve	<u>\$95,000</u>
Total	<u>\$250,000</u>

Consultation

Departmental Managers /Supervisors/Operators

BACKGROUND

Council currently owns three Volvo 6 x 4 tipper trucks, used by Civil Works for construction works and one of which is due for replacement.

The 5 tonne truck at the Hopkinson Road Landfill site is also due for replacement because it has reached its optimum change over. This vehicle should be upgraded to a 6 x 4 tipper truck for Waste Services to meet the workload demands at Hopkinson Road Landfill site. The Hopkinson Road Landfill site is in the process of setting up a transfer area for public with trailers to unload. This reduces the public liability risk, the length of the tip face open and the amount of watering required on the tracks.

While the 6 x 4 Civil Works truck has reached the end of its serviceable life for construction works, it meets all the requirements of the Hopkinson Road Landfill site as the estimated kilometres travelled in a year would be approximately 1000 km compared with 35,000 km for Civil Works. Retaining this vehicle for the Hopkinson Road Landfill site is most advantageous for Council as the workshop has the service and maintenance history of this vehicle.

DETAILS OF PROPOSAL

In light of the above, Tender No. 30/02 was called for the supply on one 6 x 4 tipper truck with body and metal spreader, with two trade or outright purchase options for, both Volvo Truck P122 (AK001) and Isuzu Truck P414 (AK063). A total of 7 tenders from 5 companies were submitted, and two companies submitted tenders to purchase outright the trade vehicles.

SELECTION CRITERIA

The selection criteria and weightings for the evaluation of the tender are as follows.

Table1: Selection Criteria – Purchase

Item No.	Description	Weighting
1.	Tender Proposal	10%
2.	Operational Assessment	20%
3.	Mechanical Assessment	20%
4.	Whole of Life Costs	50%
	TOTAL	100%

Table :2 Selection Criteria – Outright sale

Description	Weighting
Price offered (unconditional)	100%

TENDER EVALUATION

Details of tenders received are as follows:

Table 3 : Tenders Received - Purchase

Company	Max Winkless Volvo Pty Ltd	W.A Hino	Skipper Trucks	Skipper Trucks	Major Motors
Make	Volvo	Ranger	Iveco Eurotech	Iveco Eurotech	Isuzu Giga
Model	FM7	50	MP4100	MP4300	385
Warranty	2year/ 500,000km	2years/ 500,000km	2year/ 500,000km	2year/ 500,000km	3years/ 500,000km
Price	\$153,798	\$149,696	\$160,090	\$170,025	\$161,243
Whole of Life Costs	\$15,290	\$18,470	\$19,503	\$19,503	\$28,026
Ranking	1	2	3	4	5

Table 4: Tenders Received – Outright Sale

Tenderer	Volvo P122 (AK001)	Isuzu P414 (AK063)
Major Motors Pty Ltd	\$57,728	\$31,819
W & P Truck & Machinery Sales	\$51,192	\$19,647

SUMMARY

Purchase

The Volvo truck being traded has been an excellent truck over the past 7 years and has only had minor repairs other than the normal service requirements.

Max Winkless Volvo are a well established company who have provided a high level of service to the City of Armadale in the past. All three Volvo trucks in the fleet have only required normal servicing and maintenance. Council's Mechanical Services have indicated the Volvo is easy to maintain and suitable to perform the work required. Operational staff are content with the Volvo performance and ease of driving due to the synchromesh gearbox and overall driver ergonomics and provide exceptional driver comfort.

Max Winkless Volvo has a truck in stock and would be able to facilitate a 7-14 day delivery upon completion of Council's body specifications.

Disposal

Major Motors offer to Purchase outright the Isuzu Truck P414 (AK063) is the most advantageous to Council.

Budget Implications

The cost versus budget for the purchase of one Volvo truck and the transfer of existing Volvo truck to Waste Services is \$118,978 representing a saving to Councils Plant & Equipment Reserve of \$131,022.

The detailed tender assessment summary will be tabled at the meeting.

CONCLUSION

It is recommended that the tender be awarded to Max Winkless Volvo who have satisfied the selection criteria and are ranked number one in the tender evaluation for the outright purchase of one 6 x 4 Tipper Truck. It is also recommended to accept Major Motors Tender for outright purchase of the Isuzu truck P414 (AK063) and to transfer Volvo P122 (AK001) to Waste Services for the Landfill site.

T143/02 RECOMMEND

That Tender No. 30/02, Tender for Supply of One 6 x 4 Tipper truck with Body and Metal Spreader, Council accept the following tendered prices, in accordance with their submitted tenders and Council's contract documentation:

- 1. Max Winkless Volvo's tender for the Supply of One 6 x 4 Tipper Truck with Body and Metal Spreader for \$153,978, (\$169,375 including GST).**
- 2. Major Motors tender for outright purchase of Isuzu P414 (AK063) for \$31,819 (\$35,000 including GST).**

MOVED Cr Munn

MOTION CARRIED (7/0)

****REVIEW OF DELEGATIONS OF AUTHORITY RELEVANT TO THE TECHNICAL SERVICES DIRECTORATE**

WARD All
FILE REF PCY/2
DATE 12 November 2002
REF CB
RESPONSIBLE EDTS
MANAGER

In Brief:

- ✍ It is a requirement of the Local Government Act 1995 that all Delegations be reviewed annually.
- ✍ Delegations of Authority for the Technical Services Directorate has been reviewed to confirm legislative correctness, continuing relevancy and appropriateness of each delegation.
- ✍ **Recommend:**
 - ✍ That delegations remain in force for the next 12 months.

Tabled Items

Nil

Officer Interest Declaration

Nil.

Strategic Implications

Corporate Services

1.2 - *“Review and Clarify Delegations, including:*

*Involving staff in determining levels of team and individual empowerment.
Increasing delegations from Council to management”.*

Legislation Implications

Assessment of legislation indicates that the following regulations apply:

Local Government Act 1995 - Section 5 5.46(2) .

Council Policy / Local Law Implications

Full assessment of all Policies/Local Laws indicates that none are applicable.

Budget / Financial Implications

Nil.

Consultation

Intra-directorate liaison

BACKGROUND

It is a requirement of the Local Government Act 1995 – Section 5 5.46(2) that delegations of authority be reviewed annually.

In accordance with that requirement, copies of the delegations relevant to this Committee are at Attachment “A1” of the Agenda (See summary of attachments – Green Page).

COMMENT

Analysis

The delegations generally appear to remain appropriate.

Conclusion

It is recommended that all delegations continue to apply and operate until the next review date in twelve months time.

T144/02 RECOMMEND

That the powers or duties detailed in *Attachment “A1”* to this report as delegated by Council remain in force for the next 12 months.

**** ABSOLUTE MAJORITY REQUIRED**

MOVED Cr Munn
MOTION CARRIED (7/0)

Due to his proximity interest in the item the Committee requested Mr S Buxton to leave the meeting at 7.44pm. He was requested to return at 8.00pm.

Cr Cumming disclosed that he is a member of the Friends of the Armadale Shale Quarry Group. As a consequence, Cr Cumming advised that there may be a perception on the basis of his disclosed non-financial interest, that his impartiality may be affected and declared that he would set aside that association, consider the matter on its merits and vote accordingly.

ARMADALE SHALE QUARRY

WARD Armadale
FILE REF: A144494
DATE 14 November 2002
REF SB
RESPONSIBLE MTS
MANAGER

In Brief:

- ✍ This report is based upon considerations following the outcome of the Preliminary Geotechnical Inspection Report and the Risk Assessment Report.
- ✍ Provides Council with the opportunity to discuss and cover possible options for the future management of the Armadale Shale Quarry and seeks consideration of the commissioning of a detailed geotechnical investigation.
- ✍ **Recommend:**
 1. That the commissioning of a detailed geotechnical investigation of the Armadale Shale Quarry site and immediate surrounds at an estimated cost of \$65,000 be considered for inclusion in the 2003/04 Budget.
 2. That for the consideration of Council, officers develop and cost options suitable for the purposes of community consultation, for the future of the Armadale Shale Quarry site.
 3. That the Friends of the Armadale Shale Quarry be provided with a confidential briefing of Council's recent considerations with respect to the quarry site to date.

Tabled Items

Golder Associates Geotechnical Inspection Report.
MMB Safety Service Risk Assessment Report.

Officer Interest Declaration

With regards to this item Mr S Buxton, Senior Project Engineer, disclosed that he has a proximity interest as he owns property and resides close to the subject area.

Strategic Implications

Physical Infrastructure

Enhance townscape and parkland.

Strategic Implications discussed that are not covered in Council's Strategic Plan.

Legislation Implications

General assessment of relevant legislation (eg. Local Government Act) has not revealed any restrictions.

Council Policy/Local Law Implications

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

Moved Cr Hopper

That the Committee go behind closed doors to discuss the matter of the Armadale Shale Quarry in accordance with Section 5.23 of the Local Government Act 1995 which reads –

“(2) If a meeting is being held by a Council or by a Committee referred to in subsection (1)(b), the council or committee may close to members of the public the meeting, or part of the meeting, if the meeting or part of the meeting deals with any of the following –

(f) a matter that if disclosed could be reasonably expected to -

(iii) prejudice the maintenance or enforcement of a lawful measure for protecting public safety.”

MOTION CARRIED (7/0)

COMMITTEE discussed the item behind closed doors and resolved to make the report available to the public. Committee was of the view that the report and associated recommendation did not reflect any decision that would affect commercial value or prejudice the maintenance or enforcement of public safety.

BACKGROUND

This report is based upon considerations following the outcome of the Preliminary Geotechnical Inspection Report and the Risk Assessment Report. The intention of presenting this report at this time is to provide Council with the opportunity to discuss and cover possible options for the future short, mid and long term management of the Armadale Shale Quarry and to seek consideration of and for the commissioning of a detailed geotechnical investigation.

The previous report presented to the September 2002 Technical Services Committee provided background information relating to the circumstances and objectives which led to the purchase of the quarry by Council and also provided information upon applicable statutes and guidelines which apply to the management of the quarry in the present day.

At this time the quarry site is closed with routine inspections being undertaken by Council staff on a weekly basis to:

- ✍ ensure the integrity of the physical barriers that prevent either deliberate or inadvertent access by unauthorised persons;
- ✍ ensure the integrity of the signs that provide prohibitive and warning advice to members of the community;
- ✍ ensure the safety of the community where a breach of the physical barriers, or evidence of human activity, has been detected;
- ✍ detect evidence of human activity either within or immediately adjacent to the quarry site and to
- ✍ detect obvious changes to the quarry walls and slopes e.g. rock falls, land slides, tree falls etc.

DISCUSSION

General

Prior to the quarry site being excavated in the early 1900's the stratum below was under geological pressure. Excavation of the shale has caused the remaining strata material in the quarry walls and slopes to relax towards the excavation. This relaxation of material is a process that will continue for perhaps hundreds of years, creating likely long term management issues and significant resource commitments for Council stemming from its duty of care and public liability responsibilities.

The original goal for Council was to purchase the quarry and create a facility for educational, recreational and historical use. The Management Strategy was commissioned in order to assist with the achievement of this goal by allowing for safe public access whilst recognising that the disused quarry setting has an inherent element of public risk. The focus of this report is on safety. Such a focus, however, will have significant implications on the potential for the quarry to attain all of the original goals and objectives set.

The discovery on the 1st August 2002 of a significant rock fall (approx 50 cubic metres) at the tunnel portal, a place which unauthorised persons have been known to access, brings the issues of public safety at the quarry from a theoretical to a real-time basis, with implications relating to the potential for the destruction of life, damages brought against the City and reputation of the City at a national level being significant. The particular event described above, and the fact that no one was hurt or fatally injured, vindicates the City's and Council's previous actions to close and keep closed the quarry to access by the general public.

Commissioned Reports

The Golder Associates Pty Ltd Geotechnical Inspection Report and the MMB Safety Service Risk Assessment have been provided and are recommended as essential reading in full.

In particular, attention is drawn to the "Discussion" and "Recommendations" sections on pages 8 to 10 of the Golder Inspection Report and to the "Proposed Controls" section on pages 16 to 19 of the MMB Risk Assessment.

How the quarry interacts with human activity is described with three scenarios:

- ? The quarry as a workplace used by City employees;
- ? The quarry as a recreational and educational facility at both the upper and lower levels and
- ? Long term implications of pit wall stability on surrounding land-use.

Critical to Council's execution of its duty of care and public liability responsibilities with respect to any one of the scenarios above, is the undertaking of a detailed geotechnical investigation of the whole quarry and immediate surrounds. The investigation should be undertaken without delay and is needed to:

- ? quantify the immediate hazards;
- ? identify the extent of at-risk zones at the base of walls and around the crest of the quarry;
- ? evaluate the long-term hazards in order to establish the extent of potentially unstable zones and further buffer zones beyond the quarry boundaries inside which public access should be prevented and to

- ? evaluate and design the various remedial options that may be required to remove or mitigate certain geotechnical hazards.
- ? establish suitable timeframe for action.

Indications of the likely cost of such an investigation are in the order of \$45,000 to \$65,000. It is likely that the remedial measures coming out of the detailed investigation may cost in the order of hundreds of thousands of dollars. Following the detailed investigation, the implementation of the Risk Assessment recommendations may also cost in the hundreds of thousands of dollars. It is likely that such remedial measures, once implemented, will be detrimental to the educational value and aesthetic appeal of the quarry. This point is clearly demonstrated by the following extract from a letter received by Council in November 1993 from the then Department of Minerals and Energy/Geological Survey:

“All valuable exposures should ideally be retained for long-term educational use, but it is acknowledged that this would prevent any stabilisation or safety treatment from proceeding.”

Options

Generally there are four ways forward that Council could consider as follows:

✍ *Manage the hazard and use for general public recreation.*

In order to properly and fully assess the potential hazards to the community, as well as long term quarry wall and slope stability at the quarry site, a detailed geotechnical investigation is required.

The cost for Council to address its duty of care to eliminate or control identified hazards as determined by any detailed geotechnical investigation recommendations and Risk Assessment recommendations will cost the City in the order of hundreds of thousands of dollars, with such elimination and control works more than likely destroying the aesthetic and recreational appeal of the quarry.

An annual budget to cover ongoing costs would also need to be calculated and set.

✍ *Manage the hazard and use as an educational facility.*

To retain the quarry site as an educational facility would require leaving certain geotechnical features in the quarry in a potentially hazardous state. This may prove acceptable where access to the general public is denied and where recognised educational establishments make site visits with small groups of say four or five students under supervised control, and where such educational establishments fully accept all responsibility through their own insurance arrangements in a manner that would legally discharge the City's duty of care towards any such group or establishment.

It should be noted that the educational establishments to date have been unwilling or unable to commit resources to the retention of the quarry as an educational facility. The City still owes a duty of care to its workforce and, in certain circumstances, emergency service personnel and, therefore, following a detailed geotechnical investigation, certain geotechnical features of educational value may be rendered worthless for such use.

The City will also need to address long term implications relating to quarry wall and slope stability.

☞ Manage the hazard with essential services access only.

At this time the quarry site is closed with an inspection regime in place for the community's safety. The City still owes a duty of care to its workforce and, in certain circumstances, emergency service personnel and, therefore, following the implementation of any detailed geotechnical investigation recommendations and the Risk Assessment recommendations, which may cost in the order of tens of thousands to hundreds of thousands of dollars, the quarry's status could be considered to be that of mothballed.

An annual budget to cover ongoing costs would also need to be appropriately assessed and set.

The City will also need to address long term implications relating to quarry wall and slope stability.

☞ Manage the hazards by elimination.

When visiting the quarry site it is difficult not to recognise its value as a place for peaceful and quiet contemplation close to the centre of Armadale and the hustle and bustle of daily life. It is also difficult to ignore the value placed upon it by the State Universities as an educational resource and its local historical importance. However these values belie the actual cost, bearing in mind present day responsibilities, to the City and its ratepayers.

Options that retain the quarry as an excavation are likely in the long term to cost in the order of hundreds of thousands of dollars.

Considering this matter at a strategic level with a long term outlook the City may realise a reduction in the level of commitment described in the above three options if it were to fill the quarry site back in to pre-existing levels in such a manner as to allow the site to be developed for residential housing including the creation of a substantial and locally significant public open space. Such a reduction could only be assessed once detailed investigation of any development proposal were undertaken.

Filling the site back in would eliminate all hazards presently associated with the quarry site

Closing Comments

It is considered that none of the first three management options above can be properly understood, costs estimated and considered without the undertaking of a detailed geotechnical investigation. Upon completion of such an investigation realistic remedial measures and their costs, for each option, could be developed. Running in tandem with this process could be the investigation and costing of the fourth option.

Once all options are developed and costed, Council could put the confidentiality component in its dealings with the Shale Quarry aside and approach the community in an open and candid manner, seeking input and guidance to assist in the consideration of the most appropriate way forward and what is best for the City as a whole.

T145/02 RECOMMEND

Amended
Ordinary
Meeting of
Council
2.12.02

~~1. That the commissioning of a detailed geotechnical investigation of the Armadale Shale Quarry site and immediate surrounds at an estimated cost of \$65,000 be considered for inclusion in the 2003/04 Budget.~~

1. That an amount of up to \$65,000 be considered for inclusion in the 2003/04 Budget for commissioning of a detailed geotechnical investigation of the Armadale Shale Quarry site and immediate surrounds, with a view that the report of such investigation will provide full information as to the possible permanent closure of the quarry site.
2. That for the consideration of Council, officers develop and cost options suitable for the purposes of community consultation for the future of the Armadale Shale Quarry site.
3. That the Friends of the Armadale Shale Quarry be provided with a confidential briefing of Council's recent considerations with respect to the quarry site to date.
4. That the Armadale Shale Quarry site remain closed to the public until the results of the investigation are assessed.

MOVED Cr Reynolds
MOTION CARRIED (7/0)

LATE ITEMS

Nil.

COUNCILLORS' ITEMS

Cr Munn

Cr Munn requested that the anti-social behaviour in Memorial Park be investigated. He asked that officers contact the Police to request further patrols of the area and that a report be provided on the ramifications/options of locking the public toilets at night.

Cr Hopper

Cr Hopper provided background information on **pedestrian** safety issues in Croyden Road. She requested that officers assess Croyden Road for inclusion into the footpath hierarchy.

T146/02 RECOMMEND

- 1. That a report be provided detailing the issues associated with, and options available, for locking public toilets at night in the City Centre to reduce anti-social behaviour.**
- 2. That officers assess Croyden Road, Roleystone for inclusion into the footpath hierarchy.**

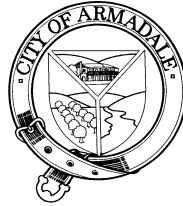
MEETING CLOSED 8.30PM.

TECHNICAL SERVICES COMMITTEE

SUMMARY OF "A" ATTACHMENTS

25 NOVEMBER 2002

Attachment No.	Subject	Page
A-1	Delegated Authority	48



CITY OF ARMADALE

DELEGATION OF AUTHORITY

DELEGATION NO.P201

POWER OR DUTY DELEGATED:

NOTICES REQUIRING CERTAIN THINGS TO BE DONE BY OWNER OR OCCUPIER OF LAND

The powers relating to issuing notices requiring certain things to be done by an owner or occupier of land and to particular things local governments can do that is not local government property

AUTHORITY:

Sections 3.25 and 5.42 (1) of the Local Government Act 1995.

DELEGATOR:

Council

DELEGATEE:

Chief Executive Officer

TERM OF DELEGATION:

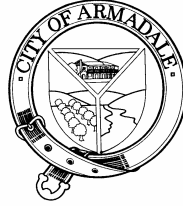
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Chief Executive Officer

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CITY OF ARMADALE

DELEGATION OF AUTHORITY

DELEGATION NO.P202

POWER OR DUTY DELEGATED:

LOCAL LAW RELATING TO RESERVES

Authority to act on Council's behalf in relation to Local Law Relating to Reserves.

AUTHORITY:

Sections 3.54(1) and 5.42(1) of the Local Government Act 1995 and Local Laws relating to Reserves.

DELEGATOR:

Council

DELEGATEE:

Chief Executive Officer

TERM OF DELEGATION:

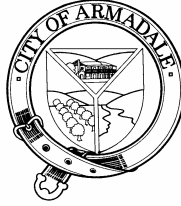
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Chief Executive Officer

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CITY OF ARMADALE

DELEGATION OF AUTHORITY

DELEGATION NO. P203

POWER OR DUTY DELEGATED:

ACTIVITIES AND TRADING IN THOROUGHFARES AND PUBLIC PLACES LOCAL LAWS
Regulation No.17 of the Local Government (Uniform Local Provisions) Regulations 1996.

AUTHORITY:

Section 5.42(1) of the Local Government Act and Regulation No. 17 of the Local Government (Uniform Local Provisions) Regulations 1996.

DELEGATOR:

Council

DELEGATEE:

Chief Executive Officer

TERM OF DELEGATION:

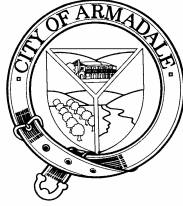
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Date:

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Chief Executive Officer

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CITY OF ARMADALE

DELEGATION OF AUTHORITY

DELEGATION NO. P204

POWER OR DUTY DELEGATED:

DAMAGE TO STREETS

To serve notice on persons to remove works constructed in a street without the permission of Council and make good the street.

AUTHORITY:

Section 5.42(1) of the Local Government Act and Regulation No.17 of the Local Government (Uniform Local Provisions) Regulations 1996.

DELEGATOR:

Council

DELEGATEE:

Chief Executive Officer

TERM OF DELEGATION:

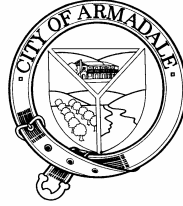
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Chief Executive Officer

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CITY OF ARMADALE

DELEGATION OF AUTHORITY

DELEGATION NO.P205

POWER OR DUTY DELEGATED:

DANGEROUS EXCAVATIONS

Authority to fill in or fence an excavation in a street or way or in a land adjoining any street or way or cause notice in writing to be served on the owner or occupier of the land requiring him to fill in or security fence the excavation if in the Chief Executive Officer's opinion the excavation is dangerous.

AUTHORITY:

Section 5.42(1) of the Local Government Act 1995 and Regulation No.11 of the Local Government (Uniform Local Provisions) Regulations 1996.

DELEGATOR:

Council

DELEGATEE:

Chief Executive Officer

TERM OF DELEGATION:

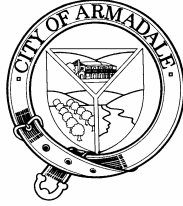
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Chief Executive Officer

Date:

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CITY OF ARMADALE

DELEGATION OF AUTHORITY

DELEGATION NO.P206

POWER OR DUTY DELEGATED:

DANGEROUS TREES

Authority to require any tree which in the Chief Executive Officer's opinion constitutes a danger to persons or property to be rendered safer.

AUTHORITY:

Sections 3.27 and 3.34 (1), (2) (a) (b) (c) (3) (4) (5) of the Local Government Act 1995.

DELEGATOR:

Council

DELEGATEE:

Chief Executive Officer

TERM OF DELEGATION:

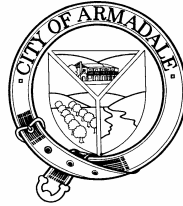
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Chief Executive Officer

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CITY OF ARMADALE

DELEGATION OF AUTHORITY

DELEGATION NO.P207

POWER OR DUTY DELEGATED:

ACTIVITIES AND TRADING IN THOROUGHFARES AND PUBLIC PLACES LOCAL LAWS

Authority to serve notice on owners or occupiers of land abutting a street or way to construct or repair a crossing from the common boundary of the land and the street or way to the paved portion of the carriageway of the street or way.

AUTHORITY:

Section 5.42(1) of the Local Government Act 1995 and Regulation No.13 of the Local Government (Uniform Local Provisions) Regulations 1996.

DELEGATOR:

Council

DELEGATEE:

Chief Executive Officer

TERM OF DELEGATION:

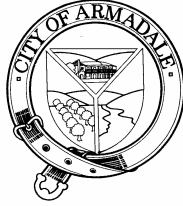
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Chief Executive Officer

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CITY OF ARMADALE

DELEGATION OF AUTHORITY

DELEGATION NO.P208

POWER OR DUTY DELEGATED:

SAND DRIFT

Authority to require the prevention of sand drift from land within Council's district.

AUTHORITY:

Section 5.42(1) of the Local Government Act 1995 and Regulation No. 21 of the Local Government (Uniform Local Provisions) Regulations 1996.

DELEGATOR:

Council

DELEGATEE:

Chief Executive Officer

TERM OF DELEGATION:

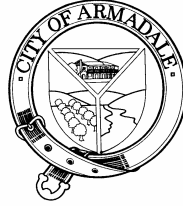
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Chief Executive Officer

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CITY OF ARMADALE

DELEGATION OF AUTHORITY

DELEGATION NO.P209

POWER OR DUTY DELEGATED:

TREES OBSTRUCTING STREETS

Authority to lay a complaint in a Court of Petty Sessions seeking an order for the removal of any tree situated on land adjoining a street or way which in the Chief Executive Officer's opinion is obstructing or otherwise prejudicially affecting a street or way under the care, control and management of Council.

AUTHORITY:

Section 5.42(1) of the Local Government Act 1995 and Regulation No.7(1) (b) of the Local Government (Uniform Local Provisions) Regulations 1996.

DELEGATOR:

Council

DELEGATEE:

Chief Executive Officer

TERM OF DELEGATION:

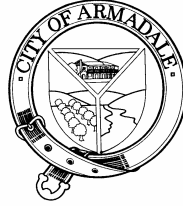
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Chief Executive Officer

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CITY OF ARMADALE

DELEGATION OF AUTHORITY

DELEGATION NO.P210

POWER OR DUTY DELEGATED:

TENDERING & PURCHASING POLICY & PROCEDURES

Authority to accept or reject tenders and quotations under \$50,000.

AUTHORITY:

Sections 5.42(1) and 5.43 of the Local Government Act 1995.

DELEGATOR:

Council

DELEGATEE:

Chief Executive Officer

TERM OF DELEGATION:

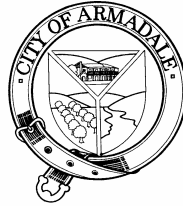
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Chief Executive Officer

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CITY OF ARMADALE

DELEGATION OF AUTHORITY

DELEGATION NO.P211

POWER OR DUTY DELEGATED:

COMMUNITY SAFETY WORKS

These powers relate to the approval of expenditure from the Community/Safety Works Account (Account No. 1356920) subject to the works complying with the following criteria:-

- ✍ be initiated as a result of identification of an issue which is assessed by the Executive Director Technical Services to be of a safety nature;
- ✍ be of sufficient urgency in the opinion of the Executive Director Technical Services to warrant immediate attention, rather than referral to annual budget consideration; and
- ✍ be estimated to cost \$7,500 or less.

That Council be informed of the work via a report in the "Information Bulletin".

AUTHORITY:

Sections 3.25 and 5.42(1) of the Local Government Act 1995.

DELEGATOR:

Council

DELEGATEE:

Chief Executive Officer

TERM OF DELEGATION:

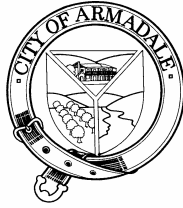
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Chief Executive Officer

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CITY OF ARMADALE

DELEGATION OF AUTHORITY

DELEGATION NO.A201

POWER OR DUTY DELEGATED:

NUMBER OF CROSSINGS

The power to act on Council's behalf in relation to Local Law 2.7 of the Activities And Trading In Thoroughfares And Public Places Local Laws

AUTHORITY:

Section 5.42(1) of the Local Government Act and Local Law 2.7 of the Activities And Trading In Thoroughfares And Public Places Local Laws

DELEGATOR:

Council

DELEGATEE:

Chief Executive Officer

TERM OF DELEGATION:

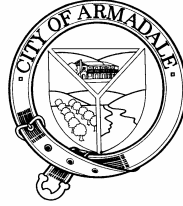
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Chief Executive Officer

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CITY OF ARMADALE

DELEGATION OF AUTHORITY

DELEGATION NO.A202

POWER OR DUTY DELEGATED:

VEHICLE ACCESS TO JULL STREET MALL

Authority to permit vehicle access to the Mall outside the permitted hours in special circumstances.

AUTHORITY:

N/A

DELEGATOR:

Council

DELEGATEE:

Chief Executive Officer

TERM OF DELEGATION:

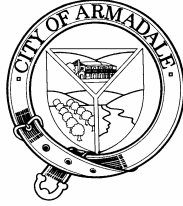
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Date:

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Chief Executive Officer

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CITY OF ARMADALE

DELEGATION OF AUTHORITY

DELEGATION NO.A203

POWER OR DUTY DELEGATED:

DISPOSAL OF SURPLUS PAVING SLABS

Authority to approve the disposal of surplus paving slabs to community groups for use on community projects.

AUTHORITY:

N/A

DELEGATOR:

Council

DELEGATEE:

Chief Executive Officer

TERM OF DELEGATION:

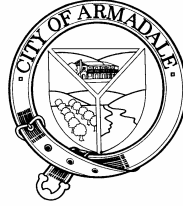
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Chief Executive Officer

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CITY OF ARMADALE

DELEGATION OF AUTHORITY

DELEGATION NO.A204

POWER OR DUTY DELEGATED:

EVENTS ON ROADS - ROAD CLOSURES

Authority to approve road closures for events on roads in accordance with Council Policy 2.1.41.

AUTHORITY:

N/A

DELEGATOR:

Council

DELEGATEE:

Chief Executive Officer

TERM OF DELEGATION:

Annual

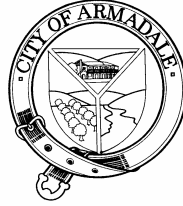
Signature:

Date:

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.....

Chief Executive Officer



CITY OF ARMADALE

DELEGATION OF AUTHORITY

DELEGATION NO.A205

POWER OR DUTY DELEGATED:

HALL BOOKINGS

Authority to refuse any hall booking where it seems circumstances warrant such refusal without assigning any reason for such refusal.

AUTHORITY:

N/A

DELEGATOR:

Council

DELEGATEE:

Chief Executive Officer

TERM OF DELEGATION:

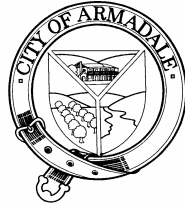
Annual

Signature:

Date:

.....
Chief Executive Officer

.....



CITY OF ARMADALE

DELEGATION OF AUTHORITY

DELEGATION NO.A206

POWER OR DUTY DELEGATED:

GRANTING OF LICENCES PURSUANT TO ACTIVITIES AND TRADING IN THOROUGHFARES AND PUBLIC PLACES LOCAL LAWS RELATING TO STREET STALLS

AUTHORITY:

N/A

DELEGATOR:

Council

DELEGATEE:

Chief Executive Officer

TERM OF DELEGATION:

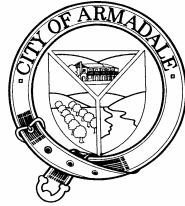
Annual

Signature:

Date:

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Chief Executive Officer

.....



CITY OF ARMADALE

DELEGATION OF AUTHORITY

DELEGATION NO.A208

POWER OR DUTY DELEGATED:

GRANTING OF LICENCES PURSUANT TO THE ACTIVITIES AND TRADING IN THOROUGHFARES AND PUBLIC PLACES LOCAL LAWS RELATING TO STREET ENTERTAINMENT

AUTHORITY:

N/A

DELEGATOR:

Council

DELEGATEE:

Chief Executive Officer

TERM OF DELEGATION:

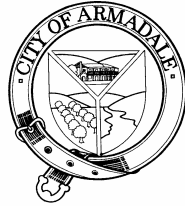
Annual

Signature:

Date:

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Chief Executive Officer

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CITY OF ARMADALE

DELEGATION OF AUTHORITY

DELEGATION NO.A209

POWER OR DUTY DELEGATED:

**APPROVAL OF ACTIVITIES CONDUCTED IN JULL STREET MALL FORECOURT
TO ARMADALE SHOPPING CENTRE**

AUTHORITY:

N/A

DELEGATOR:

Council

DELEGATEE:

Chief Executive Officer

TERM OF DELEGATION:

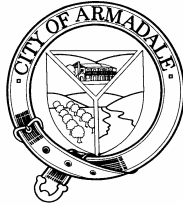
Annual

Signature:

Date:

.....
Chief Executive Officer

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CITY OF ARMADALE

DELEGATION OF AUTHORITY

DELEGATION NO. A210

POWER OR DUTY DELEGATED:

APPROVAL OF BANNERS ON BANNER POLES

AUTHORITY:

N/A

DELEGATOR:

Council

DELEGATEE:

Chief Executive Officer

TERM OF DELEGATION:

Annual

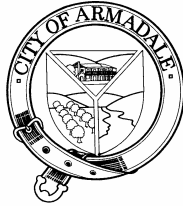
Signature:

Date:

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Chief Executive Officer



CITY OF ARMADALE

DELEGATION OF AUTHORITY

DELEGATION NO.A211

POWER OR DUTY DELEGATED:

APPROVE USE OF SANDWICH BOARDS

AUTHORITY:

Signs, Hoardings & Bill Posting Policy & Bylaw

DELEGATOR:

Council

DELEGATEE:

Chief Executive Officer

TERM OF DELEGATION:

Annual

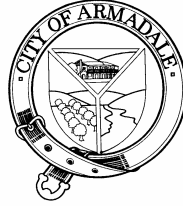
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Date:

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Chief Executive Officer



CITY OF ARMADALE

DELEGATION OF AUTHORITY

DELEGATION NO. A212

POWER OR DUTY DELEGATED:

APPROVAL TO PLACE REFLECTIVE HOUSE NUMBERS ON KERBS.

“That the Chief Executive Officer be granted Delegated Authority to approve future applications to place reflective house numbers on kerbs providing that the following standard conditions are met:-

1. All residents approached be advised that it is NOT a Council requirement to display the numbers on the kerbing and that it is totally voluntary on their part.
2. The resident or ratepayer granting permission for and agreeing to pay costs for the supply and fixing of house numbers on their road frontage kerb prior to the event.
3. Council not being responsible for any costs associated with the numbering, including reinstatement or maintenance for any house number on any kerb which may subsequently be removed or damaged through whatever reason.
4. Contractors providing reflective house numbers on kerbs to produce a copy of Council's permission on request.
5. Colour to be yellow on a green background.

AUTHORITY:

N/A

DELEGATOR:

Council

DELEGATEE:

Chief Executive Officer

TERM OF DELEGATION:

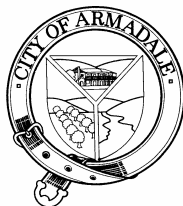
Annual

Signature:

Date:

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Chief Executive Officer

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CITY OF ARMADALE

DELEGATION OF AUTHORITY

DELEGATION NO.A 213

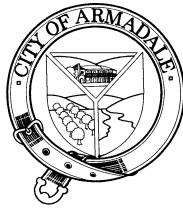
POWER OR DUTY DELEGATED:

Approval to hold fireworks displays on selected Council Reserves.

That the Chief Executive Officer be granted to approve fireworks displays on Council's Reserves subject to the following condition are met:

That the following reserves be approved to hold fireworks displays:

- a. John Dunn Oval
 - b. Gwynne Park
 - c. Rushton Park
 - d. Frye Park
2. That approval be granted to community groups to hold fireworks displays at the locations referred to in (1) above, subject to the following conditions:
- a) That the fireworks display be in the control of a licensed pyrotechnician.
 - b) That a copy of the pyrotechnician's current licence and Public Liability insurance to the value recommended by the City's Public Liability Insurer at the time of the display be provided.
 - c) That a copy of the Fire and Emergency Services Authority of WA permit and the commitment by FESA of the necessary number of fast attack fire units to be in attendance for the event be provided.
 - d) That a copy of the Department of Minerals and Energy permit be provided.
 - e) That a copy of the advice to the Department of Conservation and Land Management detailing the event and the nominated reserve be provided.
 - f) That a copy of the advice to the City of Armadale Chief Bush Fire Control Officer detailing the event is provided.
 - g) Placement of a number of fire extinguishers around perimeter of the fireworks display area.
 - h) That residents directly surrounding the reserve be notified by letter drop 2 weeks prior to the event.
 - i) That an advertisement be placed in the local newspaper notifying the wider community of the event. Costs incurred are the responsibility of the applicant.
 - j) That a special performance bond be lodged with Council before the event at a level commensurate with potential cost to Council. Minimum amount to be \$200.00.



CITY OF ARMADALE

- k) That the fireworks display will not proceed if the Fire Weather Danger Rating is Very High or Extreme on the nominated day.
- l) That Council can withdraw its approval for a fireworks display at any time and even at short notice if the Chief Executive Officer considers it too dangerous or inappropriate to proceed.
- m) That in the event of withdrawal of approval for a fireworks display, any financial loss to the applicant will not be the responsibility of Council

AUTHORITY:

DELEGATOR:

Council

DELEGATEE:

Chief Executive Officer

TERM OF DELEGATION:

Annual

Signature:

Date:

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.....

Chief Executive Officer