

CITY OF ARMADALE

MINUTES

OF TECHNICAL SERVICES COMMITTEE HELD IN THE COMMITTEE ROOM,
ADMINISTRATION CENTRE, 7 ORCHARD AVENUE, ARMADALE ON MONDAY, 26
JUNE 2006, AT 7.00 PM.

PRESENT:

Cr J Everts	Chair
Cr G A Best	
Cr R Butterfield	
Cr A L Cominelli JP	
Cr L Scidone	Deputy for Cr Hart
Cr J Knezevich	
Cr J Stewart	

APOLOGIES:

Cr Hart	Leave of Absence
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OBSERVERS:

Nil

IN ATTENDANCE:

Mr W A Bruce	Executive Director Technical Services
Mr G Elsegood	Acting Manager Technical Services
Mr B Sutton	Coordinator Waste Services
Mr P Lanternier	Manager Parks
Mr D Scriven	Manager Civil Works
Ms V Carpenter	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

Nil.

QUESTION TIME

Nil.

DEPUTATION

Nil.

CONFIRMATION OF MINUTES

RESOLVED

Minutes of the Technical Services Committee Meeting held on 22 May 2006 and the Special Technical Services Committee Meeting held on 30 May 2006, were confirmed.

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

ITEMS REFERRED FROM INFORMATION BULLETIN – ISSUE NO. 12

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

- **Outstanding Matters**
Report on Outstanding Matters – Technical Services Committee
- **Monthly / Quarterly Departmental Reports**
Technical Services Directorate Works Programme
- **Minutes from Occasional Advisory Committees**
Armadale Settlers' Common Management Committee May 06
Bungendore Park Management Committee – May 06
Bushcare and Environmental Advisory Committee - May 06
- **General Information**
Procedures for construction of a crossover
Bird Surveys undertaken in City of Armadale Bushland
National Heritage Trust Funds

Committee noted the information and no further items were raised for discussion and/or further report purposes.

I N D E X

TECHNICAL SERVICES COMMITTEE

26 JUNE 2006

WASTE SERVICES

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THIRD AVENUE FOOTPATH RECONSTRUCTION OPPOSITE KELMSCOTT SENIOR HIGH SCHOOL

WARD Heron
FILE REF: WMT/2
DATE 19 June 2006
REF BS
RESPONSIBLE EDTS
MANAGER

In Brief:

- The waste collection system developed for single free-standing housing is not suitable for the high density multi unit developments, especially near sensitive areas such as schools.
- Investigation into 2 development applications each with 14 units on Third Avenue opposite Kelmscott Senior High School revealed safety issues with the placement of MGBs on the existing footpaths.
- The footpath be replaced in front of all units on Third Avenue in front of the school to enable a safe efficient waste collection service to be provided for the benefit of residents and road users.
- **Recommend**
That :
 1. Council contribute \$16,800 to upgrade the footpath in front of the existing units.
 2. Allocate funding for the works from Council's Footpath Replacement Program 2007/08 by reducing Stage 2 of the replacement of footpath along Champion Drive from the Library to Railway Avenue by 140m thus reducing the estimated cost of \$35,100 to \$18,300, and increasing the length of stage 3 by 140m.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Nil.

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 Polices/Local Laws.

Budget/Financial Implications

Nil.

Consultation

Executive Director Development Services, Executive Director Technical Services, Manager Design Services, Manager Technical Services, Manager Parks, Truck Drivers, Officers form City of South Perth, Cleanaway.

BACKGROUND

Approval was granted for the development of two sets of 14 units on sites situated on Third Avenue directly opposite Kelmscott Senior High School subject to waste management plans being produced.

The school has 1600 students and 200 teaching and support staff that arrive and leave within half an hour of the start and finish of the school.

There are 500 vehicles travelling along Third Avenue between 8:00 and 9:00am. The road has a traffic count of 5000 vehicles per day (vpd).

Thirty-nine traffic accidents have been reported over the past 4 years on Third Avenue from the school to Railway Ave. Five of the accidents involved pedestrians and cyclists at school starting and finishing times.

The two developers as part of their approval conditions are required to provide a relocated path and bin pad in front of the developments. The adjoining existing multi-unit sites need to be retro fitted to provide the same level of service. This retro-fit has to be at Council's cost.

COMMENT

The waste collection system developed for free standing housing is not suitable for the high-density multi unit developments, especially in sensitive areas such as schools. Changes in both the style of unit development and the collection method are required so that a safe efficient waste service can be provided to the future residents of these developments. *Refer attachment "A-1" of the Minutes (see Summary of Attachments – Green Page).*

After an on-site inspection, the Council's insurer agreed with the report assessment on the Third Avenue developments and that the collection service operating at present represented a considerable risk to Council. Solutions to this problem and others of similar nature were required.

The developers of the two new sites agreed to meet the costs of the upgrade of the footpath for \$4,500 (inc GST) each.

For the existing developments, on-road collection is the only option without major costs being incurred by Council. To reduce the risk/liability faced by Council providing the waste collection service, it is proposed that Council allocate funds to upgrade the footpath to the proposed design.

DETAILS OF PROPOSAL

Council faces considerable risk continuing its waste collection service for multi unit developments in its current manner especially in proximity to schools. Each of the situations requires assessment of the existing and proposed infrastructure to determine the best outcome considering community disruption and cost. The solution proposed for the multi unit developments opposite the Kelmscott Senior High School is the best compromise under the circumstances.

The existing path needs to be replaced for the full length of the housing opposite KSHS on Third Avenue with transitions into the existing path in front of the park to the west and the roundabout pathway network to the east.

Council's retro-fit cost for 140m is \$16,800. The timing of the reconstruction of the pathway would be dependent on the completion of the developments which is currently estimated at January 2007.

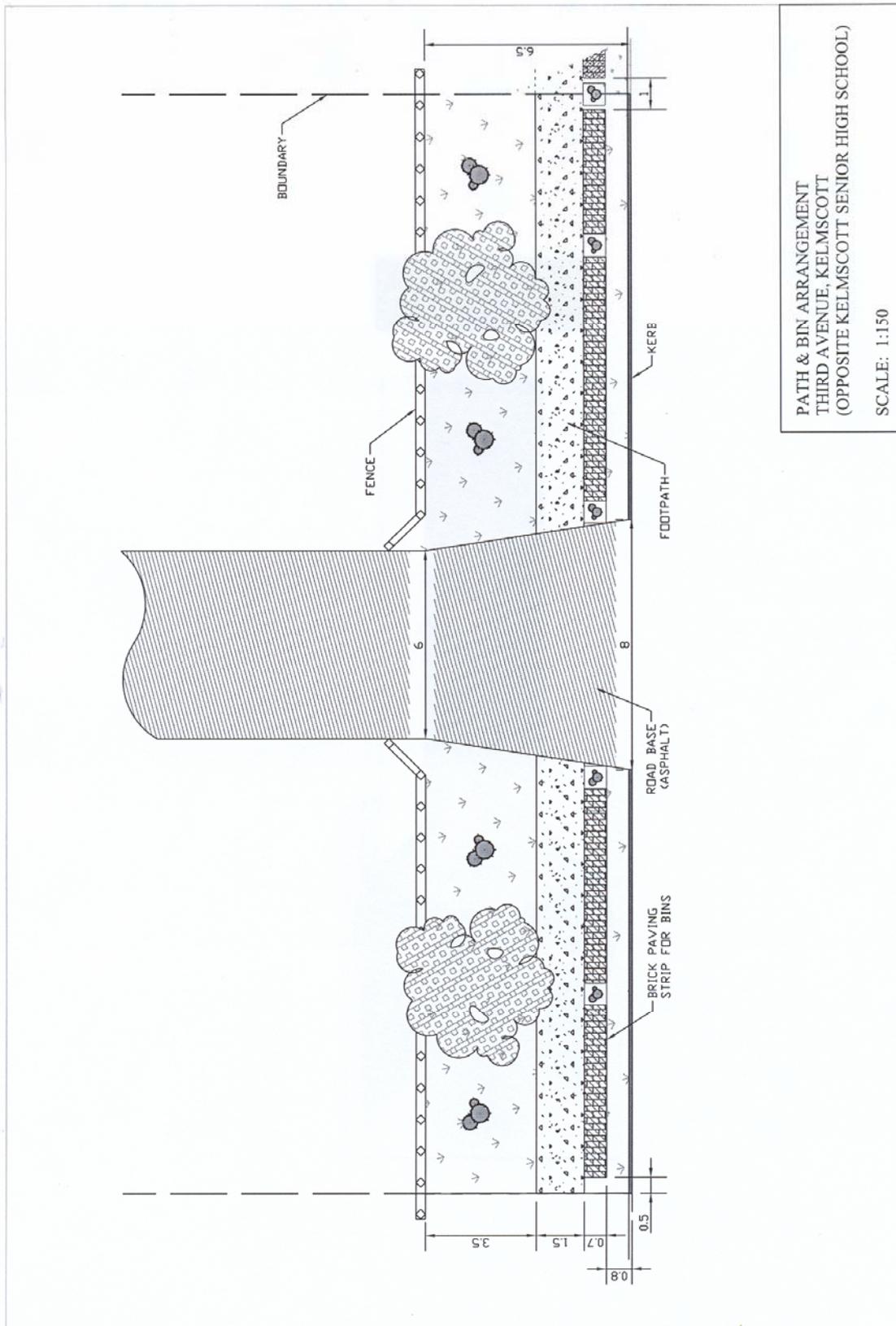
CONCLUSION

In order to manage the risks associated with waste collection adjacent to Kelmscott Senior High School 140m of footpath in Third Avenue requires retrofitting to match that of the new developments under construction. The cost of the retrofit work is \$16,800 to be taken from the proposed Footpath Replacement Programme 06/07 Stage 2 by delaying the replacement of footpath along Champion Drive from the Library to Railway Avenue thus reducing the estimated cost of \$35,100 to \$18,300.

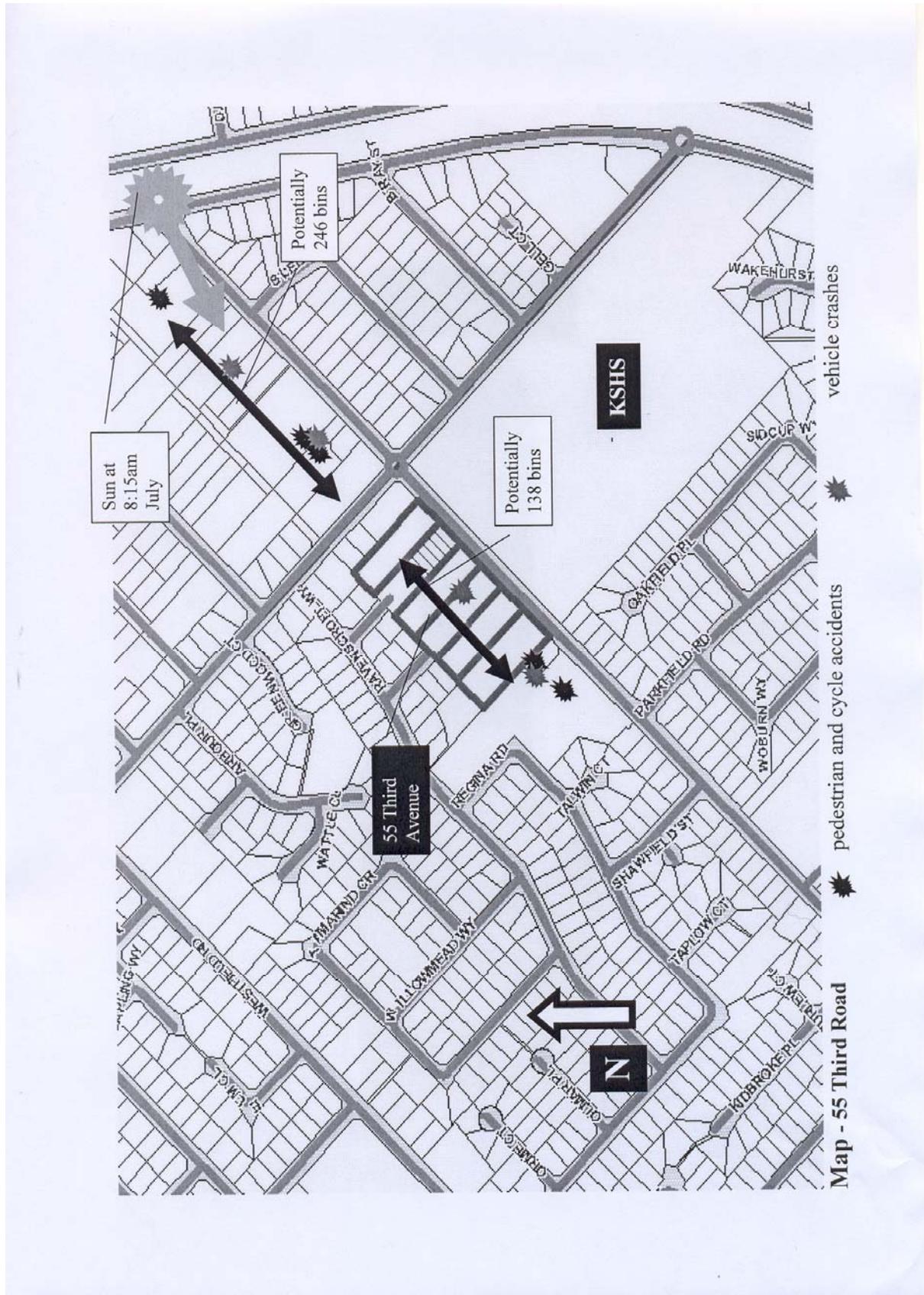
T54/06/06 RECOMMEND

That Council approves for inclusion in the 2006-07 Annual Budget the following variations to the proposed 2006-07 Footpath Works Programme. Reduce the estimate of \$35,100 for footpath works in Champion Drive by \$16,800 to \$18,300 and add to the programme path works in Third Avenue at an estimated cost of \$16,800.

MOVED Cr Butterfield
MOTION CARRIED (7/0)



PATH & BIN ARRANGEMENT
THIRD AVENUE, KELMSCOTT
(OPPOSITE KELMSCOTT SENIOR HIGH SCHOOL)
SCALE: 1:150



TENDER NO.14/06: TENDER FOR THE SUPPLY OF SPRAYED BITUMEN

WARD ALL
FILE REF TEN/14/06
DATE 21 June 2006
REF JC
RESPONSIBLE MCW
MANAGER

In Brief:

- Tender No. 14/06 was recently called for the Supply of Sprayed Bitumen.
- Two tenders were received by the specified closing time.
- **Recommend**
That with Tender No. 14/06, Tender for the Supply of Sprayed Bitumen, Council accept no tender

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 (Functions and General) Regulations 1996 s3.57 (11) (2) (f)

Council Policy/Local Law Implications

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

Policy ENG 5: Tendering and Purchasing.

Budget/Financial Implications

Total current budget allocation within project costs.

Consultation

Nil.

BACKGROUND

Tender No 14/06 for the supply of sprayed bitumen was called recently because Council records showed that the tender expired on 30 June 2006.

COMMENT

Two tenders were received by the closing date.

In the interval between the calling of the tender and the closing date Council's current contractor (Boral Asphalt) verbally notified Council they believed their contract with Council did not finish until June 2007.

The documentation relevant to this 2005 tender (No 13/05) has been closely examined and while Council only accepted a 12 month contract the original tender documentation did refer to a two year period. This ambiguity regarding the contract period could leave Council in a

vulnerable position if it accepts a new contract and to this end it is suggested that regarding tender No 14/06, Council accept no tender and acknowledge the original tender 13/05 for a further 12 months.

T55/06/06 RECOMMEND

**That with Tender No. 14/06, Tender for the Supply of Sprayed Bitumen,
Council accept no tender.**

MOVED Cr Butterfield
MOTION CARRIED (7/0)

JOHN STREET – PROPOSED ROAD CLOSURE

WARD Minawarra
FILE REF: RDJ
DATE 19 April 2006
REF JG
RESPONSIBLE MANAGER MTS

In Brief:

- Council has received requests from Dale Cottages to have John Street closed
- Officers Recommendation
That Council consult with residents and service providers in John Street to determine whether closure is desired and the preferred point of closure.
- **Recommend**
That Council consult with residents and service providers in John Street to determine alternative means of addressing pedestrian and vehicle interactions.

Tabled Items

Draft Plans

Officer Interest Declaration

Nil.

Strategic Implications

Nil.

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

Current preliminary estimates of the work covering closing, land resumption, service relocations, construction, design, public survey and advertising is between \$60-80,000.

Consultation

Nil.

BACKGROUND

Council has received requests from Dale Cottages to have John Street closed. These requests are based on the environment of the current development (Aged Care) and the high speed at which vehicles travel when entering John Street (mainly in a westerly direction).

DETAILS OF PROPOSAL

Approval is sought for Technical Services' Officers to consult the local residents and service providers to determine whether there is general desire to close John Street and the preferred point of closure.

COMMENT

Road closure is a method of reducing the high speeds of vehicles using the street. Dale Cottages also seek closure because of the steep gradient and the current usage of their

existing development (Retirement Village). They believe the road closure will improve the safety and living standard of all residents in John Street.

OPTIONS

Were road closure to be a generally desired outcome, a number of options for the closure are available. These include :

- a. Close John Street at the eastern end near the intersection with William Street. For this option a section of land will be needed to implement a full turning circle to accommodate the turning of waste trucks and other large vehicles safely.
- b. Close the road at Combe Drive and install a cul-de-sac at the eastern side of the T-junction.
- c. Closure as in Option 1 but allow for traffic to turn left out of the cul de sac back into William Street.

CONCLUSION

If closure is generally desired and once a preferred location option is identified, a detailed costing can be carried out and funding sources identified. A further report will be presented at the conclusion of the investigation.

Committee expressed concern about the lack of connectivity associated with closing John Street. The need to minimise conflict between vehicles, pedestrians and gophers was discussed, but not at the loss of permeability.

Addressing vehicle/pedestrian interaction without closing John Street was considered important and hence the Committee changed the Officers Recommendation.

OFFICERS RECOMMENDATION

That Council consult with residents and service providers in John Street to determine whether closure is desired and the preferred point of closure.

T56/06/06 RECOMMEND

Amended Ordinary Meeting of Council 3 July 2006	That Council consult with residents and service providers in John Street to determine alternative means of addressing pedestrian and vehicle interactions.
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Council resolved:

1. Recommendation T56/06/06 be not adopted.
2. That Council consult with residents and service providers in John Street to determine means of addressing pedestrian and vehicle interactions, especially at the junctions of John Street and William Street, and John Street and Church Street.

MOVED Cr Stewart
MOTION CARRIED (7/0)

POLICY - FOOTPATH/KERB SECURITY DEPOSITS AND BONDS

WARD All
FILE REF ENG/1
DATE 1 June 2006
REF GE/CB
RESPONSIBLE MTS
MANAGER

In Brief:

- Council's Footpath/Kerb Security Deposit Policy was last reviewed on 7 June 2005 (T49/05/05) and prior to that on 4 March 2003 (C6/2/03).
- It has become apparent that the Security Deposit currently taken is too low to adequately repair damage done and is too low to force/ensure builders to consider potential damage.
- **Recommend**
That this item be recommitted to the Technical Services Committee for further consideration after officers have undertaken investigation in respect to costs to Council and in comparison with other local authorities in the area.

Tabled Items

Nil.

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

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

Council Policy/Local Law Implications

Council Policy and Management Practices relating to footpaths/kerbs security deposits and bonds.

Budget/Financial Implications

The change in policy will provide a system that generates funding to partially offset the administration and inspectorial costs associated with protecting Councils assets adjacent to building developments. The income from this policy to be budgeted as income within the Technical Services Directorate.

Consultation

Building Services Manager
Asset Protection Officer
Services Information Officer

BACKGROUND

Council's Policy for Footpath/Kerb Security Deposit and Bonds (ENG 4) was last reviewed on 7 June 2005 (T49/05/05) and prior to that on 4 March 2003 (C6/2/03). The rationale for such a policy is to ensure that Council does not suffer financially from any damage caused to footpaths by builders.

Since the last review more stringent controls have been put in place in order to oversee and protect Council's assets. The result being that due to more detailed inspections and management process being implemented it has now substantially increased officer's time involved in the management of kerb footpath deposits.

It has also become apparent that the current Footpath / Kerb Security Deposit is insufficient to adequately repair kerb or verge damage incurred in many cases nor is it sufficient to force or ensure builders to consider potential damage that they may cause.

Also some building companies have developed the practice of not paying the security deposit themselves but getting their client / property owner to make necessary payment. Friction often occurs when the security deposit is returned to the property owner with monies deducted for damage done by the building company and the property owner having no knowledge or control of such damage.

Council's Management Practice for Footpaths / Kerb Deposits (ENG/4) states:

- “1. *Registered Builders who undertake less than 10 separate projects in the City per annum; Owner Builders and private below ground swimming pool installers:*
 - (a) *If no footpath or kerb is present – no deposit;*
 - (b) *If footpath or kerb is present, a Footpath/Kerb Security Deposit of \$400; and*
 - (c) *Payment to be made in the form of cash or bank guarantee.*

2. *Registered Builders who undertake 10 or more separate projects in the City, per annum:*
 - (a) *An annual bond in the form of cash or bank guarantee covering all applications; and*
 - (b) *The value of the bond shall be \$2,000.*

3. *In all cases where footpath/kerb security deposits are applicable:*
 - (a) *Should damage occur, the builder should first be given the opportunity to repair it to the City's requirement. The City will carry out repairs and invoice the builder if authorised to do so by the builder or in the event of the failure of the builder to carry out repairs within the time specified in the notice;*
 - (b) *The person taking out the building licence is responsible for notifying the City 14 days before commencing works on site to allow a pre-construction inspection, and also upon completion of the works to commence the refund and clearance process.*
 - (c) *Where footpath/kerb security deposits are refunded, these will be payable without interest and refunded only to the person taking out the building licence, unless written authority is received for the amount to be made payable to the third party.”*

COMMENT

In order to further improve this process and to ensure that Council does not suffer financially from any damage caused to footpaths by builders the following is recommended:

That the current Management Practice for Footpath / Kerb Security Deposits (ENG/4) be amended as follows:

1. Footpath / Kerb Security Deposits shall be lodged with Council for every building licence issued in urban and rural areas regardless of whether a kerb and / or footpath exist.
2. The value of Footpath / Kerb Security Deposits shall be \$1000 irrespective of verge development.
3. A Footpath / Kerb Inspection Fee as determined in Council's Schedule of Fees and Charges shall be paid for every building licence issued in urban and rural areas.
4. The Footpath / Kerb Security Deposits and the Footpath / Kerb Inspection Fee shall be paid by either the Registered Builder or the owner builder and not the property owner unless the property owner is the owner builder.
5. Registered Builders who undertake 10 or more separate projects within the City of Armadale per annum shall:
 - (a) Lodge an annual bond in the form of cash or bank guarantee covering all applications; and
 - (b) The value of the bond shall be \$10,000.
6. Commercial and large industrial developments to be individually assessed and the Footpath / Kerb Deposit be included in the Development Application (DA)
7. In all cases where Footpath / Kerb Security Deposits are applicable:
 - (a) Should damage occur, the builder should first be given the opportunity to repair it to the City's requirement. The City will carry out repairs and invoice the builder if authorised to do so by the builder or in the event of the failure of the builder to carry out repairs within the time specified in the notice;
 - (b) The person taking out the building licence is responsible for notifying the City 14 days before commencing works on site to allow a pre-construction inspection, and also upon completion of the works to commence the refund and clearance process.
 - (c) Where footpath/kerb security deposits are refunded, these will be payable without interest and refunded only to the person taking out the building licence, unless written authority is received for the amount to be made payable to the third party.

It should be noted that the Technical Services Directorate's Fees and Charges which included a Footpath/Kerb Inspection fee of \$100.00 plus GST was agreed to by Committee at its Special Meeting on Tuesday 30 May 2006.

OFFICER RECOMMENDATION

That Council note the following revised Management Practice ENG/4 relating to Footpath/Kerb Security Deposits:

- 1. A Footpath / Kerb Security Deposit shall be lodged with Council for every building licence issued in urban and rural areas regardless of whether a kerb and / or footpath exist.*
- 2. The value of Footpath / Kerb Security Deposits shall be \$1000.00 irrespective of verge development.*
- 3. A Footpath / Kerb Inspection Fee of \$100.00 plus GST (minimum) or as determined in Council's Schedule of Fees and Charges shall be paid for every building licence issued in urban and rural areas. (NB effective from the date of the 2006-07 Annual Budget being adopted).*
- 4. The Footpath / Kerb Security Deposit and the Footpath / Kerb Inspection Fee shall be paid by either the Registered Builder or the owner builder and not the property owner unless the property owner is the owner builder.*
- 5. Registered Builders who undertake 10 or more separate projects within the City of Armadale per annum shall:*
 - (a) Lodge an annual bond in the form of cash or bank guarantee covering all applications; and*
 - (b) The value of the bond shall be \$10,000.*
- 6. Commercial and large industrial developments to be individually assessed and the Footpath/Kerb Deposit be included in the Development Application (DA)*
- 7. In all cases where Footpath / Kerb Security Deposits are applicable:*
 - (a) Should damage occur, the builder should first be given the opportunity to repair it to the City's requirement. The City will carry out repairs and invoice the builder if authorised to do so by the builder or in the event of the failure of the builder to carry out repairs within the time specified in the notice;*
 - (b) The person taking out the building licence is responsible for notifying the City 14 days before commencing works on site to allow a pre-construction inspection, and also upon completion of the works to commence the refund and clearance process.*

- (c) *Where footpath/kerb security deposits are refunded, these will be payable without interest and refunded only to the person taking out the building licence, unless written authority is received for the amount to be made payable to the third party.*

Committee was concerned that bonding the builder to ensure sufficient funds are available for repair to footpaths, kerbs and other verge appurtenances could be passed onto the purchaser. This would lead to a potential increase in the cost of building in the City compared to other municipalities.

Consultation with significant Armadale based builders should be undertaken to identify methods by which owners can be protected from having the cost of the repair to verge appurtenances resulting from building operations - usually related to concrete pours and the delivery of materials – being passed on.

Building categories should be identified as building activity in new subdivisions can lead to conflict with the City when the subdivision maintenance period ends when there has been substantial damage resulting from building operations and the City does not take possession of the damaged site. This is common in municipalities where development far more active than Armadale's recent level has been occurring.

The fundamental principles underlying the matter of who funds the reinstatement of infrastructure :-

- *The principal in the house contract (i.e. the purchaser)*
- *The entire City community*
- *The builder contractor*

should be clarified.

The Committee recommitted the matter for a report providing the above information as well as further information as to other local authorities' practices and the City's recent and projected costs associated with repairs.

T57/06/06

RECOMMEND

That this item be recommitted to the Technical Services Committee for further consideration after officers have undertaken investigation in respect to costs to Council and in comparison with other local authorities in the area.

MOVED Cr Knezevich
MOTION CARRIED (7/0)

PUBLIC TRANSPORT AUTHORITY - BUS SHELTER GRANT SCHEME – 2006/07

WARD All
FILE REF: ENG/2
DATE 12 JUNE 2006
REF CB
RESPONSIBLE MANAGER EDTS

In Brief:

- The Public Transport Authority has advised that the 2006/07 round of funding in their Bus Shelter Grant Scheme is open until 30 June 2006.
- A submission for five new shelters was handled administratively in order to meet the closing deadline.
- **Recommend**
That Council endorse the following five location sites to install the new shelters in 2006/07:
 1. Dawson Street, Armadale
 2. Eighth Road, Armadale
 3. Raeburn Road, Roleystone
 4. Seville Drive, Seville Grove
 5. Hesketh Ave, Seville Grove

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure

Develop an integrated transport system, including road safety aspects.

Corporate Services

Encourage innovation and creativity in meeting the needs of the community

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

Council has committed \$25,000 for 2006/07.

Consultation

Public Transport Authority, Jason Signmakers, and Departmental Managers

BACKGROUND

The Public Transport Authority (PTA) advised at the end of May 2006 that it would again receive submissions up to 30 June 2006 for the 2006/07 financial year round of funding of their Bus Shelter Grant Scheme.

The criteria for the funding is the same as the previous five years, that is PTA will fund up to \$5,000 per shelter to a maximum of five shelters year on the proviso that the local authority

matches this funding. Matching funds has been allocated in the 2006/07 Technical Services Budget and in the Five Year Works Programme.

COMMENT

Council has been successful in all its previous submission for funding for bus shelters - 2001/02, 2002/03, 2003/04, 2004/05 and 2005/06 financial years. This has allowed for 25 new shelters to be installed throughout the City amounting in total to \$250,000 (\$125,000 each from PTA and Council's contribution).

There is also an annual allocation in the Civil Maintenance budget for maintenance of the new type as well as the existing older type of shelters.

DETAILS OF PROPOSAL

In order to meet the deadline date of 30 June 2006 the submission was handled administratively based upon historical knowledge of locations that require bus shelters and public requests for new shelters.

The following locations were submitted for new shelters:

1. Dawson Street, Armadale opposite Dawson Reserve
2. Eighth Road, Armadale near Gribble Road
3. Raeburn Road, Roleystone near Jarrah Road
4. Seville Drive, Seville Grove near Salamanca Boulevard
5. Hesketh Ave, Seville Grove opposite the Metropolitan Riding School

The reason the above sites were chosen are as follows:

Dawson Street	existing concrete shelter damaged – safety issue
Eighth Road	requested by people with disabilities
Raeburn Road	no other shelter in general area
Seville Drive	new sub divisions – young families
Hesketh Ave	requested by TAFE Equestrian

SUMMARY

It is recommended that Council endorse the five nominated locations for the 2006/07 financial year.

To maintain uniformity the new shelters will be constructed as per the same type and colour as previous 25 shelters - Jason Signmakers plan "Jsa" in Hawthorne Green Gloss and Merino Matt.

Council should note that with the installation of these (5) shelters there may not be any location where shelters can be installed in future apart from in front of residential properties where historically this has resulted in complaints requesting the removal of the shelter.

T58/06/06 RECOMMEND

That Council approves for inclusion in the 2006-07 Annual Budget the following program for the installation of new bus shelters:

- 1. Dawson Street, Armadale**
- 2. Eighth Road, Armadale**
- 3. Raeburn Road, Roleystone**
- 4. Seville Drive, Seville Grove**
- 5. Hesketh Ave, Seville Grove**

MOVED Cr Stewart
MOTION CARRIED (7/0)

TENDER NO. 30/05: TENDER FOR THE SUPPLY OF STREETLIGHTING MAINTENANCE

WARD Lake
Jarrah
Minnawarra
River
FILE REF TEN/30/05
DATE 1 June 2006
REF CB
RESPONSIBLE MTS
MANAGER

In Brief:

- Tender No. 30/05 was originally called for Street Lighting Maintenance.
- No tenders were received by the specified closing time.
- Five selected Electrical Contractors were then invited to tender for Street Lighting Maintenance.
- The tender from Nilsen Electric WA Pty Ltd has been assessed as being the most advantageous to Council.
- **Recommend**
That Council accept the tendered prices from Nilsen Electric Pty Ltd for Street Lighting Maintenance for the period 24 months commencing 4 July 2006 in accordance with their submitted tender and Council's contract documentation for Tender 30/05.

Tabled Items

Request for Quotation

Officer Interest Declaration

Nil.

Strategic Implications

Corporate Services

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

Social Infrastructure

Facilitate initiatives to improve safety and security of the community

Investigate other ways of improving public safety and security

Legislation Implications

Local Government Act and Tender Regulations.

Council Policy/Local Law Implications

Policy No. 2.1.54: Tendering and Purchasing Policy.

Budget/Financial Implications

Can be contained within current budget allocation

Consultation

Technical Services Officers

Sage Consulting Engineers

BACKGROUND

Council in previous years has tendered for the supply of electrical maintenance and minor works which included all electrical maintenance and minor works of Council's buildings and parks and reserves as well as carrying out minor streetlighting repairs in certain areas -

“Armadaled CBD”, “Araluen”, “Brookwood” and “Coachman’s Park” as these areas are not part of Western Power’s Street Vision programme.

Due to the increasing demands in the Property Department and Parks and Reserves Department along with various Council run community events it was becoming more difficult to attend to streetlighting faults in a timely manner.

On expiration of the Electrical Maintenance and Minor Works Contract in June 2005, it was decided to separate the electrical maintenance components resulting in a Contract being awarded for the Supply of Electrical Maintenance and Minor Works for buildings and parks and reserves only. The maintenance for streetlighting in private areas was advertised separately on 14 January 2006 in the West Australian – Tender No 30/05 Tender for Streetlighting Maintenance, however due to the Christmas and New Year holiday period it did not attract any submissions.

Regulation 11(2)(c)(i) of the Local Government (Functions and General) Regulations 1996 Part 4 (relating to tenders for providing goods and services (s3 57)) states:

- (2) *Tenders do not have to be publicly invited according to the requirements of this Part if –*
 - (c) *within the last 6 months –*
 - (i) *the local government has according to the requirements of this Part, publicly invited tenders for the supply of the goods or services but no tender was submitted that met the tender specifications.*

In accordance with this Regulation, on 13 March 2006 five selected electrical contractors were invited to tender under the same conditions as the previous tender. In this instance two electrical contractors have supplied tenders for the provision of services to carry out a street lighting maintenance programme.

The 2006/07 Draft Budget contains the following the amount of \$35,280 for “New Works Lighting”. It is proposed to use this budget amount for the electrical maintenance programme as well as for community requests for additional lighting in all other areas.

New Contract Information

Contract Type	Lump Sum
Contract Duration	24 months
Commencement Date	4 July 2006
Expiry Date	30 June 2008
Extension Permitted	Yes – 12 months
Rise And Fall Included	No

Selection Criteria

ITEM No.	DESCRIPTION	WEIGHTING
1.	Capability / competence of tenderer to perform the work required	20%
2.	Experience of tenderer in supplying similar goods or completing similar projects	20%
3.	Understanding of requirement	20%
4.	Quoted price	40%
	TOTAL	100%

TENDERS RECEIVED

Details of tenders received are as follows:

Electrical Contractors

1. Nilsen Electric WA Pty Ltd
2. GDK Electrical Services

TENDER EVALUATION

Upon receipt of the two tenders, an Electrical Consultant was engaged to evaluate both tenders. Sage Consulting Engineers Pty Ltd has provided the following report.

“Scope of Work

The scope comprises the maintenance of City owned lighting in four precincts: The City Centre, Araluen, Brookwood and Coachman’s Park.

Tenders are based on a technical specification, drawing of street lighting in the four precincts, and the City’s standard contract documentation.

Tenderers were requested to submit a lump sum tender price for regular maintenance for 12 months and to submit a schedule of rates for repairs of accident damage or vandalism.

Tenderers

Two tenderers submitted tenders on 29 March 2006.

GDK submitted a lump sum tender price and schedule of rates.

Nilsen submitted schedules of rates only with their tender. Upon request Nilsen submitted their lump sum tender price by facsimile on 21 April 2006. The two tenderers schedules of rates and are on the following page.

Recommendation

For regular maintenance the lump sum price of Nilsen is lower than of GDK.

For accident damage and vandalism repair the rates offered by GDK are lower than those of Nilsen.

As the extent of regular maintenance exceeds that of repairs of accident damage and vandalism, we (Sage Consulting Engineers) recommend that the lump sum price be given priority. Thus the tender of Nilsen delivers the best value for money.

Nilsen have provided good performance on previous works. In particular, they have maintained street lighting for the City of Rockingham for a number of years.

We (Sage Consulting Engineers) recommend the acceptance of tender of: Nilsen Electric WA Pty Ltd.”

Estimated Annual Cost

The estimated annual cost to undertake “regular maintenance” is as follows:

Tenderer	Annual Cost
Nilsen Electric WA Pty Ltd	\$24,120.00
GDK Electrical Services	\$74,636.00
Compare with Annual Budget	\$35,280.00

A schedule of rates for accident damage and vandalism was also submitted, however historical records show that this type of damage is minimal and therefore has not been used in the evaluation of the tender.

Tender Rankings

Based on the evaluation by Sage Consulting Engineers the tender rankings resulting from the application of the selection criteria are as follows.

TENDER RANKING

Tenderer	Ranking
Nilsen Electric WA Pty Ltd	1
GDK Electrical Services	2

CONCLUSION

It is thus recommended that the tender be awarded to Nilsen Electric WA Pty Ltd who have satisfied the selection criteria and are ranked number one in the tender evaluation.

T59/06/06 RECOMMEND

That Council accept the tendered prices from Nilsen Electric Pty Ltd for Street Lighting Maintenance for the period 24 months commencing 4 July 2006 in accordance with their submitted tender and Council’s contract documentation for Tender 30/05.

MOVED Cr Scidone
MOTION CARRIED (7/0)

**ARALUEN BOTANIC PARK – IT'S SPRINGTIME AT ARALUEN FESTIVAL
(TULIPS)**

WARD Jarrah
FILE REF: EVT/1
DATE 31 MAY 2006
REF CB
RESPONSIBLE EDTS
MANAGER

In Brief:

- Advice has been received from the Araluen Botanic Park seeking Council's support to again implement a traffic management strategy during peak times for the forthcoming "It's Springtime at Araluen" festival being Sunday August 20 and 27, Sunday September 3, 10, 17 and 24, Sunday October 1 and Monday October 2 (Public Holiday)
- That Council support the application from Araluen Botanic Park for a one-way system to be implemented on Croyden Road between Redtail Lane and the McNess Drive intersection in line with the Commissioner of Main Road's Instrument of Authorisation.
- **Recommend**
That the modified traffic arrangements be carried out as per the conditions outlined in the Instrument of Agreement as issued by the Commissioner of Main Roads WA pursuant to Regulation 297 (2) of the Road Traffic Code 2000.

Tabled Items

Araluen Botanic Park – Traffic Management Plan

Officer Interest Declaration

Nil.

Strategic Implications

Nil.

Legislation Implications

Nil.

Council Policy/Local Law Implications

Assessment of Policy / Local Law indicated that the following are applicable:
Council Policy ENG 3 – Road Closures for Events

Budget/Financial Implications

Nil.

Consultation

Nil.

BACKGROUND

Advice has been received from the Araluen Botanic Park seeking Council's support to implement a traffic management strategy during peak times for the forthcoming "*It's Springtime at Araluen*" festival.

Unlike last year, the Araluen Botanic Park does not intend to hold any Free Entry Days during the festival period. The traffic management strategy is to be implemented on eight (8) peak days and not eleven (11) as was the case in 2005.

The peak days that are sought for the traffic management strategy to be implemented are:

Sunday August 20 and 27;
Sunday September 3, 10, 17 and 24;
Sunday October 1 and
Monday October 2 (Public Holiday)

As with previous practice, the Araluen Botanic Park will engage a professional traffic management contractor to implement and manage the traffic management strategy in order to meet regulatory requirements.

COMMENT

Option 1

As stated in previous reports Council can not support the request and let events take care of themselves; however it could be seen that Council has neglected its duty of care and would be deemed irresponsible given its knowledge of visitors attending these events and the traffic chaos that can be generated due to both motorists' and community frustrations.

Option 2

Council could continue to support the request to implement a traffic management strategy to minimise disruption along Croyden Road and the local community.

As Option 2 is considered the only option available at this time therefore the proposal to implement a one-way system on Croyden Road between Redtail Lane and the McNess Drive intersection allowing access to the Park via Gardiner Road including parking of vehicles within the one-way system which has provision for approximately 200 vehicles is supported.

Should Council agree to Option 2, then the Araluen Botanic Parks request to implement a traffic management strategy on Sunday August 20 and 27, Sunday September 3, 10, 17 and 24, Sunday October 1 and Monday October 2 (Public Holiday) be supported subject to following conditions:

1. That the modified traffic arrangements be carried out as per the conditions outlined in the Instrument of Authorisation as issued by the Commissioner of Main Roads pursuant to Regulation 297 (2) of the Road Traffic Code 2000.
2. The implementation and management of the traffic management plan be under the control of a professional traffic management contractor.
3. As part of the traffic management strategy, traffic movement on Croyden Road to be restricted to a one-way system between Redtail Lane and McNess Drive intersection allowing access to the Park via Gardiner Road.

4. Parking of vehicles is permitted within the one-way system but only on one side of Croyden Road.
5. The Araluen Botanic Park advises all relevant emergency service authorities and surrounding landowners of the proposed traffic management strategy.
6. The Araluen Botanic Park makes suitable arrangements to allow local residents use of the Araluen Bridge up to 9.30am on each day the traffic management strategy is implemented.
7. The Araluen Botanic Park (Inc) undertakes a heavy media promotional advertising exercise promoting access to the Park via Gardiner Road.

SUMMARY

That Council support the application from Araluen Botanic Park for a one-way system to be implemented on Croyden Road between Redtail Lane and the McNess Drive intersection including the parking of vehicles within the one-way system.

The traffic management strategy shall be under the control of a professional traffic management contractor and in accordance with a traffic management plan that is supported by Technical Services Officers.

Access to the Brenton Rose Farm is not to be restricted from either direction on Croyden Road with approved traffic controllers directing motorists from the McNess Drive intersection as required and in accordance with previous arrangements.

The traffic management plan is to be implemented under the Instrument of Authorisation as issued by the Commissioner of Main Roads pursuant to Regulation 297 (2) of the Road Traffic Code 2000

Committee was concerned that monitoring of the traffic management occur and was informed that Officers meet weekly with the Araluen Botanic Park to resolve any issues that may arise.

T60/06/06 RECOMMEND

Amended
Ordinary Meeting
of Council 3 July
2006

1. **That the Araluen Botanic Park's request to implement a traffic management strategy on Sunday August 20 and 27, Sunday September 3, 10, 17 and 24, Sunday October 1 and Monday October 2 (Public Holiday) be supported subject to the following conditions.**
 - a. **The modified traffic arrangements be carried out as per the conditions outlined in the Instrument of Authorisation as issued by the Commissioner of Main Roads pursuant to Regulation 297 (2) of the Road Traffic Code 2000.**
 - b. **The implementation and management of the traffic management strategy be under the control of a professional traffic management contractor.**

- c. **As part of the traffic management plan, traffic movement on Croyden Road be restricted to a one-way system between Redtail Lane and McNess Drive intersection allowing access to the Park via Gardiner Road only.**
- d. **Parking of vehicles is permitted within the one-way system but only on the south side of Croyden Road**
- e. **The Araluen Botanic Park advises all relevant emergency service authorities and surrounding landowners of the proposed traffic management strategy.**
- f. **The Araluen Botanic Park ~~make~~ ensure suitable arrangements to allow local residents use of the Araluen Bridge up to 9.30am on each day the traffic management strategy is implemented.**
- g. **The Araluen Botanic Park (Inc) undertakes a heavy media promotional advertising exercise promoting access to the Park via Gardiner Road.**
- h. **Access to the Brenton Rose Farm is not to be restricted from either direction on Croyden Road.**

MOVED Cr Butterfield
MOTION CARRIED (7/0)

MCNESS DRIVE TEMPORARY ROAD CLOSURE - TARGA WEST CAR RALLY

WARD Jarrah
FILE REF: EVT/6
DATE 9 JUNE 2006
REF CB
RESPONSIBLE EDTS
MANAGER

In Brief:

- A request has been received from Targa West seeking permission for a partial closure of McNess Drive, Roleystone for the purpose of a car rally between 1.00pm and 6.00pm on Friday 8 September 2006.
- Targa West carried out a similar event successfully in 2005 at the same location without incident or complaints.
- **Recommend**
That the McNess Drive be partially closed between the YAL Campsite and Albany Highway between 1.00pm and 6.00pm on Friday September 8, 2006 in order to conduct a car rally as per the relevant Statutory Requirements and Council's conditions.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Nil.

Legislation Implications

Assessment of legislation indicates that the following regulations apply: -

Section 3.50 of the Local Government Act 1995

(1) A local government may, by local public notice, order that a thoroughfare that it manages is wholly or partially closed for the passage of vehicles.

Regulation 297 (2) Road Traffic Code 2000

Council Policy/Local Law Implications

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

Council Policy ENG 3 – Road Closures for Events

Budget/Financial Implications

Nil.

Consultation

Nil.

BACKGROUND

A request has been received from Targa West seeking permission for a partial closure of McNess Drive, Roleystone for the purpose of a car rally between 1.00pm and 6.00pm on Friday 8 September 2006.

Targa West carried out a similar event successfully in 2005 at the same location without incident or complaints.

Targa West is a new organisation set up with the intent to create, organise and manage exciting and highly prestigious new tarmac event for Western Australia.

Targa West is envisaged to become an exciting classic event as tarmac rally competitive stages on closed roads, for the best touring, sports and GT cars in the world. It will also be a unique annual opportunity for the owners of sports and GT cars to drive them the way they were designed to be driven, in a controlled environment on some of the most exciting and challenging tarmac roads in Western Australia.

Targa West has the support of the Confederation of Australia Motor Sport (CAMS) who is the controller of motor sport in Australia. They also provide all Public Risk Insurance for such events of \$100,000,000.00. The WA Police have given their support subject to the approval of local authorities.

Upon Council's approval Targa West will seek the written consent from the Araluen Botanical Park as their "*It's Springtime at Araluen*" festival will be running at the time of the rally, the YAL (Young Australia League) Camp Site as well as the Department of Environment and Protection and Water Corp.

Targa West will provide a Risk Management Plan as well as a Traffic Management Plan for the event. A Risk Management Plan will be compiled by a qualified officer. The Traffic Management Plan will be compiled by Tabora Contracting.

It is anticipated that 85 cars will be competing in the rally and will be running at one minute intervals. The general public will not be permitted within the actual closed area.

COMMENT

In view that there are no residents who will be directly affected from the closure and that the event was successfully managed in 2005, it is recommended that approval be given to Targa West to partially close McNess Drive between the YAL Camp Site and Albany Highway between 1.00pm and 6.00pm on Friday September 8, 2006 in order to conduct a car rally. That approval be given subject to the following conditions:

- Written consent be obtained from the Department of Environment and Protection and Water Corp
- Written consent be obtained from the Araluen Botanical Park and the YAL Camp Site as well.
- Targa West provides a Risk Management Plan and Traffic Management Plan for the event.
- Targa West to provide a copy of their current Insurance documents to Council as well as a letter indemnifying Council against any accidents / claims etc that could arise from the event.
- The road closure will be carried out under Targa West's 'Application for the Temporary Suspension of the Traffic Act / Regulations' that has been approved by the Police.
- Traffic Controllers and Targa West 'Marshals' are placed at each end of the closure and at all pedestrian and traffic entry points within the road closed section.

- An advertisement showing the proposed road closure is placed in the local community newspaper the week preceding the event at Targa West's cost.
- Appropriate road signage be in place for the duration of the event for the section of road concerned as well as erecting pre-warning signs on Albany Highway and Croyden Road and McNess Drive advising that McNess Drive is closed between the YAL Camp Site and Albany Highway.
- A refundable bond of \$1,000.00 to be lodged with Council prior to the event.

T61/06/06 RECOMMEND

That Council approve the request from Targa West for a partial closure of McNess Drive, Roleystone for the purpose of a car rally between 1.00pm and 6.00pm on Friday 8 September 2006 subject to the following conditions:

- 1. Written consent be obtained from the Department of Environment and Protection and Water Corp**
- 2. Written consent be obtained from the Araluen Botanical Park and the YAL as well.**
- 3. Targa West provides a Risk Management Plan and Traffic Management Plan for the event.**
- 4. Targa West provides a copy of their current Insurance documents to Council as well as a letter indemnifying Council against any accidents / claims etc that could arise from the event.**
- 5. The road closure will be carried out under Targa West's 'Application for the Temporary Suspension of the Traffic Act / Regulations' that has been approved by the Police.**
- 6. Traffic Controllers and Targa West Marshals are placed at each end of the closure and at all pedestrian and traffic entry points within the road closed section.**
- 7. An advertisement showing the proposed road closure is placed in the local community newspaper the week preceding the event at Targa West's cost.**
- 8. Appropriate road signage be in place for the duration of the event for the section of road concerned as well as erecting pre-warning signs on Albany Highway and Croyden Road and McNess Drive advising that McNess Drive is closed between the YAL Camp Site and Albany Highway.**

9. **A refundable bond of \$1,000.00 to be lodged with Council prior to the event.**

MOVED Cr Cominelli
MOTION CARRIED (7/0)

ANNUAL LEAVE – EXECUTIVE DIRECTOR TECHNICAL SERVICES

WARD All
FILE REF PSF/641
DATE 7th June 2006
REF LEK
RESPONSIBLE MANAGER EDTS

In Brief:

- Advice of proposed annual leave from 13th July 2006 – 28th July 2006 for the Executive Director Technical Services.
- **Recommend**
That Council note the Executive Director Technical Services' absence of leave from 13th July 2006, returning to work on Monday 31st July 2006.
That the Manager Technical Services be appointed Acting Executive Director Technical Services for the period 18th July 2006 to 28th July 2006 inclusive.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Nil.

Legislation Implications

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

Council Policy/Local Law Implications

Assessment of Policy/Local Law indicates that the following are applicable:
ADM12 – Acting “Senior” Positions

Budget/Financial Implications

Nil.

Consultation

Chief Executive Officer
MANEX

COMMENT

The Executive Director Technical Services is advising that he has made arrangements to take leave effective from Thursday 13th July 2006 to Friday 28th July 2006 inclusive, returning to work on Monday 31st July 2006.

It is recommended that the Manager Technical Services be appointed Acting Executive Director Technical Services for the period Monday 18th July 2006 to Friday 28th July 2006 inclusive.

T62/06/06 RECOMMEND

- 1. That Council note the Executive Director Technical Services' absence on leave from 13th July 2006, returning to work on Monday 31st July 2006.**

- 2. That the Manager Technical Services be appointed Acting Executive Director Technical Services for the period 18th July 2006 to Friday 28th July 2006 inclusive.**

MOVED Cr Knezevich
MOTION CARRIED (7/0)

LATE ITEMS

Nil.

COUNCILLORS' ITEMS

Nil.

MEETING CLOSED 8.49 PM.

TECHNICAL SERVICES COMMITTEE

SUMMARY OF "A" ATTACHMENTS

26 JUNE 2000

Attachment No.	Subject	Page
A-1	Multi Unit Developments Waste Management Discussion Paper	37

MULTI UNIT DEVELOPMENTS WASTE MANAGEMENT DISCUSSION PAPER

In Brief:

- The waste collection system developed for single free-standing housing is not suitable for the high density multi unit developments, especially in sensitive areas such as schools.
- Changes in both the style of unit development and the collection method are required so that a safe efficient waste service can be provided to the future residents of these developments.

BACKGROUND

The Scenario: Bins on footpaths, pedestrians crossing roads, bins being collected, pedestrians on footpaths, waste trucks, cars, trucks and busses moving, stopping, crossing, leaving and entering the road. This is Third Avenue in front of Kelmscott Senior High School between 8:00am and 8:30am on a Friday morning, bin collection day.

The school has 1600 students and 200 teaching and support staff that arrive and leave within half an hour of the start and finish of the school.

There are 500 vehicles travelling along Third Avenue between 8:00 and 9:00am. The road has a traffic count of 5000 vehicles per day (vpd).

THIRTY-NINE traffic accidents have been reported over the past 4 years on Third Avenue from the school to Railway Ave. FIVE of the accidents involved pedestrians and cyclists at school starting and finishing times.

This section of road is unsafe.

It can only get worse with future developments and the current waste collection system when the following is considered:-

- Development application approval was granted for two sets of 14 units being planned for sites situated on Third Avenue directly opposite Kelmscott Senior High School subject to waste management plans being produced.
- The developments are one of 6 other sites that, when developed to their full potential, could have 69 housing units built on them.
- Beyond Cammillo Road there are a further 10 sites with potentially 123 units.
- When the area is fully developed, on Friday mornings, every fortnight, there is the possibility of 138 recycling and garbage bins directly facing the school and a further 246 bins impeding the students on route from the railway station to school (see Map 55 Third Ave).
- There will be wall of bins 1.2m high along the kerb, shielding pedestrians from the sight of motorists.
- Up to 2,000 vehicles per day will be entering and leaving the unit developments in between the bins.
- Two waste trucks will be blocking of half the road for up to an hour each.

- There will be an expected increase in traffic numbers of 100% to 10,000vpd which equates to 10 vehicles per minute overtaking the truck (6 seconds intervals) and 10 vehicles per minute travelling in the opposite direction
- The kerbside footpaths will be blocked by hundreds more bins.

The Third Avenue developments prompted further investigations. Waste truck drivers were interviewed. They were instructed not to collect the bins at peak pedestrian times. Officers from other municipalities and Cleanaway were questioned. Sites were inspected. Video and photographic evidence taken. The Council's insurer was requested to assess the liability exposure of Council. A request was made to WALGA for any information that might be available.

OBSERVATIONS

There are a number of factors affecting the safety of waste collection:

Environment

Multi-unit development type

High rise developments generally have off-road waste collection areas that can be integrated with internal vehicle movements. Low rise developments rarely have the space for off-road collection without giving up one of the unit sites. With the long narrow blocks being developed in Armadale many do not have the verge frontage to place all their bins out for collection by the side arm trucks. This problem is aggravated at cul- de-sac heads, battleaxe blocks and at 90 degree bends.

Road configuration

Single lane carriageways where the waste vehicle is stopping and collecting bins before bends and crests (Peet Rd and Croydon Rd), tests the following-driver's patience and preparedness to risk overtaking. Risks are already being taken by some drivers in low density housing areas. Not many drivers will wait for 5 or 10 minutes behind a waste truck in high density housing areas.

Bins collected prior to traffic lights (Nicholson Rd south to Armadale Rd, Brookton Hwy), roundabouts, intersections, pedestrian crossings, bridges or adjacent to median islands (Forrest Rd) all present similar problems.

Bins placed out opposite 'T' junctions with impatient drivers sitting behind a collection truck can be very interesting.

Traffic volumes

A moderately low 1500 vpd means that one vehicle will pass on average every 25 seconds. On sections of road with adequate sight distance vehicles can pass a stationary truck with reasonable safety. However, a vehicle attempting to pass a waste truck 2 house blocks (40m) before an intersection, would not see a vehicle from a side street turning towards the truck. If that truck was picking up 6 bins or more it would be stationary for at least 2 minutes making it more likely for the following vehicle to take the risk and attempt to pass.

For this very reason bus stops are placed after an intersection and not before.

It should also be noted that there is likely be up to 10 vehicle movements per day per unit in and out of the developments. Each driveway in the infill development zone becomes an intersection.

Pedestrian volume and movements

The interaction between the footpath users, pedestrians/cyclists/goffers, and bins on footpaths, and vehicles while collecting is not good, but manageable with bins at 20m intervals. With bins at 1m intervals the footpaths are unusable. The trucks rarely return the bins so that there is a clear pathway.

Pedestrians crossing the road from a line of bins are more difficult to see than usual. Children are completely obscured.

Bus passengers alighting at a stop in front of a set of units will face a wall of bins. This will happen with one of the developments opposite KSHS on Third Avenue.

Driver behaviour

Drivers behind a waste truck are impatient. They regularly overtake trucks while collecting, on the wrong side of median islands (Forrest Road), against oncoming traffic (Streich Avenue), over double white lines (Croydon Road, Brookton Highway) and on dangerous crests (Peet Road). On Railway Avenue one driver managed to overtake the truck on the inside as the truck was lifting a bin.

These incidents occur on roads with bins at 20m spacing. What can be expected at 1m spacing with heavier traffic flows?

Pedestrian behaviour

Are pedestrians going to wait for a truck to pick up 10 or 20 bins before crossing a road in front of a truck? Children definitely will not.

Footpath alignment and bin placement

Recently many of the footpaths have been constructed 1.5m wide, directly behind the kerb. The advantages are:-

- The residents are more likely to maintain the verge in front of their property.
- The vehicles leaving the properties will be seen earlier by the path users.
- Drivers of vehicles leaving the properties will see path users before crossing the path.

The disadvantages are:-

- Path users are close to the vehicles travelling at speed along the road. This is especially significant with parents walking or cycling with young children.
- Drivers entering the roadway through a wall of bins on the kerb line cannot see or be seen by vehicles on the roadway.
- On bin days, bins are placed by the residents in a variety of positions for collection,
 - a) on the front of the footpath directly behind the kerb, where the path width is reduced to less than one meter,
 - b) on the rear of the path, where the path is reduced to less than one meter forcing, the users closer to the road and the truck to reach across the path to collect the bins,
 - c) and behind the path, where the truck must reach across the path to collect the bins.
- After emptying the bins, the drivers often set them down in the default position, which generally places them in the middle of the path. With bins at 20m spacing the

obstructions can be negotiated. With bins at 1m spacing the path is useless to pedestrians.

Waste Generators

The residents of the rear units of larger developments often have over 100m to drag their bins to the roadside for collection. The slopes they have to drag their bins up are substantial. Examples of dragging bins through units or up steps have not been found in Armadale but do occur in other municipalities.

No provision is made for unit residents to dispose of larger items such as furniture or fridges. There is no space to store items until a verge pickup.

On site bin storage areas do not have set distances to living areas. Fire walls are the only requirement if they are attached to a building.

PRACTICES IN OTHER AUTHORITIES

The Australian Capital Territory (ACT), Waste Department of Urban Services, produced in 1999 the 'DEVELOPMENT CONTROL CODE For The Best Practice Waste Management In The ACT' (ACT code). Based on the ACT document, Resource NSW which is now incorporated in the NSW environmental protection authority, produced in 2002 the 'BETTER PRACTICE GUIDE FOR WASTE MANAGEMENT IN MULTI-UNIT DWELLINGS (NSW guide).

The documents are quite comprehensive and cover waste disposal during the demolition, construction and operational phases of multi-unit residential and commercial developments. They look at the amenity of the residents and consider the traffic impact of the waste collection from the units and ease of collection. ACT requires 'a Waste Management Plan to be incorporated in the approval process'.

The developments are divided into two categories according to the number of units, up to 10, and over 10. The documents do not consider the impact of multiples of 10 units, which could be greater than larger developments.

For multi-unit developments up to 10 units ACT code sect 5.3 requires that 'If adequate space cannot be found to accommodate all bins within the nature strip on the block frontage (typically at cul-de-sac heads), provision must be made for bins to be picked from inside the block'. 'Bins should not be placed near intersections, roundabouts, slow points and along busy arterial roads'.

Where the bins are collected from the property, 'adequate hardstand should be provided for placing bins along the internal road for collection; 'the government contractor should be indemnified against potential injury to the public and damage to the internal road'.

For larger developments sect 5.4 no provision is made for on road collection and reversing of trucks onto the public road will only be considered 'if the applicant can demonstrate that reversing is essential and approval is given by the Manager, Traffic Infrastructure Policy addressing traffic and public safety issues'.

Internally if bin storage areas are proposed then for 'user convenience — maximum carting distance should be 75m. For aged persons or persons with a disability this distance should be limited to 50m. Bin carting grade should not exceed 10%'. The internal roads and collection areas should be 'industrial strength pavement' with suitable clearances and turning areas.

Under the general considerations of the development design 'Ease of Use for Waste Generators' and 'Ease of use for Waste Collectors' must be considered.

The City of Canning Scheme 40 appendix 7 has stipulated that developments greater than 2 units shall have a 25m frontage and that developments in dual zoning areas are required to have a central driveway. These two requirements imposed for planning reasons do help with the bin placement on the verge for smaller developments.

COMMENT

The waste collection system developed for free standing housing is not suitable for the high-density multi unit developments, especially in sensitive areas such as schools. Changes in both the style of unit development and the collection method are required so that a safe efficient waste service can be provided to the future residents of these developments.

The Council's insurer agreed with the report assessment on the Third Avenue developments and that the collection service operating at present represented a considerable risk to Council. Solutions to this problem and others of similar nature were required.

The question arises - when is a unit development a unit development, and when is it a subdivision? Twenty five unit development residences (R40) on 0.8 hectare have similar waste disposal needs as twenty five free standing houses in a subdivision (R20). They do not get the same door to door service. They receive a rubbish collection service that is either 100m from the front door or directly in front of the door together with twenty neighbours'. They have no space to store larger rubbish items or a trailer and therefore can not take advantage of verge pickups or tip passes.

OPTIONS

There are a number of suggestions that are put forward as collection options for multiunit developments. Some have limited benefit. Most have additional costs that have to be borne either by the developer, which is passed onto the residents in the purchase price, or with differential rates to the residents, or the community.

Smaller waste collection truck

Smaller trucks are marginally more manoeuvrable but carry less and require frequent trips to the disposal point. The greater the distance, the less efficient they become. Currently the Cleanaway recycling trucks are running either to the Bayswater or Mandurah Material Recovery Facilities (MRF). It takes 90 minutes for the trucks to drive to the MRF, empty and return to the job. The larger trucks have sufficient capacity to complete the daily collection with 2 runs to the MRF taking 3hours. The smaller truck would need 3 runs to the MRF, taking 4 ½ hours, to clear the same number of bins.

Smaller trucks only benefit poorly designed developments and increase collection costs. In older areas with narrow laneways such as Subiaco they are a necessity. In new areas the development layout can be designed so that they are not needed. The extra area required to turn the larger trucks around on site is minimal.

Alternative collection days

Saturday, early morning and evening collections are possible to overcome the safety concerns of areas such as the Kelmscott Senior High School, however there is an additional cost to bring the trucks in on Saturday for the two-half hour collections required to clear the bins in front of the school.

Early morning collections are contrary to the prescribed hours of the Environmental Protection Act. The window for collection is limited and can only cater for a small number of collections.

The evening as with the morning collection would still mean the bins are out all day, blocking footpaths, impeding pedestrians and reducing site distances.

Bulk bins collection

Bulk bins reduce the collection time in developments but have the disadvantage of requiring a specified waste storage area with the resulting odour close to one of the units. The trucks must come onsite, turn around and drive out forwards. They are generally larger vehicles requiring larger turning areas.

The recycling effort of the residents is usually reduced, as the recycle only-if-you-have-to group usually do not bother when they have an unlimited waste disposal capacity.

At present there is no bulk bin recycling service in Perth. The standard mobile garbage bins are all that is available for co-mingled recycling.

The bulk service saves on waste storage space but requires greater turning area and is therefore not that effective with single storey multiunit developments.

Collection of Smaller bins

Most unit occupants produce less rubbish than those in single houses. A 120L bin would generally be adequate, however many of the units are three bedroom and will probably house families who fill a 240L bin. The smaller bins are unstable and will tip over readily with the easterlies or passing trucks.

The small bins take the same time to collect as the larger 240L bins and they require a similar space for collection. Only the rubbish disposal cost would be reduced. The rubbish rate reduction would be 12%. A 50% rate reduction can be offered if residents are prepared to share bins.

Onsite collection

Considering the safety of road users, the amenity of the future occupants of the unit development, and the aesthetics of the area, onsite waste collection should be a requirement of these developments.

To enable the trucks to collect onsite a turnaround is required unless it can be shown that it will be safe to reverse the truck on to the road. A turn around will generally require the space of one unit. The internal road will need to be constructed to a standard suitable for the waste trucks. Ideally adjacent properties are linked so that a loop road can be formed for the trucks to continue around the circuit and collect from one side of the road.

As with the other services, the costs will initially be borne by the developer who will incorporate it in the sale price of the units.

Footpaths and bin placement

Existing and future group housing developments with on-road waste collection, the collection areas should be designed so that:

- Bins do not obstruct the footpath.

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- The collection trucks and pedestrians using the footpaths are separated.
 - The trucks are not collecting from behind the footpath and reaching across the pathway.
 - Pedestrians are not in danger of being hit by vehicles exiting developments.
 - Pedestrians crossing the road through a line of bins can be seen by vehicle drivers on the road.
 - Pedestrians crossing the road through a line of bins can see the drivers.
 - Vehicles exiting a development can see and be seen.

To meet this design criteria it is proposed that

- 0.7m bin pad be constructed 0.8m behind the kerb. The bin pad to connect to the driveway and stopped short of the boundary extension by 0.5m.
- 1.5m footpath be placed behind the bin pad.
- A condition of the development is landscaping and maintenance of the verge.

DETAILS OF PROPOSAL

Armadale with many large long land parcels presents some problems to the City possibly not found in other municipalities. It is therefore proposed that

The following areas be highlighted as requiring special treatment:-

- *Schools, daycare centres*
- *Roads with high volume traffic*
- *Roads with limited site distance*
- *High pedestrian trafficked areas.*
- *Roads with median islands*
- *Intersections*
- *Cul-de-sac heads*

For on-road collections

- *They will be maintained for existing group dwellings but where the opportunity arises for off road collections it will be implemented.*
- *On-road collection will be provided for group dwellings, **if the operation is safe to be carried out**, and provided there is 3m of verge frontage per unit, excluding driveways.*
- *0.7m bin pad be constructed 0.8m behind the kerb. The bin pad to connect to the driveway and stopped short of the boundary extension by 0.5m.*
- *1.5m footpath be placed behind the bin pad.*
- *A condition of the development is landscaping and maintenance of the verge.*

For off-road collections

- *Off-road collection points are required for all other developments.*
- *Trucks can only enter and exit the development forwards.*
- *Developers will be required to provide links with adjoining properties to form a loop allowing trucks to move through the site in an anticlockwise direction. Bin pads are to be constructed on the left hand side of the internal road.*
- *The link provided by the first development will form the structure plan for subsequent developments.*
- *In the interim the first development will be permitted to place their bins on the verge until the loop is constructed by the adjoining developer.*
- *The internal roads and collection areas should be 'industrial strength pavement' with suitable clearances and turning areas. Council will be indemnified from*

damage to the internal paving.

Design for Waste Generators

The design for the development shall allow for the following for user convenience

- *Maximum carting distance should be 75m.*
- *For aged persons or persons with a disability this distance should be limited to 50m.*
- *Bin carting grade should not exceed 10%.*
- *No bins shall be taken through the units en-route to the collection area*
- *No bins shall be taken up stairs en-route to the collection area.*
- *Provision shall be made for storage of larger waste items for verge collections*
- *Joint on site bin storage areas shall have set distances to living areas.*

Developers be required to

- *Submit a waste management plan*
- *Traffic impact statement considering all future developments*