

# CITY OF ARMADALE

## MINUTES

OF TECHNICAL SERVICES COMMITTEE HELD IN THE COMMITTEE ROOM,  
ADMINISTRATION CENTRE, 7 ORCHARD AVENUE, ARMADALE ON MONDAY, 27  
NOVEMBER 2006, AT 7.00 PM.

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**PRESENT:**

Cr J Everts	Chair
Cr J Knezevich	
Cr R Butterfield	
Cr G Best	
Cr P Hart	
Cr A Cominelli	
Cr J Stewart	

**APOLOGIES:**

Nil

**OBSERVERS:**

Nil

**IN ATTENDANCE:**

Mr A Bruce	Executive Director Technical Services
Mr G Davies	Manager Technical Services
Mr J Glassford	Manager Property Services
Ms J Campion	Coordinator Support Services
Ms V Carpenter	Minute Secretary

**PUBLIC:**

Nil

## **DISCLAIMER**

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The Disclaimer for protecting Councillors and staff from liability of information and advice given at Committee meetings was read by the Chairman.

## **DECLARATION OF MEMBER'S INTERESTS**

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Nil.

## **QUESTION TIME**

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Nil.

## **DEPUTATION**

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At 7.00pm Mr Vincent Ioppolo, Mr Brian Robertson and Mr Jim Shaw representatives of the Water Corporation gave a presentation to Committee on the Main Transfer Water supply upgrade installation and the preferred route from the intersection of Nicholson/Armadale Road eastward to the South West Highway/Moore Street intersection and then northward through the City to the PRV on the City's boundary on Connell Avenue.

It was noted that the water pipe will be 1.4m in diameter and will be underground except in the case of some creek crossings.

Questions were raised regarding the Water Corporation's preferred route particularly in the area of the Martin Street crossing and the Corporation noted Council's concern.

The Corporation also stated that obvious routes such as Albany Highway alignment were already "full" of service pipes, cables etc and in some areas crossing intersections was too difficult because of the disruption to traffic.

Other points mentioned were

- Coordination with Council works – to ensure civil works did not overlap on the pipeline;
- Standard of Compaction – to ensure that the compaction of the pipeline would not result in any subsidence;
- Contractual Legislative Requirements – to ensure all legal requirements were met; and
- Asset Integrity – to ensure that materials were of the highest standard.

The Committee expressed significant concerns regarding the described route through and around Kelmscott, the impact on the Canning River, and the impact of construction works on the river through siltation. The general north/south alignment through the City was questioned, particularly in comparison to a route more generally following the Tonkin Highway to the major valve chamber on Connell Avenue, Martin, adjacent to the Tonkin Highway.

Other concerns included the impact on the community in the vicinity of the works during construction, the impact on ground water and the visual amenity on completion of the project.

In conclusion Mr Robertson reiterated the Water Corporation's intent to work closely with the City to arrive at a satisfactory route for the pipe line for all parties concerned and thanked the Committee for their time and the deputation left the meeting at 7.50pm.

## **CONFIRMATION OF MINUTES**

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### **RESOLVED**

**Minutes of the Technical Services Committee Meeting held on 23 October 2006, were confirmed.**

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

## **ITEMS REFERRED FROM INFORMATION BULLETIN – ISSUE NO. 22**

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

- **Outstanding Matters**  
Report on Outstanding Matters – Technical Services Committee ..... T-1
- **Monthly / Quarterly Departmental Reports**  
Technical Services Directorate Works Programme ..... T-2
- **Minutes from Occasional Advisory Committees**  
Armadale Settlers Common – September 2006 ..... T-6
- **Miscellaneous**  
Western Power Proposed Forrestdale Zone Substation..... T-9

*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

27 NOVEMBER 2006

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### DEPUTATION

PRESENTATION BY THE WATER CORPORATION ON THE MAIN TRANSFER WATER SUPPLY UPGRADE, INSTALLATION AND PREFERRED ROUTE.....	2
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### ENGINEERING, DESIGN AND DEVELOPMENT

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***\*\*LOWANNA WAY, ARMADALE – MAIN ROADS WA ROAD IMPROVEMENT AND REHABILITATION GRANT***

WARD Palamino & Minnowarra  
FILE REF:  
DATE 10 November 2006  
REF CB  
RESPONSIBLE MANAGER MTS

**In Brief:**

- Main Roads WA has advised that Rehabilitation funding has been approved for Lowanna Way, Armadale.
- Council's contribution for the project has not been included in the 2006/07 Budget but can be accommodated from savings in other areas.
- **Recommend**
- That Council accepts Main Roads WA's grant and carry out rehabilitation work on Lowanna Way during 2006/07.

**Tabled Items**

Nil.

**Officer Interest Declaration**

Nil.

**Strategic Implications**

Providing Physical Infrastructure and Caring for the Natural Environment  
*Continue a whole government approach in the provision of infrastructure*  
*Maintain and improve physical infrastructure to meet 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**

An amount of \$30,000 as Council's contribution is required. This can be made available from anticipated savings in other areas. Refer to other item in this Agenda.

**Consultation**

Nil.

**BACKGROUND**

Council has received advice from Main Roads WA that as a result of extra funding being made available for Local Government Road Funding Road Improvement and Road Rehabilitation Projects for 2006/07, Lowanna Way from Challis Street to Urana Street has been successful in achieving a grant allocation. Kerb repair with an asphalt reseal will be carried out as part of the rehabilitation work.

The estimated cost of the project at the time of grant submission was \$79,120 with Main Road WA funding \$52,733 (two thirds) and Council \$26,387 (one third). Latest price increases mean that the total figure has now increased to \$82,733. The grant component is fixed therefore Council's contribution will need to be \$30,000.

**COMMENT**

Though this project was not initially included in the 2006/07 budget, Council's contribution of \$30,000 can be accommodated from savings in other areas. As part of the 6 month budget review the Technical Services Directorate will be providing a detailed report to the December 2006 Technical Services Committee. The report will address a number of projects where actual or predicted expenditure has varied significantly from the budgeted allocation. At this stage of the preparation of the report the Directorate is able to confirm that there will be net savings available for reallocation to this project.

**97/11/06**

**RECOMMEND**

**That Council accepts Main Roads WA grant of \$52,733 towards the total anticipated project cost of \$82,733 for works on Lowanna Way between Challis Street and Urana Court with Council's contribution of \$30,000 being made available from savings on other projects with exact details to be identified as part of the December 2006 budget review.**

**\*\* ABSOLUTE MAJORITY REQUIRED**

MOVED Cr Knezevich  
MOTION CARRIED (7/0)

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***PROCLAMATION OF TONKIN HIGHWAY SOUTH OF ALBANY HIGHWAY***

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WARD                    Heron  
FILE REF:  
DATE                    6 November 2006  
REF                      CB  
RESPONSIBLE        MTS  
MANAGER

**In Brief:**

- In order to formalise responsibility of Tonkin Hwy south of Albany Hwy (road and ramps) Main Roads WA requires Council to endorse proclamation Drawings 9422-033-02 and 0593-565.
- **Recommend**  
That Council formally endorse Main Roads WA proclamation drawings Tonkin Highway south of Albany Highway. Road and ramps, Drawing Numbers 9422-033-02 and 0593-565.

**Tabled Items**

Nil.

**Officer Interest Declaration**

Nil.

**Strategic Implications**

Providing Physical Infrastructure and Caring for the Natural Environment  
*Continue a whole government approach in the provision of infrastructure*  
*Maintain and improve physical infrastructure to meet 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**

Nil.

**Consultation**

Nil.

**BACKGROUND**

Advice from Main Roads WA has stated that in order to formalise responsibility of Tonkin Highway south of Albany Highway, the Commissioner of Main Roads intends to make recommendation to the Hon Minister for Planning and Infrastructure to proclaim the road and ramps as shown on Drawings 9422-033-02 and 0593-565 as “highways” in accordance with Section 13 of the Main Roads Act. Where they exist, footpaths associated with the Tonkin Highway will be included in the proclamation and will therefore be the responsibility of Main Roads.

However before making the proclamation to the Minister, the Commissioner requires formal endorsement of Council of the proclamation drawings.

**COMMENT**

That in order to formalise responsibility of Tonkin Highway south of Albany Highway, road and ramps, Council endorses Main Roads WA proclamation drawings 9422-033-02 and 0593-565.

**98/11/06**

**RECOMMEND**

**That Council formally endorse Main Roads WA proclamation drawings Tonkin Highway south of Albany Highway. Drawing Numbers 9422-033-02 and 0593-565.**

MOVED Cr Everts

MOTION CARRIED (7/0)

AMENDMENTS

Ramp Intersections are shown schematically. The point at which the lines meet represents the point of the median which separates the converging or diverging carriageways.

LEGEND

- EXISTING PROCLAIMED ROUTE
- H76 Highway
  - H77 Main Road
  - H78 Main Road
- SECTION TO BE DE-PROCLAIMED
- H76 Highway
  - H77 Main Road
  - H78 Main Road

This is to certify that Council endorses the proposal shown on this plan.

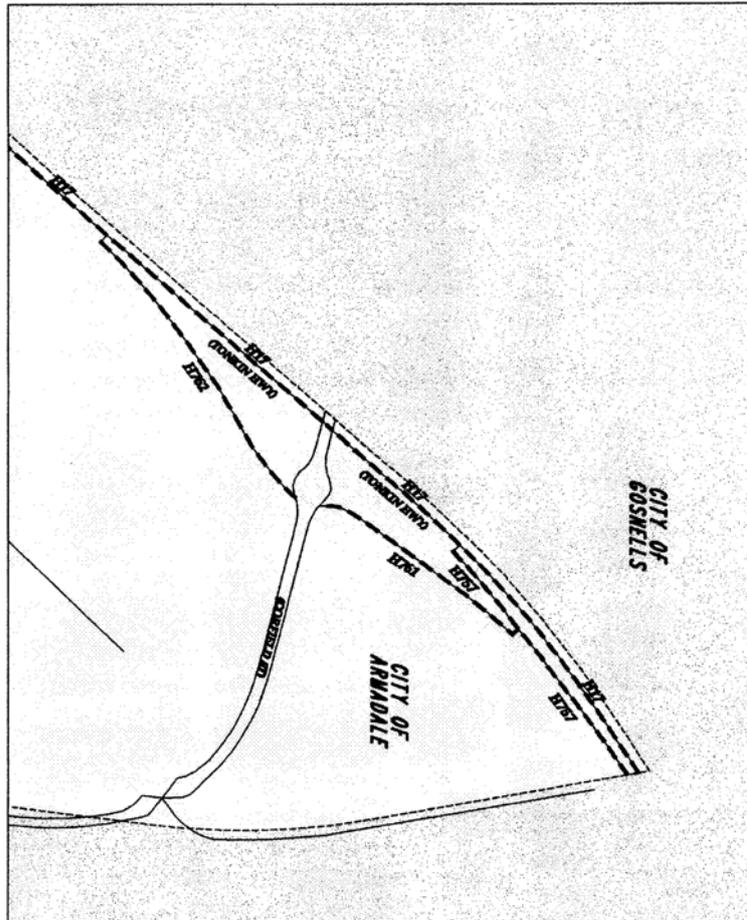
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 Council Meeting Held On: .....

Chief Executive Officer: .....

Date: .....

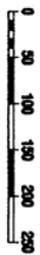
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CITY OF  
 ARMADALE

This Drawing Supersedes:



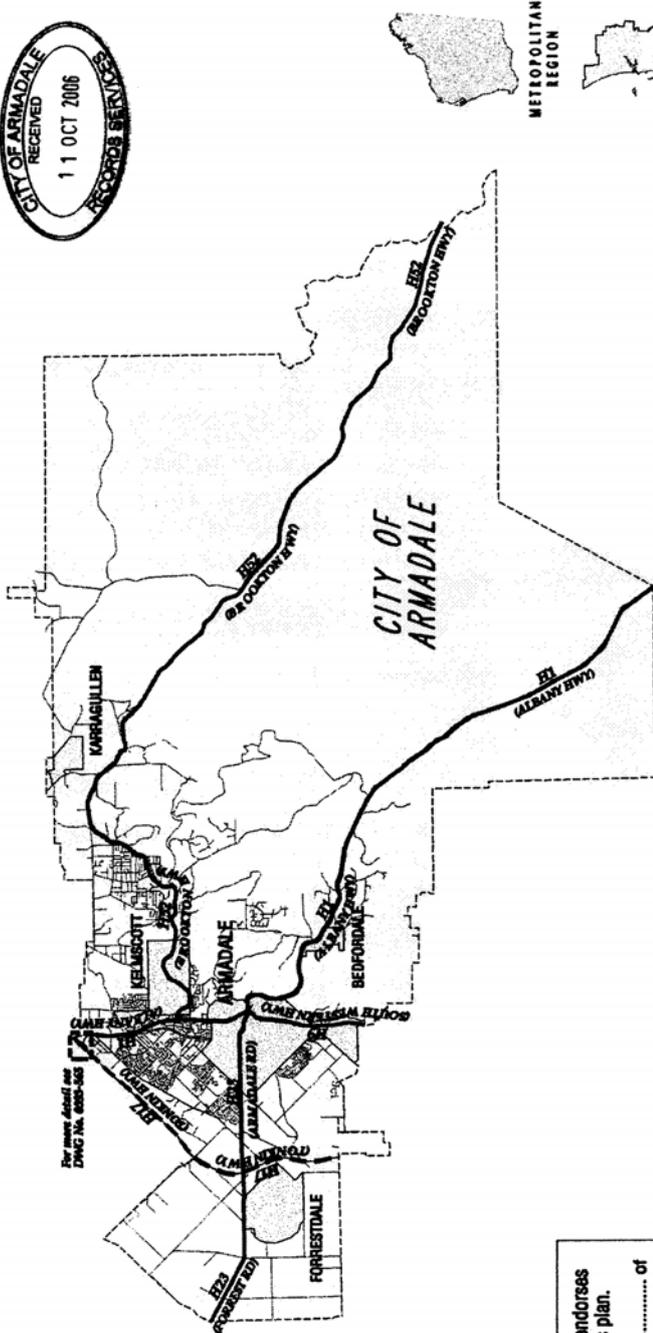
Technology and Environment Directorate

DATE OF ORIGINAL TITLE: 24 Mar 04  
 DRAWING APPROVED BY: [Signature]  
 DRAWING CHECKED BY: [Signature]

**PROCLAMATION PLAN**  
 Declared Highways and Main Roads  
**RAMPS H757, H781, H782**  
 CITY OF ARMADALE - LG No. 101  
 SHEET 1 OF 1

**MAIN ROADS WESTERN AUSTRALIA**  
 MAIL TIME TEL NO. 20300 0693108  
 FAX NO. 05993-5665

2. Proclaim H17.



**LEGEND**

EXISTING PROCLAIMED ROUTE  
 Highway  
 Main Road

SECTION TO BE DE-PROCLAIMED  
 Highway  
 Main Road

SECTION TO BE PROCLAIMED  
 Highway  
 Main Road

This is to certify that Council endorses the proposal shown on this plan.

Council Resolution: ..... of  
 Council Meeting Held On: .....

Chief Executive Officer  
 Date: .....

Gazette: .....

Page No: .....

DATE OF ORIGINAL ISSUE: 27 Oct 85  
 DATE OF AMENDMENT: 11 Feb 95, 28 Apr 04

RECOMMENDATIONS  
 [Signature] 11/5/2006

This Drawing Supersedes: 7822-759-6



Technology and Environment Directorate

**PROCLAMATION PLAN**  
 Declared Highways and Main Roads  
 ARMADALE CITY

CITY OF ARMADALE - LG No. 101

SHEET 1 of 1

MAIN ROADS WESTERN AUSTRALIA

REL. NO. 9422-0333-02

REL. NO. 20-00 (66/3108)

**\*\*RAILWAY AVENUE MERRIFIELD STREET ROUNDABOUT**

WARD River  
FILE REF  
DATE 15 November 2006  
REF GD  
RESPONSIBLE MANAGER MTS

**In Brief:**

- The report refers to previous commitment by Council to construct a roundabout at the intersection of Merrifield Street/Railway Avenue in association with upgrading works to the Kelmscott Station and Bus Interchange.
- Proposes allocation of funds from those included in budget for works supporting ARA strategic initiatives.
- **Recommend**  
That Council Pursuant to Section 6.8 of the Local Government act 1995 (as amended), authorise the following expenditure:  
New roundabout on Merrifield Street/Railway Avenue  
And amend the 2006/07 Annual Budget as follows:  
Expenditure
- New roundabout on Merrifield Street/Railway Avenue increase by \$251,000
- New Roads – Municipal Streets (to be advised) decrease by \$251,000  
For the purpose of the construction of a roundabout at the intersection of Merrifield Street and Railway Avenue.

**Tabled Items**

Nil.

**Officer Interest Declaration**

Nil.

**Strategic Implications**

Physical Infrastructure

*Develop an integrated transport system incl. 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 variation to total budget allocation in Civil Works Programme.

**Consultation**

Nil.

**BACKGROUND**

The Perth Transit Authority (PTA) made a presentation to Council on 1<sup>st</sup> May 2006 relating to proposals for the upgraded Kelmscott Station. At that time PTA advised that, whilst the reversal of the bus circulation direction through the station was not a necessary component of their works this would be included in the project if Council confirmed its intention/willingness to construct a roundabout at the intersection of Merrifield Road and Railway Avenue.

The Technical Services Directorate staff confirmed that the construction of the roundabout would be beneficial to residents in the area from the point of view of provision of access. It would also provide for improved traffic safety, especially as traffic volumes on Railway Avenue increase over the next few years.

Staff advised that sufficient funding was available in the Draft Budget to accommodate the Merrifield construction works without needing to defer any other projects. The estimated cost at that time was \$230,000.

As a result of this it was agreed by all Committee members that the construction of Merrifield Avenue would be included in the 2006/07 Works Programme and PTA's subsequent design and budgeting processes for the station upgrade have been based on this confirmation. The original cost estimate of \$230,000 has now increased to \$251,000 due to annual tender increases.

### **DETAILS OF PROPOSAL**

The funding availability referred to by Technical Services Directorate staff was that funding which has been allocated to works associated with ARA Projects. This funding is presently identified in the programme as follows :

New Roads	Municipal Streets = 5980	\$208,225 (loan funding)
New roads	Municipal Streets = 5980	\$446,000 (carried forward)
Reconstruct Road	Municipal Streets = 5980	\$458,480

The above funds are those which are normally identified for contribution towards works identified by the ARA or in ARA areas. A figure of \$208,225 is identified as a special strategic allocation in the Fifteen Year Programme. The figure of \$458,480 is an allocation from within the normal Civil Works Programme and the carried forward figure of \$446,000 was originally to be spent on the construction of the Forrest Road/Greene Avenue roundabout in the 2005/06 Programme. This was delayed because difficulties experienced by the ARA in acquiring the necessary land to construct the roundabout and its link to Green Avenue.

### **COMMENT**

The funding necessary for construction of the Merrifield Street roundabout can be readily taken from the above allocation. Present indications from the ARA are that the construction of the Forest Road/Green Avenue extension roundabout will be able to be constructed towards the end of the 2006/07 Programme. The delay in this project will also result in an associated delay to the proposed construction of a roundabout at the Church Avenue end of Green Avenue. This was originally to have been constructed during 2006/07 but will now most likely be delayed until 2007/08. This will not only facilitate the allocation of strategic funding from the 2007/08 programme towards the works together with carry over of the 2006/07 balance but will also tie in more appropriately with the ARA's present plans for upgrading of Green Avenue between the two roundabouts. This work will be funded by the ARA in association with their proposed development works on the western side of the railway line and to assist in the promotion of development of the "Western Triangle".

### **CONCLUSION**

In light of the above comments it is recommended that Council formally confirm that funding to an amount of \$251,000 from the project presently identified as New Roads, Municipal Streets 5980 be allocated to the construction of a roundabout at the intersection of Merrifield and Railway Avenue.

99/11/06

**RECOMMEND**

**That Council:**

**Pursuant to Section 6.8 of the Local Government Act 1995 (as amended), authorise the following expenditure:**

**New roundabout on Merrifield Street/Railway Avenue \$251,000**

**And amend the 2006/07 Annual Budget as follows:**

**Expenditure**

**New roundabout on Merrifield Street/Railway Avenue  
increase by \$251,000**

**New Roads – Municipal Streets (to be advised)  
decrease by \$251,000**

**For the purpose of the construction of a roundabout at the intersection of Merrifield Street and Railway Avenue.**

**\*\* ABSOLUTE MAJORITY REQUIRED**

MOVED Cr Butterfield  
MOTION CARRIED (7/0)

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***2007/08 LOCAL GOVERNMENT ROAD FUND***

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WARD Lake  
FILE REF  
DATE 15 November  
2006  
REF GD  
RESPONSIBLE MANAGER MTS

**In Brief:**

- This report details Council's success in achieving a LGRF Improvement grant in 2007/08 for the Warton Road (Nicholson Road to Armadale Road) or Ranford Road (Tonkin Highway to Southern River Road).
- Identifies the benefits of choosing either project.
- **Recommend**  
That Council advise Main Roads WA that it withdraws Warton Road from consideration for allocation of Local Government Road Improvement Funding in 2007/08 on the understanding that this will mean that funding will be offered to Council for the upgrading of Ranford Road between Tonkin Highway and Southern River Road.

**Tabled Items**

Nil.

**Officer Interest Declaration**

Nil.

**Strategic Implications**

Physical Infrastructure

*Develop an integrated transport system incl. 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**

Possible savings of \$200,000 - \$400,000 in the 2007/08 Civil Works Programme.

**Consultation**

Nil.

**BACKGROUND**

Council nominated two projects for consideration for the 2007/08 Local Government Road Improvement Funding. These were

- Warton Road between Nicholson Road and Armadale Road – upgrade to dual carriageway.
- Ranford Tonkin Highway to Southern River Road.

**COMMENT**

With regard to the Ranford Road nomination this relates to a project for which Council has already been successful in achieving funding. A project figure of \$1.7m was submitted for approval in the 2005/06 programme and was successful in achieving grant allocation of two

thirds of the total cost i.e. \$1.133m. Subsequent detailed analysis and design however, indicated that the project costing would be much higher due to:

- Land acquisition costs being significantly higher than anticipated
- Western Power costs being approximately \$500,000 higher than anticipated
- The identified need to construct a roundabout at the intersection of Southern River Road and Ranford Road.

### DETAILS OF PROPOSAL

The revised full project cost of \$3m was subsequently submitted for LGRF grant funding in the 2007/08 Programme. Together with applications for:

- Warton Road – Nicholson Road to Armadale Road
- Railway Avenue –Denny Avenue to Westfield Road

Advice has now been received from the Metropolitan Regional Road Group that Council has been successful in achieving funding for one of two projects in either Warton Road or Ranford Road. The prioritized scoring list indicates that Warton Road is ranked No 8 and Ranford Road No 9 on the list. This means that the project initially offered to Council will be for the upgrading of Warton Road but Council has the option of accepting that project or choosing to delete it from the submitted list. If the latter option is chosen then Ranford Road, being the next project in the priority list will be offered the funding. This in effect means that Council can choose to accept either of the two projects.

After assessing the situation the Technical Services Directorate recommend that Council advise the Metropolitan Regional Road Group that it will withdraw Warton Road from the list and accept the funding for the upgrading of Ranford Road. This option is recommended because:

1. Although Warton Road has achieved a higher ranking in the priority system it is felt that Ranford Road is in more urgent need of upgrade at the present time.
2. The fact that Warton Road has achieved a slightly higher score than Ranford Road means that if it is resubmitted for future funding in 2008/09 it is more likely to be successful at that time.
3. Anticipated traffic increases in Warton Road resulting from the North Forrestdale development will not be significant for another 2-3 years.
4. Council has already allocated sufficient funding in the 2006/07 Programme to finalise the works in Ranford Road at the revised anticipated project costs of \$3m. This means that acceptance of the funding will free up between \$200,000 and \$400,000 (depending upon the final outcome of the negotiations on land acquisition costs and finalisation of Western Power relocation costs) of funding for allocation to alternate projects.

100/11/06

### RECOMMEND

**That Council advise Main Roads WA that it withdraws Warton Road from consideration for allocation of Local Government Road Improvements Funding in 2007/08 on the understanding that this will mean that funding will be offered to Council for the upgrading of Ranford Road between Tonkin Highway and Southern River Road.**

MOVED Cr Cominelli  
MOTION CARRIED (7/0)

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***TENDER NO.24/06 – SUPPLY OF TWO 6 X 4 SIDE LOADING WASTE TRUCK***

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WARD All  
TEN/24/06  
DATE 25 October 2006  
REF JMC  
RESPONSIBLE MANAGER MTS

**In Brief:**

- Tender No. 24/06 was called for the Supply of Two Side Loading Waste Trucks
- Iveco/Acco P530 and Hino P418 were offered for trade or outright purchase.
- Six tenders were received by the specified closing time.
- The tender from Skipper Trucks has been assessed as being the most advantageous to Council
- **Recommend**  
That with Tender No.24/06, for the Supply of Two 6 x 4 Side Loading Waste Trucks, Council accept the tender of Skipper Trucks, with their submitted tender for the supply of: Two Iveco/Acco Trucks with Wastemaster Bodies for \$642,752 less Trade-ins \$88,000 (\$554,752 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**

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

**Council Policy/Local Law Implications**

Assessment of Policies/Local Laws indicates that the following are applicable: -  
Policy ENG-5 – Tendering and Purchasing

**Budget/Financial Implications**

Current budget allocation \$560,000  
Recommended Purchase \$554,752.

**Consultation**

Departmental Coordinator/Operators/Mechanical staff

**BACKGROUND**

Council currently owns five waste trucks that are utilised by Waste Services for waste collection. Two of these trucks, an Iveco/Acco P530 and Hino P418, are due for replacement, and were offered for trade or outright purchase.

Tenders were therefore called for Supply of Two Side Loading Waste trucks.

## SELECTION CRITERIA

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

**Table 1: 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%

## DETAILS OF TENDERS RECEIVED

Three companies submitted conforming tenders with the option of two types of compactor body.

- WA HINO
- Skipper Trucks
- Major Motors
- Two non-conforming tenders were received for supply of body only, one for a McDonald Johnston body and one for a Wastemaster body.
- Brigold Pty Ltd offered to purchase outright both trade-ins.
- The three conforming tenders for truck and body and the outright purchase offer, were assessed.

## Tender Evaluation

Details of tenders received for Two Side Loading Waste Trucks are as follows:

**Table 2: TENDERS RECEIVED**

TENDERER	WA HINO	SKIPPER TRUCKS	MAJOR MOTORS
MODEL	RANGER PRO 14	IVECO/Acco F2350G	ISUZU FVZ1400
BODY TYPE	WASTEMASTER	WASTEMASTER	WASTEMASTER
PRICE	\$628,936	\$642,752	\$586,434
Trade-in	\$80,000	\$88,000	\$116,000
NET PRICE	\$548,936	\$554,752	\$470,434

Brigold Pty Ltd offered to purchase outright both trade-in vehicles for a total of \$74,900 (exclusive GST)

## TENDER EVALUATION

Waste trucks are constantly stopping and starting whilst collecting bins and as such, have an extremely high maintenance regime compared to trucks of a similar size in Council's other applications.

Council has previously owned Hino Waste trucks and replacement parts and maintenance costs are high. As Hino trucks are not purpose built, brakes were replaced at shorter periods of time adding to maintenance costs.

Major Motors tendered the lowest purchase price, but the submitted vehicle are not purpose built waste trucks and dual controls and instrumentation are after market fitted. Isuzu trucks also have Rear Airbag suspension which has proven not to stand up well to wear and tear when trucks unload at the landfill site.

Skipper Trucks is a well-established company who have provided a high level of service to the City of Armadale in the past. They have tendered to supply Iveco/Acco trucks fitted with Wastemaster bodies.

The majority of waste trucks in Western Australia are Iveco/Acco trucks, which are purpose built and have heavy duty brakes fitted to counteract the wear and tear from constant stopping and starting.

All five Iveco/Acco waste trucks in Council's fleet have only required normal servicing and maintenance. Council's mechanical staff have indicated the truck is easy to maintain and suitable to perform the work required.

Mechanical staff from a number of Councils have assessed the lifting arm of the Wastemaster unit to have the fewest moving parts and require the least maintenance. The hydraulic hoses were completely covered inside the lifting frame thus preventing costly damage to the hoses.

Referee checks were carried out with the following Cities - Canning, Melville, Wanneroo, Cockburn, Rockingham, Swan and Mandurah and the Town of Vincent.

**Table 4: Tender Rankings**

<b>Company</b>	<b>Make</b>	<b>Model</b>	<b>Body</b>	<b>Ranking</b>
Skipper Trucks	Iveco/Acco	F2350G	Wastemaster	1
Major Motors	Isuzu	FVZ1400	Wastemaster	2
WA Hino	Ranger	PRO 14	Wastemaster	3

## **CONCLUSION**

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

**101/11/06**

## **RECOMMEND**

**That with Tender No.24/06, for the Supply of Two 6 x 4 Side Loading Waste Trucks, Council accept the tender of Skipper Trucks, with their submitted tender for the supply of: Two Iveco/Acco Trucks with Wastemaster Bodies for \$642,752 less Trade-ins \$88,000 (\$554,752 including GST).**

MOVED Cr Best  
MOTION CARRIED (7/0)

**\*\*SOUTHERN DISTRICTS SUPPORT ASSOCIATION INC.**

WARD Minnowarra  
FILE REF: A27684/3  
DATE 10 November 2006  
REF JNG  
RESPONSIBLE MANAGER MTS

**In Brief:**

- This report refers to a previous commitment made by Council via the Community Services Committee.
- Propose the reallocation of funds from the Civil Works Programme which do not affect other works in the programme.
- **Recommend**  
That Council approve the reallocation of \$10,000 within the Civil Works Programme for the completion of the “in-kind” works for the Southern Districts Support Association Inc.

**Tabled Items**

Nil.

**Officer Interest Declaration**

Nil.

**Strategic Implications**

To foster a supportive and caring community;  
To have in place a range of services to meet community needs; and  
To improve the overall well being and safety of the community.

**Legislation Implications**

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

**Council Policy/Local Law Implications**

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

**Budget/Financial Implications**

No recommended change to existing total allocation of funds to 2006/07 Civil works Programme.

**Consultation**

Executive Director Community Services,  
Executive Director Technical Services,  
Manager Technical Services,  
Manager Civil Works.

**BACKGROUND**

A Community Services agenda item in September 2005 sought Council support of up to \$10,000 by “in kind“ contribution for shared infrastructure works related to the construction access road and parking for the SDSA’s proposed new premises in Millman Way Armadale.

Council at its Ordinary Meeting of 3 October 2005 resolved as follows (C91/9/05):

*“That Council:*

- a. Provide an “in-kind” contribution of up to \$10,000 for shared infrastructure works related to the construction of the access road leading to the rear of the proposed parking area, with the approved works to be to the satisfaction of the Executive Director Technical Services.*
- b. Advise the Southern Districts Support Association of its decision and make all necessary arrangements for the works to be completed as part of the proposed building program.”*

No allowance was made for this funding in the 2006/07 Programme.

A contract was let for the SDSA’s new premises and the building and associated works are nearing completion. The road works and parking elements of the project are now ready to commence. The City’s civil works construction team will undertake to provide, lay and compact 150mm thick road base to an existing boxed out area of approximately 620 square metres. The value of this works has been priced at \$9,416.

#### **DETAILS OF PROPOSAL**

The Project Architects on behalf of the SDSA management have requested Council to provide the approved “in-kind” assistance of up to \$10,000 by way of supply, laying and compaction of road base 150mm thick to an area set out by the builder, in Millman Way.

In order to carry out the necessary work it will be necessary to reallocate funding from within the Civil Works budget. As part of the 6 month budget review the Technical Services Directorate will be providing a detailed report to the December 2006 Technical Services Committee. The report will address a number of projects where actual or predicted expenditure has varied significantly from the budgeted allocation. At this stage of the preparation of the report the Directorate is able to confirm that there will be net savings available for reallocation to this project.

**102/11/06**

#### **RECOMMEND**

**That Council approve the reallocation of \$10,000 within the Civil Works Programme for the completion of the “in-kind” works for the Southern Districts Support Association Inc. funds being made available from savings on other projects with exact details to be identified as part of the December 2006 budget review.**

**\*\* ABSOLUTE MAJORITY REQUIRED**

MOVED Cr Stewart  
MOTION CARRIED (7/0)

***LATE ITEMS***

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Nil.

***COUNCILLORS' ITEMS***

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Nil.

***EXECUTIVE DIRECTOR TECHNICAL SERVICES' REPORT***

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The Executive Director reported briefly on the following matters:

- **Budget Review**  
The mid year budget review has led to adjustments to the funding allocations to projects within the Works Programme. A report will be presented to the December Technical Service Committee Meeting detailing the proposed funding adjustments which will not entail a change to the Works Programme projects.
- **Crossover**  
An approach has been made from ING for the construction of a crossover at the intersection of Third Road and Jull Street for articulated vehicles. The Executive Director suggested a working party of Councillors be established to determine what the issues are and ascertain the community point of view.

**MEETING CLOSED 8.25 PM**