

CITY OF ARMADALE

MINUTES

OF TECHNICAL SERVICES COMMITTEE HELD IN THE COMMITTEE ROOM,
ADMINISTRATION CENTRE, 7 ORCHARD AVENUE, ARMADALE ON MONDAY, 28
FEBRUARY 2005, AT 7.00 PM.

PRESENT:

Cr VL Clowes-Hollins	Chair
Cr L Reynolds JP	
Cr F R Green	
Cr P J Hart	Deputy Cr Hopper
Cr G T Wallace	Deputy Cr Everts
Cr A L Cominelli JP	
Cr J Knezevich	

APOLOGIES:

Cr J Everts	Leave of Absence
Cr D L Hopper JP	

OBSERVERS:

Cr R J Tizard	
Cr H A Zelones JP	(7.00 – 8.24)

IN ATTENDANCE:

Mr W A Bruce	Executive Director Technical Services
Mr R S Tame	Chief Executive Officer (7.00 – 8.24)
Mr R G Davies	Manager Technical Services
Mr G Elsegood	Manager Civil Works
Mr J Gossmann	Manager Engineering and Design
Mr P Lanternier	Manager Parks
Mr J Glassford	Manager Property Services
Mr R Sutton	Coordinator Support Services
Miss L Potter	Minute Secretary

PUBLIC:

Nil.

Before the meeting commenced the Mayor presented the Manager Civil Works, Mr Elsegood, with his 30 Year Service Award. The Mayor and Committee thanked Mr Elsegood for his years of dedicated service and they look forward to many more.

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.

DEPUTATION

Nil.

QUESTION TIME

Nil.

CONFIRMATION OF MINUTES

RESOLVED

Minutes of the Technical Services Committee Meeting held on 24 January 2005, be confirmed.

MOVED Cr Reynolds

SECONDED Cr Cominelli

ITEMS REFERRED FROM INFORMATION BULLETIN – ISSUE NO. 4

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

- **Outstanding Matters**
Report on Outstanding Matters –Community Services Committee T-1
- **Works Programme**
Technical Services Directorate – January to March 2005 T-2
- **Minutes from Occasional Advisory Committees**
Bungendore Park Management Committee Minutes – November 2004..... T-5
Armadale Settlers Common – January 2005 T-12
- **General**
Review of the City of Armadale ‘State of the Environment Report’ T-17

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

I N D E X

TECHNICAL SERVICES COMMITTEE

28 FEBRUARY 2005

PARKS AND RESERVES

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**PARKS AND RESERVES PRESENTATION – COST OF MAINTENANCE
PROGRAMME / STAFF REVIEW**

WARD All
FILE REF RES/1
DATE 28 February 2005
REF PL
RESPONSIBLE EDTS
MANAGER

In Brief:

- An assessment of the City's Parks and Reserves Department operations has been undertaken and highlights that the current service levels are significantly below industry standards and community expectations.
- A maintenance budget in the order of \$4 million would be required to achieve service levels equivalent to most similar Councils or \$3.2 million to achieve minimum expected standards (current Parks maintenance budget allocation is \$2.5 million)
- The need for additional resources to:
 - a) provide funds required for extended tree maintenance in power lines.
 - b) upgrade mowing service levels
 - c) provide specialist Nature Reserve maintenance
 - d) provide dedicated town centre maintenance.
- **Recommend**
 1. That the impact on the 15 Year Financial Plan of the addition of \$610,000 of new funding to the Technical Services Directorate budget allocation from the 2005/2006 Financial Year and all following years for Parks and Reserves expenditure be assessed during the next 15 Year Financial Plan Review.
 2. That if the impact is such that the additional funding cannot be provided, the current service levels be established as the delivered standard.
 3. That it be noted that the additional expenditure is for existing parks and reserves only and that other asset types eg. buildings are also served at lower than industry standards.

Tabled Items

The City's Manager Parks will present to the Committee a PowerPoint presentation giving an overview of the Parks and Reserves maintenance programme cost and staffing review.

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure

2. *Implement long term preventative maintenance and refurbishment programs*
 - 2.1 a) *Determine levels of service based on community needs, infrastructure standards, refurbishment requirements and public liability.*
 - b) *Identify the need for reserve funds and overall level of funding for preventative maintenance and refurbishment.*
4. *Enhance townscapes and parkland to complement our natural environment and bushland reserves.*
- 5.2 *Maintain, conserve and improve our natural environments and bushland reserves, including rivers and streams.*

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

\$610,000pa currently unfunded within the 5 Year Parks Works Programme or 15 Year Financial Plan.

This funding level applies only to existing Parks and Reserves and does not allow for growth through new developments.

Consultation

Nil.

BACKGROUND

As reported in previous years it should be noted that the budget allocations for New Works and Asset Preservation do not adequately address the pressing need to upgrade much of Council's ageing park infrastructure such as bores, irrigation systems, water tanks, electrical cabinets, playgrounds, park furniture and fixtures, lighting, paths, cricket nets and pitches, hard courts and turf renovation programs.

Failure to address these issues will result in large capital expenditure to replace failed infrastructure or the removal of infrastructure which has become potentially hazardous.

Current park maintenance allocations do not allow Council to achieve the industry standards expected by the community.

As a result of failing infrastructure, increasing annual demands and complaints about service level, the City's Manager Parks and Staff have been assessing the Parks and Reserves Department operations and service levels under the following categories:

- Strengths and weaknesses
- Parks objectives within the Technical Services Directorate
- Public image and public relations
- Promoting a sense of unity and purpose within all staff levels of Parks Department
- Local / regional importance of each reserve
- Community demands on Parks Department
- Ongoing adjustment process to increase efficiency and cost effectiveness
- Create a positive work environment
- Labour saving techniques eg. weed control, spraying verges, pruning program
- Frequency of various operations eg mowing, fertilizing, irrigation
- Community participation to complement Council maintenance
- New developments/designs to suit location and needs
- Long term community benefits
- Positive public relations

However apart from continuing to make incremental changes to existing programmes and services, it is equally important to address outcome deficiencies in programmes and identify the means by which to resolve them.

Within the City of Armadale Principal Activity Plan - Parks and Reserves Department the following “principal” activities apply and are under review as outlined in this report:

Scope

- Development and maintenance of parks, reserves, playgrounds and sporting reserves

Objective

- To provide safe, attractive, cost and socially effective areas for recreation and enjoyment of public open space

Performance Measures

- Usage levels of parks, reserves, playgrounds and sporting reserves
- Maintenance costs as compared to other similar local governments
- Completion of development projects to budget, time frame and agreed standards
- The extent to which the community is satisfied with Council’s standard of parks and reserves

Parks maintenance operations funding has increased due to:

- Consumer Price Index increase
- Reallocation of funds from development works
- New maintenance commitments
- New POS maintenance
- Increased volume of work requests
- Occupational Safety and Health requirements
- Inspection regimes / Risk Management

However management is not about the preservation of the status quo - it is about change and vision and requires strategic planning.

DETAILS OF PROPOSAL

The City’s Coordinator Parks has reviewed the service level benchmarks for the City of Armadale Parks Department’s operations including the expenditure to deliver the services.

This was then compared with what the Parks and Gardens industry generally would consider to be the minimum service level for everything we do: mowing, tree pruning, fertilizing, pump and bore servicing, play equipment inspection and maintenance and so on.

Following this exercise it was found that the City of Armadale Parks Department is currently operating on around half of what Councils with the City’s area of reserves allocate to Parks and Reserves maintenance. As the budget is around half of what other Councils expend, service levels are around half of what other Councils deliver.

Parks and Reserves Department - Scheduled Activities and Frequency, Standard Frequencies in the Parks Industry, Cost of Maintenance Programme is at Attachment “A1” of the Agenda.

COMMENT AND ANALYSIS

To ensure an industry standard level of service equivalent to many other Councils in Perth the City would require a budget of around \$4 million to be committed to its parks and reserves maintenance.

To enable the City to at least carry out the basics to a minimum comparative standard would require a budget allocation of around \$3.2 million

Delivery of a level of service acceptable to our community and to meet our duty of care obligations is not possible with the \$2.5million currently allocated. Council needs to determine the City's Parks and Reserves service level standards, future maintenance commitments and ageing asset infrastructure management. Over the next few months Council will be considering the draft 2005/06 budget.

Funds to increase the City's service levels are currently not available from within the City's 5 Year Parks Works Programme or 15 Year Financial Plan.

The table below outlines the funding and delivery resources to deliver services currently demanded but not delivered in the areas of:

- Street Tree Maintenance
- Proposed Town Centre Maintenance Crew (both Armadale and Kelmscott CBD's)
- Nature Reserves Maintenance Crew (natural areas/bushland)
- Responsive and Programme Mowing

ADDITIONAL RESOURCES REQUIREMENT

Priority	Resource	Start up Cost	Ongoing Cost (*less current exp)
Immediate	Extra funding to manage street trees	\$50,000	\$50,000
1	Responsive and Programmed Mowing	\$180,000	\$150,000
2	Nature Reserves Maintenance	*\$120,000	*\$100,000
3	Town Centres Maintenance	*\$260,000	*\$191,000
TOTAL		\$610,000	\$491,000

Street Tree Management

The impact of Western Power Corporation's increased clearance standards is necessitating increased costs. Whilst these demands are resisted vigorously, legal obligations compel the City to do the work rather than Western Power Corporation at significantly higher cost.

Responsive Mowing

The introduction of an additional new dedicated mowing crew would allow the existing two crews the ability to concentrate on programmed works on irrigated parks without having to do deal with either "one off" jobs (eg. traffic vision hazards) or dry parks.

The additional mowing crew would therefore produce the following increases in productivity:

Reserve Type	Current Mow Freq	New Mow Freq	Prod.Gain
Irrigated parks	11	17	65%
Non-irrigated parks	3	6	100%

The increased mowing frequencies above will have a dramatic effect on the year round appearance of Council's parks and will greatly improve their amenity value for local residents whilst still maintaining a responsive, "non-programmed" capability within the Department.

Nature Reserves Maintenance

The introduction of a new Nature Reserves Maintenance Team to manage the City's many Natural Areas including bushlands and wetlands is required to undertake landcare management including fire management, implementation of strategies, Friends Groups / BEAC support.

Town Centres Maintenance

It is proposed that a maintenance crew be created to maintain the town centre streetscapes of Armadale and Kelmscott to a consistently high standard of cleanliness and amenity given the planning / development of these two centres had commenced.

The additional expenditures are committed to existing parks and reserves only. The rapidly increasing rate of development will place an increasing demand on the Parks Department above these levels. Indeed the higher service standards delivered by developers in the new areas will throw the existing service standards into stark relief, further increasing community demands. The assessment of additional expenditure to maintain new areas once out of the developers' maintenance periods must occur in the next year. It should be noted that current expenditure/rate notice is \$120pa and the additional expenditure proposed in this report adds \$29pa to this.

An increase of \$610,000 in the City's Municipal Funds requires a rate increase of 3.5%.

CONCLUSION

The establishment of these new resources will ensure that the Parks and Reserves Department is equipped to better respond to current demands within the City. New development will place even higher service demands on the City.

However, Parks and Reserves are not the only physical infrastructure assets which have lower than industry operational and maintenance funding shortfalls. For example, the Manager Property Services reported on the funding shortfall for the City's building stock in a report to Council in October 2003 (see T107/10/03). The reallocation of existing physical infrastructure assets expenditure to other asset categories does not improve the overall quality or amenity of the community.

Should the funding for the increased resources for improving service standards not be within the City's capacity, then the existing service standards must be accepted as the delivered standards. Community demands or requests for higher standards either in general or for specific areas must be rejected as unfunded and hence impractical.

A copy of the presentation given by the Manager Parks is available for viewing on the Councillor's Intranet.

The Committee and Chief Executive Officer thanked the Manager Parks for such a well researched and presented overview of the 'Cost of Maintenance Programme / Staff Review' item.

T9/02/05 RECOMMEND

- 1. That the impact on the 15 Year Financial Plan of the addition of \$610,000 of new funding to the Technical Services Directorate budget allocation from the 2005/2006 Financial Year and all following years for Parks and Reserves expenditure be assessed during the next 15 Year Financial Plan Review.**
- 2. That if the impact is such that the additional funding cannot be provided, the current service levels be established as the delivered standard.**
- 3. That it be noted that the additional expenditure is for existing parks and reserves only and that other asset types eg. buildings are also served at lower than industry standards.**

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

The Manger Technical Services left the meeting at 8.05pm and returned at 8.12pm.

ROLEYSTONE TENNIS COURTS – LIGHTING

WARD Roleystone
FILE REF A134348/10
DATE 22 February 2005
REF PGQ/PL
RESPONSIBLE EDTS
MANAGER

In Brief:

- A report was received from the Roleystone Tennis Club advising of an electrical problem with the court lights.
- Due to safety concerns the electricity to the lights was turned off. Subsequent inspections revealed that the existing cable was faulty requiring replacement.
- Three quotes were received to repair the damage, with the lowest quote being \$11,684 (ex. GST).
- In view of the nature and cost of the repairs, the possibility of a Council/Club contribution needs to be considered. The club's longer term priority is to upgrade the standard of lighting on the main four courts.

▪ **Recommend**

That the Roleystone Tennis Club be advised that:

- a) Council acknowledges that the necessary re-cabbling of the Roleystone Tennis Court lights is classified as major maintenance and as such does not fall within the responsibility of the Club to fully fund the works.
- b) Due to funds not being allocated in its current budget Council is unable to undertake the requested works in the current financial year but will list for consideration of funding on its 2005/06 draft budget, an amount of \$6,000 for the re-cabbling of the Roleystone Tennis Court lights on the basis that the Roleystone Tennis Club will make a 50% contribution to the project.
- c) That subject to the allocation of the nominated Council contribution in its 2005/06 budget as per part 2 above, the works be undertaken as soon as possible in the 2005/06 financial year prior to the commencement of the Club's summer program in October 2005.
- d) That subject to the allocation of the nominated Council contribution in its 2005/06 budget as per part 2 above, Council will acknowledge the contribution of the Club in any future funding submission to upgrade the Roleystone Tennis Court lights.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure

2. *Implement long term preventative maintenance and refurbishment programmes.*

2.1a. *Determine levels of service based on community needs, infrastructure standards, refurbishment requirements and public liability.*

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

Funds have not been allocated in either Council's 2004/05 budget or the 15 Financial Plan to repair or upgrade the Roleystone Tennis Court lights.

Consultation

Roleystone Tennis Club
Technical Services Directorate
Community Services Directorate

BACKGROUND

Following a report from the Roleystone Tennis Club that one of its members had received a minor shock from touching the fence next to one of the light poles, the City's electrical contractor immediately disconnected the power supply to the Tennis Court lights. Subsequent inspections revealed that the existing cabling was faulty and required complete replacement. Three quotes were then obtained to install new conduit and cable to the lights, with the lowest quote being \$11,684 (exclusive of GST).

This report presents a request from the Roleystone Tennis Club for Council to part fund the re-cabling of the lights on courts 1-4, to enable the courts to be used for night tennis.

DETAILS OF PROPOSAL

The Club has advised that its short-term priority is to have the existing lights operational as soon as possible. A slightly longer-term priority for the Club (1-2 years) is to upgrade the standard of lighting on the main four courts by installing new light fittings and possibly new poles.

Had the maintenance problems with the faulty cabling not occurred when it did, the Club would have continued to use the existing lights for the next 1-2 years, and had intended to apply for funding to upgrade the lights in the next round of the CSRFF (Dept of Sport and Recreation) grant program. The proposed lighting upgrade would have required replacement of the old cabling as part of that project in order to accommodate the new and more powerful lights.

The request from the Club is for Council to part fund the re-cabling of the existing lights, and for Council to recognise the Club's contribution when it presents a proposal later this year via the CSRFF program to upgrade the lights. The proposed funding for the initial works is for the Club to contribute one third of the cost, with Council to contribute two thirds i.e.

\$3,895	Club contribution
<u>\$7,789</u>	Council contribution
\$11,684	Total

The Club is currently in the process of obtaining a lighting plan and cost estimates for the proposed upgrade through Tennis West. Any costs that might be incurred to re-cable the existing lights would not be wasted, as the re-cabling would have formed part of proposed lighting upgrade. In effect, the maintenance problem with the existing lights has created a situation whereby the lighting upgrade will be considered as a two-stage project. Stage 1

would be to install new conduit and cable, and stage two would be to install new lights and possibly new poles subject to the suitability of the existing poles.

ANALYSIS

The maintenance problems with the lights has greatly restricted Club's night tennis program over the 2004/05 summer period. Although the upper courts have been available for night tennis, these courts are of a lower standard and many of the regular players have either gone elsewhere or chosen not to play. The lack of lighting on the main four courts has impacted on the club's membership and consequently its financial position.

The Lease Agreement between the City and the Club for the management of the courts does not clearly state whose responsibility it is to undertake major works such as re-cabling the lights. The only clause in the Lease that relates to this matter identifies that it is a Club responsibility to:

Keep and maintain the leased premises in good and tenable repair and condition and clean and in good order and to renew all worn or broken parts thereof.

It could be argued therefore that Council has no responsibility for repairing the lights, and the matter should simply be referred back to the Club to undertake the necessary repairs. This however, would not be in the spirit of the approach that Council has taken in the past to support and work cooperatively with local clubs that provide recreational opportunities for the community.

The majority of Lease and Management Agreements that are in place between the City and local clubs and community groups are set up on the basis of the clubs/groups being responsible for the day to day operational costs of running the facility, and Council being responsible for any major or structural maintenance. Any proposed upgrades are considered on their merits, and generally involve club, Council and grant contributions. There would be little dispute that the necessary re-cabling of the lights would be classified as major maintenance.

On balance, the club's proposal for the re-cabling works to be undertaken on a cost share basis is considered to be reasonable.

The difficulty for Council is that funds have not been allocated in either the current budget or the 15 Year Financial Plan to repair or upgrade the lights. This being the case, and given that by the time any works could be scheduled the club's summer night tennis program will be close to winding up (late March/early April), it could be argued that the repairs are not an urgent priority and should be undertaken early in the new financial year. The Club's preference is for the works to be undertaken in the current financial year at the earliest possible time. Should Council agree that the works are an urgent priority, it would either need to proceed on the basis of the works being an unfunded item or nominate other works for deferral.

OPTIONS

The following options are presented for Council's consideration:

1. Council could fully fund the repairs to the lights in the current financial year as an unbudgeted item.

2. Council could offer to part fund the repairs to the lights on a cost share basis with the Club (either two thirds/one third or 50/50) in the current financial year as an unbudgeted item.
3. Council could list for consideration of funding on its 2005/06 draft budget an amount of \$8,000 for the repairs to the lights on the basis of the club making a one third contribution to the project. Under this option, the respective contributions of both Council and the club would be recognised in any future funding submission to upgrade the lights.
4. Council could decline the Club's request to contribute to the repairs to the lights and advise the club that a Council contribution will be considered as part of any proposal to upgrade the lights at a future time. The disadvantage with this option is that the Club would be without lights for a further 18-20 months or so.

CONCLUSION

For the reasons outlined in this report, the preferred approach is that outlined under Option 3.

T10/02/05 RECOMMEND

That the Roleystone Tennis Club be advised that:

- a) **Council acknowledges that the necessary re-cabling of the Roleystone Tennis Court lights is classified as major maintenance and as such does not fall within the responsibility of the Club to fully fund the works.**
- b) **Due to funds not being allocated in its current budget Council is unable to undertake the requested works in the current financial year but will list for consideration of funding on its 2005/06 draft budget, an amount of \$6,000 for the re-cabling of the Roleystone Tennis Court lights on the basis that the Roleystone Tennis Club will make a 50% contribution to the project.**
- c) **That subject to the allocation of the nominated Council contribution in its 2005/06 budget as per part 2 above, the works be undertaken as soon as possible in the 2005/06 financial year prior to the commencement of the Club's summer program in October 2005.**
- d) **That subject to the allocation of the nominated Council contribution in its 2005/06 budget as per part 2 above, Council will acknowledge the contribution of the Club in any future funding submission to upgrade the Roleystone Tennis Court lights.**

MOVED Cr Cominelli
MOTION CARRIED (7/0)

Cr Zelones and the Chief Executive Officer retired from the meeting at 8.24pm.

TENDER NO. 01/05 – SUPPLY OF ONE MULTI-TOOLED LOADER

WARD ALL
FILE REF TEN/1/05
DATE 24 February 2005
REF BS
RESPONSIBLE EDTS
MANAGER

In Brief:

- Replacement of one Caterpillar Traxcavator (P416) with one Multi-Tooled Rubber Tyred Loader.
- **Recommend**
 1. That with Tender No. 01/05, Supply of One Multi-tooled Loader, Council accept the tender of CJD Equipment in accordance with submitted tender and Council's contract documentation for the supply of one Multi-tooled Loader for \$264,660 less trade-in of Caterpillar Traxcavator for \$121,000, resulting in a net payment of \$143,660 (inc. GST).
 2. A sum of \$40,000 be approved from the plant replacement reserve to purchase material handling attachments as required for operational needs.

Tabled Items

Tenders received.

Officer Interest Declaration

Nil.

Strategic Implications

Corporate Services

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

Legislation Implications

Assessment of legislation indicates that the following regulations apply:

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

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 \$450,000

Transactions are subject to variation and therefore reserve is based on longterm allocations.

The unspent funds must remain in the Plant Reserve.

Consultation

Departmental Coordinator/Operators/Mechanical staff

BACKGROUND

Council currently owns a Caterpillar Traxcavator Loader that is utilised by Waste Services for operations at Hopkinson Road, Landfill site. This machine is due for replacement.

Prior to the purchase of the TANA Landfill Compactor the Traxcavator was working in the rubbish on a daily basis. A machine with tracks or steel wheels was essential for this type of work. With the purchase of the TANA, all spreading compacting and covering of the rubbish has is now being carried out by the TANA. The loader now operates on the periphery of the waste area, rarely having to travel over waste.

A track machine will be hired as required for the few times excavation and earthmoving type work carried out at the site.

As the operations at the landfill site progress towards recycling, a loader that is capable of handling a variety of materials and, can manoeuvre between the collection areas relatively quickly with minimum disturbance of the running surface is required.

A rubber tyred loader with a variety of attachments has been trialled on the site for one month and proved quite successful. Tenders for the replacement of the Traxcavator by a Multi-tooled loader were therefore called.

DETAILS OF TENDERS RECEIVED

Five company's submitted tenders for the supply of one Multi-tooled Loader.

- CJD Equipment offered prices for three different sized loaders, one non conforming.
- Westrac offered prices for two different sized loaders, one non conforming.
- Casewest offered one price.
- BT Equipment offered one price.
- Earthwest offered one price.

Smith & Broughton tendered for outright purchase of the Traxcavator.

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

Details of tender prices for basic loader fitted with puncture resistant mine tyres and cranage safety valves received are as follows:

Table 2 : Tenders Received

Dealer	CJD	CJD	Westrac	Casewest	Earthwest	BT Equip
Loader Model	Volvo L70E	Volvo L90E	IT28G	CASE 621D XT	Hyundai HL740TM	Kawasaki
PRICE	\$259,820	\$283,250.	\$246,400	\$210,925	\$173,525	\$206,800
Options**	\$4,840	\$4,840	\$14,920	\$11,961	\$11,961	\$11,330
TRADE	(\$121,000)	(\$121,000)	(\$135,300)	(\$63,525)	(\$63,525)	(\$88,000)
Net Price	\$143,660	\$167,090	\$126,020	\$159,631	\$121,961	\$130,130
Running costs*	\$79,440	\$95,680	\$99,360	\$110,080	\$158,400	\$122,320
Whole of life	\$223,100	\$262,770	\$225,380	\$269,441	\$280,361	\$252,450

***The specification informed the tenderers that the loader would be working at a landfill site and that the machine should be configured to suit the conditions. The tenderers included a variety of options. CJD was the most comprehensive including mining tyres, protective belly plates, reversible cooling fan and dust and litter protection devices in their tender price. Earthwest, Casewest and BT Equipment's tenders priced tyres separately. Westrac failed to provide prices for tyres and reversible fan with their tender as requested and were required to provide this as additional information.*

**8000 hrs maintenance and fuel costs excluding repair costs*

Smith and Broughton offered \$63,555 for the outright purchase of the Traxcavator.

MATERIAL HANDLING OPTIONS

Prices were also sought from the suppliers for a variety of material handling attachments. The attachments are manufactured by local manufacturers and vary in quality and capability. Typical costs are listed below.

Table 3 : Material Handling Options

Pallet forks	\$7,480
Mulch bucket	\$9,845
Material handling arm	\$4,730
V94 crane valves	\$4840
Lift carry rake	\$16,400

TENDER RANKINGS

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

Table 4 : Tender Rankings

Company	Make	Model	Assessment		Ranking (inc. Finance and Operator Assessment)
			Operators	Mechanics	
CJD	Volvo	L70E	1	1	1
Westrac Equipment	CAT	IT 28 G	4	3	2
CJD	Volvo	L90E	2	2	3
Bt Equipment	Kawasaki	65TMV	5	4	4
Earthwest	Hyundai	HL740TM	3	5	5
Casewest	CASE	621D XT	6	6	6

Casewest did not provide referees or sufficient information to be able to fully assess their tender against the other submissions.

The attachments offered are from a variety of local manufacturers and require further assessment of their suitability for the work at the landfill site. It is therefore proposed that a sum of \$40,000 be allowed from the plant replacement reserve for these items.

CONCLUSION

The Volvo L70E meets all of the selection criteria and was ranked highest by the operator and mechanical staff and is the most suitable loader to carry out the work at the landfill. Council Civil Works crews operate three loaders, a Kawasaki, Caterpillar, and Volvo. The Volvo has the best reputation for serviceability, operation, and customer support.

It is thus recommended that the tender be awarded to CJD Equipment for a Volvo L70E which has satisfied the selection criteria and is ranked number one in the tender evaluation.

T11/02/05 RECOMMEND

1. **That with Tender No. 01/05, Supply of One Multi-tooled Loader, Council accept the tender of CJD Equipment in accordance with submitted tender and Council’s contract documentation for the supply of one Multi-tooled Loader for \$264,660 less trade-in of Caterpillar Traxcavator for \$121,000, resulting in a net payment of \$143,660 (inc. GST).**
2. **That a sum of \$40,000 be approved from the plant replacement reserve to purchase material handling attachments as required for operational needs.**

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

THOMSON HOUSE – DRIVEWAY

WARD Roleystone
FILE REF: A134348/9 V2
DATE 16 February 2005
REF JNG
RESPONSIBLE EDTS
MANAGER

In Brief:

- Request to construct a driveway to and from the entrance of Thomson House, Roleystone and erect a handrail to one side of the existing pathway from the Roleystone Senior Citizens.
- **Recommend**
That Council approve construction of a driveway to and from the entrance of Thomson House and the erection of a handrail to one side of the existing pathway and that these works be funded from the Community and Safety Work account for an amount of \$18,000, leaving a balance of \$7,600 in that account.

Tabled Items

Nil.

Officer Interest Declaration

The Property Manager has declared an interest on the basis that a member of the Officer's Family is a member of the Centre.

Strategic Implications

Social Infrastructure

To facilitate initiatives to improve Community Safety and Security

Legislation Implications

Assessment of legislation indicates that the following regulations apply:

Australian Standards on Access: AS1428.1, AS1428.2, Building Code of Australia

Council Policy/Local Law Implications

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

City of Armadale Disability Service Plan 1995

Budget/Financial Implications

The construction cost is estimated to be \$18,000 including installation of a handrail to the side of the existing pathway. These funds to be taken from the Community/Safety Works account.

Consultation

Roleystone Karragullen Senior Centre Staff and Management, Community Services, Technical Services and Ward Elected Members.

BACKGROUND

Correspondence from the Roleystone Seniors Club (Inc) dated 19 July 2004, amongst other issues, requested Council's consideration for a one way driveway leading from the existing car park adjacent to Cross Park to the front entry of the Club and exiting via a connection to the Roleystone Fire Brigade's secondary driveway leading to Jarrah Road. This request was further supported by the recently elected President, Vice President and Treasurer at a site meeting with Council Officers held in November 2004 and correspondence dated 19 August and 12 November 2004.

The only current access for the members of the centre is via a narrow concrete pathway leading from the car park to the entry of the Club. The pathway gradient is approximately 1:12 and also services patrons who use the Armadale Home Help Services in leased rooms at the rear of the Club. Due to the gradient and length of the pathway pedestrian access for non-ambulant people is difficult. Members with disabilities frequently brought to the club by relatives or friends are accessing the club by driving vehicles on the pathway and then reverse their vehicles to the car park. Similar practices have been adopted by goods delivery personnel and other service providers to the club.

The current situation is brought about by the historical siting conditions which provide limited access, which is not only hazardous but does not comply with contemporary requirements for a Seniors Centre in terms of disability access and inclusion. In addition, Emergency vehicles are unable to access the entrance of the facility in a safe manner.

DETAILS OF PROPOSAL

Technical Services officers have designed a 3.5 metre wide, one-way access driveway which will provide the requested vehicular access from the existing car park to the entrance of the Club and exit linking into the second driveway of the Roleystone Fire Brigade facility onto Jarrah Road.

The attached plan depicts the location and dimensions of the proposed driveway.

In addition a metal handrail is proposed to be installed to one side of the existing pathway in order to assist less ambulant members and to curtail use of the pathway by vehicles.

The driveway will have a locked gate for “after hours”.

CONCLUSION

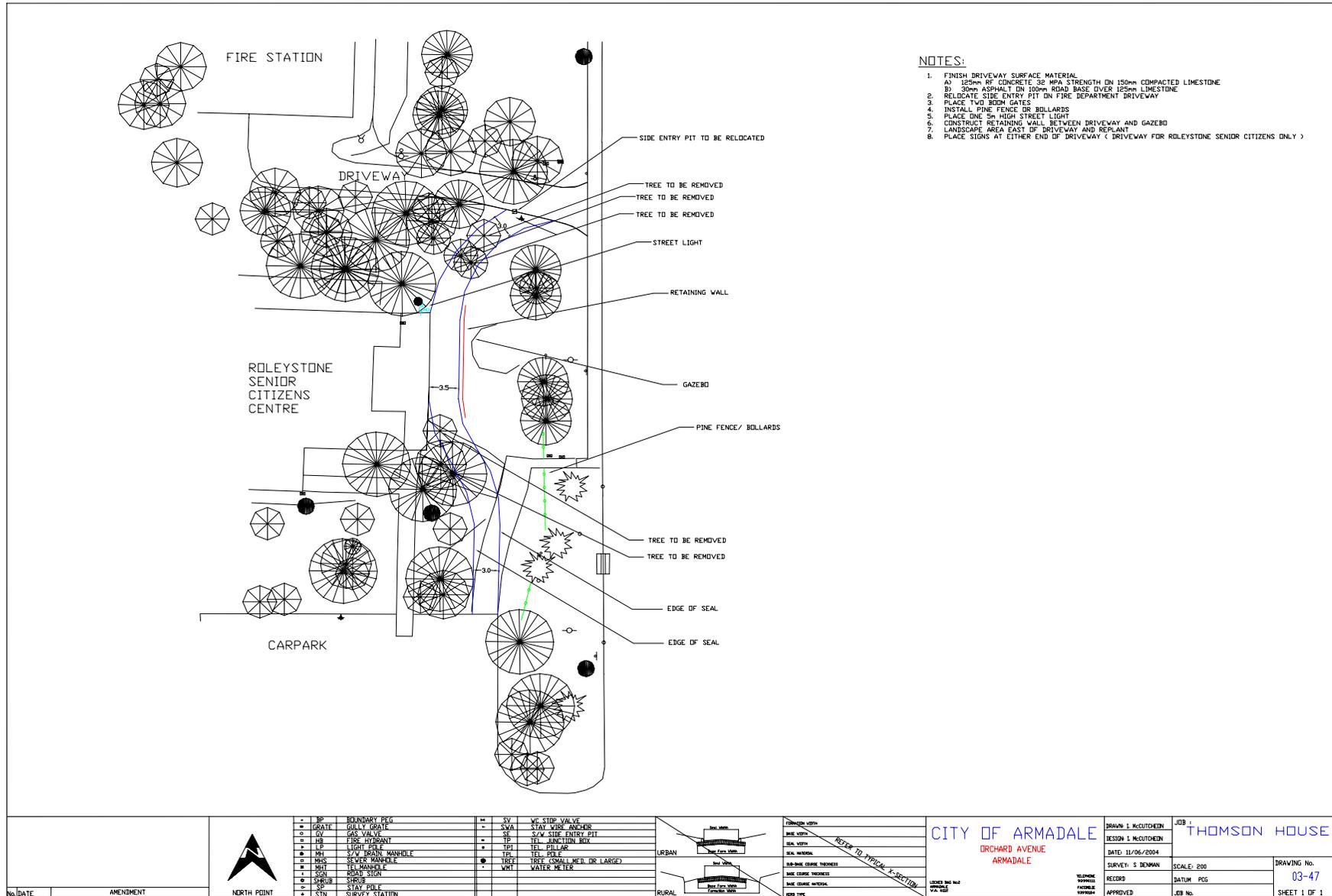
Construction of the driveway is considered to be the most appropriate way of resolving access issues to the Club and is consistent with Council’s Disability Services Plan 1995 and its commitment to providing facilities fit for purpose.

Funding for the construction work up to \$18,000 is from Community and Safety Work, GL account 1356920 which currently holds \$25,600, leaving a balance of \$7,600.00.

T12/02/05 RECOMMEND

That Council approve construction of a driveway to and from the entrance of Thomson House and the erection of a handrail to one side of the existing pathway and that these works be funded from the Community and Safety Work account for an amount of \$18,000, leaving a balance of \$7,600 in that account.

MOVED Cr Hart
MOTION CARRIED (7/0)



WILLIAM BUCKINGHAM COTTAGE ROLEYSTONE

The matter of ongoing maintenance of the William Buckingham House was referred to the Technical Services Committee by Councillor Hart.

Councillor Hart has provided the following further information:

“Buckingham Cottage is listed on the State Heritage Registrar. The City of Armadale has a lease over the land from the Araluen Golf Course owners.

A community group accessed funds from various sources to repair the building. Funds were also given by the City of Armadale and a formal Conservation Plan was drawn up and accepted by the City of Armadale.

The community group worked with the Conservation Plan on the site for a number of years. This work also entailed keeping the vegetation down around the building.

In 2003 with the employment of a full time historian it was recommended that it was no longer appropriate for the community group to continue work on the site as they were not a committee of Council and did not have the appropriate insurance.

From that time onwards the building has been left in its unfinished state with no maintenance to protect the work already undertaken.

In February 2003 I had an onsite meeting with Patricia Walker and John Glassford to discuss the future of the project.

The key outcome was that the building be cleaned up and made safe. This included re fencing the site. Signage was suggested but there were a few issues with that. These were to be addressed.

*The issue of slashing the vegetation around the site on an ongoing basis was also identified. I have attached an email from Patricia Walker that was sent to myself and Deb Hopper re this item. See **Attachment “A2” of the Agenda.***

The issue of a new community management group was discussed. I did pass this onto a member of the CHAC for further work but at this time this has not been taken up. An agenda item was prepared by Patricia Walker for March Tech Services meeting. See Attachment “A1” - This was as far as I can see not presented.

A few weeks ago I did request the grass around the site be slashed as it posed a severe fire hazard. This was carried out thankfully by Parks and Gardens.

It is imperative that some process commence to look at all the issues involved in reforming a community group to finish the Conservation Plan and to assist in the long term ongoing management and use of this Heritage listed facility.

Money needs to be allocated in the coming budget to undertake basic work to bring it up to a reasonable state and also for regular ground maintenance of the small surrounds

I would like the agenda item that was written up by Patricia Walker for the March 2004 Technical Services meeting be brought forward to this meeting for consideration. This should include figures for budget considerations

I also recommend that the future ongoing management of Buckingham Cottage by a community committee of Council be addressed through CHAC.

(Officers advised the Committee that this issue was considered as part of the Community Services Draft Budget.)

T13/02/05 RECOMMEND

- 1. That the grounds surrounding Buckingham Cottage be considered for inclusion in the Parks and Reserves maintenance programme.**

- 2. That the future of the Buckingham Cottage including the current lease structure and development proposals on adjoining land be reviewed as part of the 15 Year Financial Plan review.**

MOVED Cr Hart

MOTION CARRIED (7/0)

****LOCAL ROAD FUND AND BLACK SPOT GRANT ALLOCATIONS 2004/2005**

WARD All
FILE REF GRT/3
DATE 22 February 2005
REF GD
RESPONSIBLE MANAGER EDTS

In Brief:

- Item advises of grant funds received for Local Government Road Fund Improvement and Rehabilitation projects and also for Black Spot Projects.
- **Recommend**
 1. That Council pursuant to Section 6.8 of the Local Government Act 1995:
 - a) authorise the following expenditure:
 - \$1,000,000 for the construction of the Corfield Street link (100% grant funded)
 - \$222,500 for Roadworks attracting State Black Spot funding of \$148,333 and a developer contribution of \$21,667 (Council funding is \$52,500).
 - b) amend the 2004-05 Annual Budget (to accommodate (a) above).
 2. That Council:
 - a) confirm with Main Roads WA that Council will not be accepting a National Black Spot Grant towards the improvement of intersections along Neerigen Street because of the pending building development in the area which will make any reconstruction works redundant
 - b) pursuant to Section 6.8 of the Local Government Act 1995, amend its 2004-05 Annual Budget (to accommodate (a) above)
 3. That Council approves the following schedule of Civil Works being included in the 2005-06 Draft Annual Budget.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure

Develop an integrated transport system including safety aspects.

Legislation Implications

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

Council Policy/Local Law Implications

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

Budget/Financial Implications

1. Commitment of approximately \$80,000 in the 2005/2006 programme as Council contribution to Local Government Road Fund – Rehabilitation projects.
2. Reallocation of \$52,500 from Slab Gully to Black Spot Projects.

Consultation

Nil.

BACKGROUND

The following report provides an update on grant funding issues associated with Local Road Fund and Black Spot Grants.

1. Local Government Road Fund – Improvement Programme

Council were advised by a report to the October 2004 Technical Services Committee that grant funds originally expected towards the construction of Corfield Street in the 2004/2005 Works Programme would not be received. This was due to a significant reduction in the Local Government Road Funding Grant Programme.

The government subsequently reinstated funds in the programme and as a result of this advice has now been received that Corfield Street will attract funding of \$1 million in the 2004/2005 programme and a further \$200,000 in the 2005/2006 programme.

Council has a contractual arrangement with MRWA for the construction of Corfield Street and which requires the funds to be forwarded as part of a contract payment at the appropriate time. The extra grant allocation has no financial affect on Council because the contract with MRWA included an agreement specifying that Council did not have to pay for the work if its grant application was unsuccessful.

2. Local Government Road Funds – Rehabilitation Programme

Council has also been advised that two projects which were originally unsuccessful in achieving funding for Local Government Road Fund Rehabilitation funding will now be funded as a result of the reinstatement of grant shortfall. The grants relate to works in Holden Road (between the creek and Wygonda Road) and River Road (between Fancote Street and Rundle Street).

The above projects are estimated to cost \$117,200 and \$116,400 respectively and require a total Council contribution of \$77,867. Although the grant funding is available in 2004/2005, because of the late notification special arrangements have been made which permit the works to be constructed in 2005/2006. As a result of this the project will be included in the 2005/2006 works programme together with appropriate Council funding allocation in the 2005/2006 Budget. The exact figures will vary slightly from the ones quoted above due to inflation.

3. State Black Spot Funding

Council has recently been advised of the success in achieving Black Spot Funding for the following works:

Project Description	Blackspot Funding	Council Funding	Total Project Cost
Armadale Road/ Abbey Road intersection – left turn slip lane	\$30,000	\$15,000	\$45,000
Forrest Road/Seventh Road - upgrade roundabout	\$15,000	\$7,500	\$22,500
Armadale Road/Church Avenue intersection - left turn slip lane	\$30,000	\$15,000	\$45,000
Armadale Road/Orchard Avenue intersection - left turn slip lane	\$30,000	\$15,000	\$45,000
Armadale Road/Eighth Road intersection - left turn slip lane	\$43,300	\$21,667	\$65,000
TOTAL	\$148,300	\$74,167	\$222,500

As indicated in the above table Council funding to the value of \$74,167 is required to enable the projects to proceed. Discussions have already been entered into with the developer of Lot 600 Eighth Road, who is required to construct a left turn slip lane from Armadale Road into Eighth Road as a condition of development approval for the site. As a result of this the developer has agreed to pay the \$21,667 required for these works.

This means that Council will need to make available \$52,500 to enable the works to proceed. Previously provisional allocations of approximately \$150,000 have been made in Civil Works programmes to allow contribution towards Black Spot Grants and/or school parking. This year however, due to other demands on funding it was not possible to make such funding allocation available. As a result of this, to allow the works to proceed it will be necessary to divert funds from other projects. It is recommended that funding could be made available from the Slab Gully upgrade works.

The Slab Gully upgrade works allocated in the 2004/2005 Works Programme total \$234,691. These works have been carried over from 2003/2004 because extensive delays have been experienced in obtaining final construction plans from the consultants employed to design the works. Some works were able to be commenced during 2003/2004 but the balance of works could not be initiated until corrections had been made to the construction drawings. It is now apparent that the work included in the revised drawings should be submitted to the Department of Environment for assessment prior to further work commencing. Although it is not anticipated that there will be any environmental or heritage issues that prevent the works proceeding it is presumed that the submission to Department of Environment will result in a delay which will prevent all of the funds being utilised prior to winter. As a result of this the loss of \$55,000 from the project will not have a significant affect and can be reinstated in the 2005/2006 Works Programme.

4. National Black Spot Funding

An allocation of \$35,000 has been included in the 2004/2005 Programme for Black Spot works on Neerigen Street. This funding has been available via the National Black Spot Programme and requires no contribution from Council.

Council have been aware of the availability of the funding for a considerable period of time but the work has not commenced because of the Westzone Development Application for the extension of the Woolworths Shopping Centre, which has been submitted to the Armadale Redevelopment Authority. Should work on the development proceed then the proposed Black Spot project will become redundant.

In an effort to ensure the funding was not wasted commencement of the works has been delayed as long as possible. It is not appropriate however to delay the works any longer because any decision not to proceed and to return the funding to the National Black Spot Programme, needs to be made in time to allow for a reserve project to be constructed prior to 30 June 2005.

Although the issues surrounding the proposed development have not as yet been finalised the Executive Director Development Services has advised that he feels that it is most likely that the development will proceed within the next two years.

On this basis it is recommended that Main Roads Western Australia be advised that Council will not accept the funds to upgrade Neerigen Street.

It should be noted that the Benefit Cost Ratio for the project was fairly high and if the development does not proceed then a new submission to carry out the work would have a good possibility of being successful.

CONCLUSION

In summary it is recommended that Council note:

4. The receipt of an approved Grant Allocation of \$1 million in 2004/2005 and a further \$200,000 in 2005/2006 towards the construction of the Corfield Street link.
5. The receipt of a total of \$233,600 towards rehabilitation works in:
 - a. Holden Road – between the creek and Wygonda Road
 - b. River Road – between Fancote Street and Rundle Street.

It is also recommended that Council:

1. Approve the reallocation of \$52,500 from the Slab Gully project to provide contributions towards the following State Black Spot Projects:
 - Armadale Road/ Abbey Road intersection – left turn slip lane
 - Forrest Road/Seventh Road - upgrade roundabout
 - Armadale Road/Church Avenue intersection - left turn slip lane
 - Armadale Road/Orchard Avenue intersection - left turn slip lane
 - Armadale Road/Eighth Road intersection - left turn slip lane
2. Approve an allocation of \$77,867 towards road rehabilitation works in Holden Road (between the creek and Wygonda Road) and River Road (between Fancote Street and Rundle Street) to be included in the 2005/2006 Budget.
3. Confirm it will not be accepting a National Black Spot Grant towards the improvement of intersections along Neerigen Street because of the pending building development in the area which will make any reconstruction works redundant.

T14/02/05 RECOMMEND

1. That Council pursuant to Section 6.8 of the Local Government Act 1995:

a) authorise the following expenditure:

- **\$1,000,000 for the construction of the Corfield Street link (100% grant funded), and**
- **\$222,500 for Roadworks attracting State Black Spot funding of \$148,333 and a developer contribution of \$21,667 (Council funding is \$52,500).**

b) amend the 2004-05 Annual Budget (to accommodate (a) above) as follows:

Particulars	Expend \$	Revenue \$
<u>Local Govt Road Improvement Program</u>		
- Corfield Street Link	+1,000,000	+1,000,000
<i>sub total</i>	+1,000,000	+1,000,000
<u>State Black Spot Program</u>		
- Armadale Rd/Abbey Rd intersection - left turn slip lane	+45,000	+30,000
- Forrest Rd/Seventh Rd - upgrade roundabout	+22,500	+15,000
- Armadale Rd/Church Av intersection - left turn slip lane	+45,000	+30,000
- Armadale Rd/Orchard Av intersection - left turn slip lane	+65,000	+30,000
- Armadale Rd/Eighth Rd intersection - left turn slip lane	+65,000	+65,000
<i>sub total</i>	+222,500	+170,000
<u>Municipal Drainage Program</u>		
- Slab Gully Rd	-52,500	-
<i>sub total</i>	-52,500	-
<i>Total</i>	+1,170,000	+1,170,000

2. That Council:

- a) confirm with Main Roads WA that Council will not be accepting a National Black Spot Grant towards the improvement of intersections along Neerigen Street because of the pending building development in the area which will make any reconstruction works redundant, and**

- b) pursuant to Section 6.8 of the Local Government Act 1995, amend its 2004-05 Annual Budget (to accommodate (a) above) as follows:

Particulars	Expend \$	Revenue \$
<u>National Black Spot Program</u> - Neerigen St	-35,000	-35,000

3. That Council approves the following schedule of Civil Works being included in the 2005-06 Draft Annual Budget:

Particulars	Expend \$	Revenue \$
<u>Local Govt Road Improvement Program</u> - Corfield St	+200,000	+200,000
<u>Local Govt Road Rehabilitation Program</u> - Holden Rd - between creek & Wygonda Rd	+117,200	+78,133
- River Rd - between Fancote St & Rundle St	+116,400	+77,600
<i>sub total</i>	+233,600	+155,733
<i>Total</i>	+433,600	+355,733

****ABSOLUTE MAJORITY REQUIRED FOR PARTS 1 AND 2**

MOVED Cr Green

MOTION CARRIED (7/0)

TENDER NO. 35/04 – CONSTRUCTION OF CULVERT 5206 CHAMPION DRIVE OVER SOUTHERN RIVER

WARD All
REF TEN/35/04
DATE 18 February 2005
AUTHOR JG
RESPONSIBLE MTS
MANAGER

In Brief:

- Tender No. 35/04 was called for the Construction of Culvert 5205 Champion Drive over Southern River (Wungong River).
- Five tenders were received in total, four complying tenders, and one late tender.
- The tender from Foxrock Contractors Pty Ltd has been assessed as being the most advantageous to Council.
- **Recommend**
 1. That with Tender No. 35/04 – Construction of Culvert 5206 Champion Drive over Southern River, Council accept the tender of Foxrock Contracting in accordance with their submitted tender and Council's contract documentation for \$1,428,288, subject to successful negotiation based on technical modification and specification of the above culvert.
 2. That Council delegate authority to the Chief Executive Officer to negotiate reductions to the tender price based on proposed variations to the scope of work.
 3. That Council pursuant Section 6.8 of the Local Government Act 1995:
 - a) authorise the following further expenditure:
 - \$513,444 for the construction of Culvert 5206 Champion Drive over Southern River.
 - b) amend the 2004-05 Annual Budget (to accommodate (a) above) .
 4. That Council approves the schedule of Civil Works being listed for consideration of funding in 2005-06 Annual Budget.
 5. That Council request the Armadale Redevelopment Authority to provide additional funds of \$65,000 to accommodate the increased cost of constructing Culvert 5206 Champion Drive over Southern River.
 6. That a further report be provided to the March Technical Services Committee updating Council on the final negotiated price for Tender 35/04 and the allocation of the balance of funds from Wymond Road.

Tabled Items

Tender documents; tenders received; summary of tender assessment, tenderers ranking

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure

Develop an integrated transport system including safety aspects.

Legislation Implications

Assessment of legislation indicates that the following regulations apply:

Local Government (Functions and General) Regulations 1996 s3.57

AS4120-1994 Code of Tendering

AS2124-92 General Conditions of Contract

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

Budget Allocation 2004/2005 as part of the construction of Champion Drive Stage 2 (Lake Road to Tonkin Highway) is \$798,000.

At this stage the successful tenderer's construction price is \$1,428,288 (inc GST). Council will request from the Armadale Redevelopment Authority a further contribution of \$65,000 to accommodate the required changes. Other necessary costs allocated to this project include design and supervision by Consultants and river restoration previously agreed to in the vicinity of \$78,000.

Reallocation of funds from other municipal sources (ie. McNess Drive \$486,300 and Wymond Road \$199,500) is required to complete the crossing structure as specified.

Consultation

Main Roads Western Australia, Department of Indigenous Affairs, Environmental Protection Authority, various consulting companies and inter-directorate liaison.

BACKGROUND

The construction of Culvert 5206 Road Crossing Champion Drive over Southern River (Wungong River) forms part of the connection of a dual carriageway between the Westfield / Kelmscott industrial area and Tonkin Highway. Negotiations with Environmental Protection Authority and the Armadale Gosnells Landcare Group and selected environmental consultants in the later stages of 2004 approved the construction of a multi-cell box culvert rather than a single span bridge.

When Council applied for improvement grants in 2002 for the construction of Champion Drive to a dual carriageway between Gillam Drive and Tonkin Highway with the intention to build the structure over the river in late 2003 the project received the maximum grant of \$2 million over two years.

Delays, additional work based on environmental and indigenous constraints, subsequent price increases and a current saturated construction industry have driven the construction cost substantially higher than originally estimated.

COMMENT

A detailed assessment of all tenders has been carried out involving officers from Technical Services and various consultants to propose minor technical changes to the proposed culvert can be made to expedite manufacturing and construction of the multi-cell box culvert.

Technical changes include:

- a) box size;
- b) reduction in overall width while still complying with the set requirements for waterway area;
- c) rock placement; and
- d) modification to head walls to avoid embankment erosion.

DETAILS OF PROPOSAL

Based on the waterway analysis, the Multi-cell Box Culvert was designed integrating the requirements of the Aboriginal Heritage Group, Environmental Protection Authority, while complying with requirements set by Water and Rivers Commission for an Average Recurrence Interval (ARI) of 1:100 years flow, and reducing backwater erosion and flooding in a major stream and a major distributor road.

The proposed river crossing will allow for a five lane road with wide median and one dual use path.

NEW CONTRACT INFORMATION

Essential details of the new contract are as follows:

Table 1 : New Contract Information

Contract Type	Lump Sum
Contract Duration	5 months
Commencement Date	Mid March 2005
Expiry Date	August 2005
Extension Permitted	Yes, based on supply of pre-cast structures
Rise And Fall Included	No

SELECTION CRITERIA

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

Table 2 : Selection Criteria

ITEM No.	DESCRIPTION	WEIGHTING
1.	Capability/Competence of Tenderer to perform the work required	15%
2.	Experience of Tenderer in supplying similar goods or completing similar projects	15%
3.	Understanding of requirement	10%
4.	Tendered Price/s	60%
	TOTAL	100%

TENDERS RECEIVED

Four tenders were received by the closing time from Foxrock Contracting, Cobey Industry, Might Construction, Densford Pty Ltd – Civil Construction and one late tender from JJ McDonald and Sons.

TENDER EVALUATION

Table 3 : Tender Evaluation

Tenderer	Price
Foxrock Contracting	\$1,428,288
Cobey Industry	\$1,736,622
Might Construction	\$2,050,955
Densford Pty Ltd	\$1,558,834
**JJ McDonald and Son	\$1,864,014

** Late Tender

The recommended tenderer's price (Foxrock Contracting) for Tender 35/04 is \$1,428,288 (inc. GST). Modification to the structure and consequent negotiation with the successful contractor have the object of providing time and financial benefits to Council.

Approval has been obtained from the environmental consultant (Murdoch University) to reduce the total width of the structure to the minimum allowable size mentioned in their report.

TENDER RANKINGS

The tender rankings resulting from the application of the selection criteria are as follows:

Table 4 : Tenderer Ranking

Tenderer	Ranking
Foxrock Contracting	1
Densford Pty Ltd	2
Might Construction	3
Cobey Industry	4
**JJ McDonald and Son	5

**Late Tender

CONCLUSION

The Tender Regulations and Australian Standard AS4120-1994 "Code of Tendering" approves under Evaluation of Tenders "the principal may require repricing incorporating alternative designs or methods, and also allows the Principal to negotiate with a "pre-selected tenderer" any minor amendments to the specification. This procedure may be used if required for the second lowest tenderer, also.

T15/02/05 RECOMMEND

1. That with Tender No. 35/04 – Construction of Culvert 5206 Champion Drive over Southern River, Council accept the tender of Foxrock Contracting in accordance with their submitted tender and Council’s contract documentation for \$1,428,288, subject to successful negotiation based on technical modification and specification of the above culvert.
2. That Council delegate authority to the Chief Executive Officer to negotiate reductions to the tender price based on proposed variations to the scope of work.
3. That Council pursuant Section 6.8 of the Local Government Act 1995:
 - a) authorise the following further expenditure:
 - \$513,444 for the construction of Culvert 5206 Champion Drive over Southern River.
 - b) amend the 2004-05 Annual Budget (to accommodate (a) above) as follows:

Particulars	Expend \$	Revenue \$
<u>Civil Works Programme</u>		
- Culvert 5206 Champion Drive over Southern River	+513,444	-
<i>sub total</i>	+513,444	-
<u>Civil Works Programme</u>		
- McNess Drive	-486,300	-
- Wymond Road	-27,144	-
<i>sub total</i>	-513,444	-
Total	0	-

4. That Council approves the following schedule of Civil Works being listed for consideration of funding in 2005-06 Annual Budget:

Particulars	Expend \$	Revenue \$
<u>Civil Works Programme</u>		
- McNess Drive	+486,300	-
- Wymond Road	+27,144	-
<i>sub total</i>	+513,444	-
Total	+513,444	-

5. That Council request the Armadale Redevelopment Authority to provide additional funds of \$65,000 to accommodate the increased cost of constructing Culvert 5206 Champion Drive over Southern River.

6. That a further report be provided to the March Technical Services Committee updating Council on the final negotiated price for Tender 35/04 and the allocation of the balance of funds from Wymond Road.

****ABSOLUTE MAJORITY REQUIRED FOR PART 2 AND 3**

MOVED Cr Green

MOTION CARRIED (7/0)

LATE ITEMS

Nil.

COUNCILLORS' ITEMS

Nil.

EXECUTIVE DIRECTOR TECHNICAL SERVICES' REPORTS

The Executive Director Technical Services gave a brief overview on the current situation with the Tonkin Highway accommodation works throughout the City:

- Corfield Street underpass pipe laying by Water Corporation during Easter 2005.
- Enquiry by John Holland MacMahon Joint Venture to undertake works on Armadale Road as a sub-contract.
- Corfield Street / Lake Road roundabout, Lake Road railway crossing closure and negotiations with the Perth Transport Authority for a pedestrian railway crossing.

MEETING CLOSED 9.10PM.