

# CITY OF ARMADALE

## MINUTES

OF **TECHNICAL SERVICES COMMITTEE** HELD IN THE **COMMITTEE ROOM**,  
ADMINISTRATION CENTRE, 7 ORCHARD AVENUE, ARMADALE ON **TUESDAY**,  
**27 JANUARY 2004 AT 7.00 PM.**

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**PRESENT:** Cr V L Clowes-Hollins Chair  
Cr L Reynolds JP  
Cr F R Green  
Cr D L Hopper JP  
Cr J Everts  
Cr A L Cominelli JP  
Cr J H Munn JP CMC Deputy for Cr J Knezevich

**APOLOGIES:** Cr J Knezevich

**OBSERVERS:** Cr R J Tizard

**IN ATTENDANCE:** Mr W A Bruce Executive Director Technical Services  
Mr R G Davies Manager Technical Services  
Mr G Elsegood Manager Civil Works  
Mr R Sutton Coordinator Waste Services  
Miss L Potter Minutes Secretary  
Miss J Munn Minutes Secretary

**PUBLIC:** 4

## **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 as members of the public were in attendance.

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

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Nil.

## **DEPUTATION**

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Nil.

## **QUESTION TIME**

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Nil.

## **CONFIRMATION OF MINUTES**

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### **RESOLVED**

**Minutes of the Technical Services Committee Meeting held on 8 December 2003, were confirmed.**

**MOVED Cr Reynolds**

## **ITEMS REFERRED FROM INFORMATION BULLETIN – ISSUE NO. 2**

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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
- **Quarterly Report**  
Coordinator Technical Services – October / December 2003 ..... T-3  
Coordinator Support Services – October / December 2003..... T-4  
Parks and Reserves – October / December 2003 ..... T-5
- **Minutes of Advisory Committees**  
Bushcare and Environmental Advisory Committee – November 2003..... T-12  
Armadale Gosnells Landcare Group – October..... T-38
- **General**  
MWAC Information Bulletin..... T-44  
City of Armadale Streamcare Promotion – 2003 Report..... T-50  
Jull Street Mall – Street Art Events ..... T-52  
Cr Clowes-Hollins Conference Report ..... T-54  
Works Programme ..... T-64

*Committee noted the information and Cr Hopper queried the number of sprinklers being vandalised at the Bob Blackburn Reserve. The Executive Director Technical Services advised that there was no straight forward solution as the vandalism is not occurring on any particular evening or day.*

# I N D E X

## TECHNICAL SERVICES COMMITTEE

27 JANUARY 2004

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### WASTE SERVICES

CLEANUP AUSTRALIA DAY .....	10
VERGE GREENWASTE COLLECTION .....	12

### ENGINEERING, DESIGN AND DEVELOPMENT

ALBANY HIGHWAY/BROOKTON HIGHWAY INTERSECTION TRAFFIC LIGHTS .....	18
BLACKSPOT PROGRAMME – CHURCH AVENUE , SEVENTH ROAD, AVONLEE ROAD ROUNDABOUT .....	16

### TENDER

TENDER NO.32/03 – SUPPLY OF ONE 6 X 4 SIDE LOADING WASTE TRUCK AND TWO SIDE LOADING RECYCLING WASTE TRUCKS .....	21
---	----

### MISCELLANEOUS

ARALUEN CHILLI FESTIVAL - 2004 .....	4
**EXTRACTIVE INDUSTRIES LOCAL LAW .....	25

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***ARALUEN CHILLI FESTIVAL - 2004***

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WARD                    Roleystone  
FILE REF:             EVT/1  
DATE                    14 January 2004  
REF                     CB  
RESPONSIBLE        EDTS  
MANAGER

**In Brief:**

- Letter received from Araluen Botanical Park Foundation (Inc) advising of the Chilli Festival and seeking Council's permission to modify traffic operations along Croyden Road on Saturday 14 and Sunday 15 February 2004.
- **Recommend**
  - That Council not approve the request from the Araluen Botanic Park Foundation (Inc) to trial a modified traffic system to operate on Croyden Road, Roleystone from Brenton Rose Farm to Redtail Lane on Saturday 14 and Sunday 15 February 2004, and approve the Araluen Botanic Park Foundation (Inc) to implement a traffic management plan to operate on Croyden Road, Roleystone from Redtail Lane to the entrance to the Brenton Rose Farm on Saturday 14 and Sunday 15 February 2004 subject to conditions.
  - That Council be advised of the outcomes of the traffic management proposal used during the Chilli Festival, to review and manage appropriate traffic management in readiness for the 2004 Tulip Festival.
  - That Council write to the Department for Planning and Infrastructure advising of Council's support for the Araluen Botanic Park Foundation (Inc) request for funding to provide additional parking and a third entrance to the Araluen Botanic Park.

**Tabled Items**

Nil

**Officer Interest Declaration**

Nil

**Strategic Implications**

Nil

**Legislation Implications**

Assessment of legislation indicates that the following regulations apply: -

*Section 3.50 of the Local Government Act 1995*

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

**Council Policy/Local Law Implications**

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

*Council Policy 2.1.41 Events on Roads – Road Closures*

*Applicants for road closures for events on roads other than for Minnowarra Festival, Araluen Tulip Festival and Armadale Cycling Classic be required to lodge "various fees and bonds".*

### **Budget/Financial Implications**

Nil.

### **Consultation**

Technical Services Officers have discussed the road modifications of Croyden Road with the management of the Araluen Botanic Park Foundation (Inc) and Riley Consulting (Traffic Consultant). Discussion was also held with the two Roleystone Ward Councillors.

### **BACKGROUND**

Council will be aware that the first Chilli Festival was held on 15 and 16 February 2003. The festival was an outstanding success from Araluen's point of view attracting crowds in excess of 6,000 visitors over that weekend.

In order to cope with the expected high traffic demand, Council approved the temporary modification of Croyden Road, Roleystone by restricting traffic movement to a one-way system between the Brenton Rose Farm and the Araluen Park entrance at the same time ensuring easy access to and from the Rose Farm is maintained.

Council will be also aware that for the last three to four years the local community and business sector has expressed serious concerns about the road modification of Croyden Road as it severely impacts upon their daily activities. This then led to a completely revised traffic management plan for the 2003 Tulip Festival using Gardiner Road as the preferred entrance route to the Park.

Traffic management for the 2003 Tulip Festival (unlike previous years when Araluen staff directed traffic) was under the control and management of a professional road traffic agency on those Sundays when the modified system was in place.

This reverse traffic management system to use Gardiner Road did cause significant problems for the traffic management agency as approximately 31% of motorists ignored the signage and the variable message board erected on Brookton Highway near the approach to the Croyden Road intersection. These vehicles had to be turned around using the Brenton Rose Farm driveway and redirected back along Croyden Road in order to access the Park via Gardiner Road. The Araluen Botanic Park Foundation (Inc) estimated that 10% of these motorists chose not to continue this route.

This new strategy of using Gardiner Road as the entrance route to the Park was not fully tested due to poor weather that affected all but two of the eight days the road modification was operational.

### **DETAILS OF PROPOSAL**

A request has been received from the Araluen Botanic Park Foundation (Inc) dated 18 December 2003 seeking Council's consideration to trial a revised traffic management strategy for the forthcoming Chilli Festival over the weekend of 14 and 15 February 2003. This revised strategy entails using Croyden Road as the entrance route to the Botanic Park by again using a professional traffic management agency to control traffic on these two days.

A subsequent meeting was held on 12 January 2004 with the management of the Botanic Park and with Riley Consulting. Both are confident that under professional traffic control, a one-way system between the Brenton Rose Farm and Redtail Lane could be successfully

introduced by using on road parking on Croyden Road east of the Park entrance to Redtail Lane. It is their opinion that with this traffic management system and in conjunction with additional staff to process ticket sales, queuing of vehicles will not occur beyond 200 to 300 metres west of the Park entrance (approximately half way between the Brenton Rose Farm and Araluen Botanic Park Foundation (Inc)).

As part of their strategy once vehicle queuing begins to build up beyond this “quarantine zone” motorists will be directed by the traffic management crew to exit the queue and to travel east on Croyden Road in order to seek parking between the Park entrance and Redtail Lane.

It is Officers’ opinion that while in theory the proposed traffic management strategy could work there are a number of factors that could jeopardise its success, such as:

- the weather.
- the length of stay that visitors remain in the Park.
- the underestimated number of visitors to the Park.
- driving behaviour prior to arriving at the quarantine zone.

The management of the Botanic Park was advised at the 12 January 2004 that should Council agree to trial the Croyden Road entrance to the Park and should the traffic management plan be successful, it is no guarantee that Council will also support the same modified traffic system for the 2004 Tulip Festival as the traffic management plan for that Festival will be considered on its own merit.

The Araluen Botanic Park Foundation (Inc) management was also advised that should the trial fail at any time during the 2004 Chilli Festival then Council will not consider any future submission from the Araluen Botanic Park Foundation (Inc) which does not use Gardiner Road as the approach road until such time parking on site and entrance ticket taking arrangements have been sufficiently increased to not require on-road parking on Croyden Road.

## **OPTIONS**

There are two options available to Council:

### Option 1

Trial a traffic management system using Croyden Road as the approach road to Araluen Botanic Park Foundation (Inc) during the Chilli Festival on 14 and 15 February 2004.

### Option 2

Not support the request for the trial and approve a traffic management system using Gardiner Road as the approach road under the same conditions that were adopted for the 2003 Tulip Festival.

## **SUMMARY**

The Araluen Botanic Park Foundation (Inc) and its visitors have benefited in past years by having access to the Park via Croyden Road generally at the reduction in amenity of local residents and the business community. Amenity was reduced through slow moving or stationary traffic and ad-hoc parking west of the Park.

The Araluen Botanic Park Foundation (Inc) did comply with Council's request to make Gardiner Road the preferred entrance to the Park for the 2003 Tulip Festival, however this new strategy was not extensively tested due to the poor weather.

Should the trial to use the Croyden Road entrance for the Chilli Festival be supported Council can expect a number of complaints from local residents and possible further action from the business sector.

## **CONCLUSION**

This again is a situation where it is not possible to please all parties concerned. Either the Araluen Botanic Park Foundation (Inc) and its customers will benefit from Council's decision which will come at the inconvenience of the local and business community or they will run the risk of losing their customers who will have to travel further (via Gardiner Road) in order to gain access the Park.

In making its decision Council again must acknowledge what is best for the local community and what may benefit the City of Armadale at large with the number of visitors who enter the municipality during the festivals held at the Araluen Botanic Park Foundation (Inc).

Due to the policy implications of this request, the officer's recommendation enables Council to determine either option.

## **OFFICER RECOMMENDATION**

1. *That Council approve the request from the Araluen Botanic Park Foundation (Inc) to trial a modified traffic system to operate on Croyden Road, Roleystone between the Brenton Rose Farm and Redtail Lane on Saturday 14 and Sunday 15 February 2004 for the Chilli Festival subject to the following conditions:*

- a) That the Araluen Botanic Park Foundation (Inc) engages a professional traffic management company to implement and manage the road traffic modification on the above dates.*
- b) That the Araluen Botanic Park Foundation (Inc) advise all relevant emergency service authorities and surrounding landowners of the new proposed traffic arrangements*
- c) That the Araluen Botanic Park Foundation (Inc) implements the appropriate traffic management plans relating to parking priorities, car parking attendants, money collecting attendants in order to reduce traffic restriction at the entrance booth at the Park;*

*or*

2. *That Council not approve the request from the Araluen Botanic Park Foundation (Inc) to trial a modified traffic system to operate on Croyden Road, Roleystone from Brenton Rose Farm to Redtail Lane on Saturday 14 and Sunday 15 February 2004, and approve the Araluen Botanic Park Foundation (Inc) to implement a traffic management plan to operate on Croyden Road, Roleystone from Redtail Lane to the entrance to the Brenton Rose Farm on Saturday 14 and Sunday 15 February 2004 subject to the following conditions:*

- a) *That the Araluen Botanic Park Foundation (Inc) employ a professional traffic management company to implement and manage the road traffic modification on each of the above dates.*
- b) *That the Araluen Botanic Park Foundation (Inc) advise all relevant emergency service authorities and surrounding landowners of the new proposed traffic arrangements*
- c) *That Araluen Botanic Park Foundation (Inc) seeks urgent approval from Main Road WA to erect appropriate signage along Brookton Highway advising motorists of the alternate route to the Park, which is via Gardiner Road.*
- d) *That the Araluen Botanic Park Foundation (Inc) undertakes a heavy media promotional advertising exercise promoting access to the Park via Gardiner Road.*
- e) *That the Araluen Botanic Park Foundation (Inc) implements the appropriate management plans relating to parking priorities, car parking attendants, money collecting attendants in order to reduce traffic restriction at the entrance booth at the Park.*

*COMMITTEE discussed the proposed traffic management program for the Araluen Chilli Festival at length and resolved to implement the traffic management plan that was in place during the Araluen Tulip Festival in 2003. It was felt that due to inclement weather, the traffic management plan at the Tulip Festival had not been adequately tested and that this was an ideal opportunity to trial this proposal. It was also suggested that the Araluen Botanic Park Foundation (Inc) investigate means of providing more adequate publicity and appropriate signage for the modified traffic arrangements.*

**T1/1/04      RECOMMEND**

- 1. That Council not approve the request from the Araluen Botanic Park Foundation (Inc) to trial a modified traffic system to operate on Croyden Road, Roleystone from Brenton Rose Farm to Redtail Lane on Saturday 14 and Sunday 15 February 2004, and approve the Araluen Botanic Park Foundation (Inc) to implement a traffic management plan to operate on Croyden Road, Roleystone from Redtail Lane to the entrance to the Brenton Rose Farm on Saturday 14 and Sunday 15 February 2004 subject to the following conditions:**
  - a) **That the Araluen Botanic Park Foundation (Inc) employ a professional traffic management company to implement and manage the road traffic modification on each of the above dates.**
  - b) **That the Araluen Botanic Park Foundation (Inc) advise all relevant emergency service authorities and surrounding landowners of the new proposed traffic arrangements**
  - c) **That Araluen Botanic Park Foundation (Inc) seeks urgent approval from Main Road WA to erect appropriate signage along Brookton Highway advising motorists of the alternate route to the Park, which is via Gardiner Road.**

- d) **That the Araluen Botanic Park Foundation (Inc) undertakes a heavy media promotional advertising exercise promoting access to the Park via Gardiner Road.**
  - e) **That the Araluen Botanic Park Foundation (Inc) implements the appropriate management plans relating to parking priorities, car parking attendants, money collecting attendants in order to reduce traffic restriction at the entrance booth at the Park.**
- 2. **That Council be advised of the outcomes of the traffic management proposal used during the Chilli Festival, to review and manage appropriate traffic management in readiness for the 2004 Tulip Festival.**
  - 3. **That Council write to the Department for Planning and Infrastructure advising of Council's support for the Araluen Botanic Park Foundation (Inc) request for funding to provide additional parking and a third entrance to the Araluen Botanic Park.**

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

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***CLEANUP AUSTRALIA DAY***

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WARD Forrestdale/All  
FILE REF: WMT/2  
DATE 16 January 2004  
REF BS  
RESPONSIBLE MANAGER MTS

**In Brief:**

- Department of Environment have identified “Dumped Rubbish” as their theme for 2004 Clean Up Australia Day
- Potential site nominated, Skeet Road, Forrestdale.
- Official proceedings likely to take place on 4th February 2004.
- **Recommend**
  - That the information on the Cleanup Australia Day be received.

**Tabled Items**

Nil.

**Officer Interest Declaration**

Nil.

**Strategic Implications**

Long Term Strategic Planning  
*Promote Waste Minimisation*

**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**

The Department of Environment holds “Clean Up Australia Day” annually. Since its humble beginnings, it has developed and become nationally significant. The City of Armadale has, in previous years, given support by collecting the bagged rubbish and disposing of it at the landfill, free of charge.

**DETAILS OF PROPOSAL**

The organisers of this year’s Clean Up Australia Day have nominated “Dumped Rubbish in Bushland” as one of its themes. The Department of Environment contacted Waste Services for information on a suitable rural sites to be nominated that were known to have regular large quantities of dumped rubbish, including old vehicle bodies, white goods, tyres, possibly building rubble, and general rubbish. Skeet Road, Forrestdale, was put forward, and found to be a favourable site. The Department of Environment was also interested in Council’s Rural Road Closure Programme, which has minimised the levels of regular dumping occurrences.

The land is made up of some crown land, other state government land, and some privately owned property. The Department of Environment resources were used to contact relevant people to obtain permission for volunteers to enter the land.

**COMMENT**

The relocation of scattered rubbish to one central point will be done prior to the official proceedings on Wednesday, 4<sup>th</sup> February 2004. The official opening, by the Minister for the Environment and Heritage; Water Resources, the Hon Dr Judy Edwards, will include media promotion by the City of Armadale and the Department of Environment. Invitations will be issued shortly by the Department of Environment, and it is hoped that the Mayor, Ward Councillors, and senior staff may be able to attend.

Local volunteers are being invited to register with Waste Services to assist in the preparation day on Saturday 31<sup>st</sup> January 2004. For insurance purposes, a register of volunteers will be finalised on the day by the Coordinator Support Services. The Department of Environment will provide refreshments for volunteers on the day.

**T2/1/04      RECOMMEND**

**That the information on the Cleanup Australia Day be received.**

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

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***VERGE GREENWASTE COLLECTION***

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WARD All  
FILE REF: TEN/25/03  
DATE 16 January 2004  
REF BS  
RESPONSIBLE MTS  
MANAGER

**In Brief:**

- At its Ordinary Meeting on 15<sup>th</sup> December 2003 Council resolved to recommit the issue of Greenwaste Pick-up to the Technical Services Committee.
- **Recommend**
  - That the information on the greenwaste pick-up be received.
  - That the Coordinator Waste Services liaise with the Public Relations Coordinator to improve communication to the community on the greenwaste pick-up services.

**Tabled Items**

Nil.

**Officer Interest Declaration**

Nil.

**Strategic Implications**

Long Strategic Planning  
*Promote Waste Minimisation.*

**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**

At its Ordinary Meeting on 15<sup>th</sup> December 2003, Council resolved that the matter of Greenwaste Pick-up be recommitted to the Technical Services Committee.

**COMMENT**

The Spring Greenwaste Collection commenced in Westfield late in September, and was completed on the 20<sup>th</sup> December 2003. The collection spanned approximately twelve weeks, covering eight sections, with a collection total in excess of 1,200 tonnes of greenwaste. This is the largest volume of greenwaste collected in Armadale.

By comparison, the City's previous contractor, who has considerable experience with verge collections, completed that collection in 9 weeks, and for at least two weeks, had two teams working ie. 11 crew weeks.

### **New Collection Contractor**

This financial year the contract for Verge Collections was awarded to a new contractor, WA Recycling Services. The previous contractor did not submit a tender and has closed down his verge collection service. Waste Services was aware that this collection would be a steep learning curve, as the new contractor although experienced in similar work, had not worked in the terrain experienced in Roleystone, nor carried out a verge collection of this magnitude.

WA Recycling Services experienced problems early in the collection with their equipment and their collection technique. Waste Services advised all Councillors, Chief Executive Officer, Rangers and Technical Services staff of the delays to the verge collection on 17<sup>th</sup> October 2003.

Even though the collections were delayed, the work was of high standard, with comparatively few complaints relating to damage to reticulation, damaged lawn surfaces, or mess left behind. “Missed collection” calls from residents have been few. A large number of calls were received concerning the delays.

The collection was finalised five days prior to Christmas which is similar to that of previous years.

### **Greenwaste Out On Verge Prior To Notification**

In Roleystone, it was noticed that greenwaste was being placed on the verges as early as August and was ‘snowballing’. The collection in Roleystone was scheduled for mid to the late November. With the problems experienced by the contractor the collection was subsequently delayed. This should not have been a problem, as notification of exact dates is only given in the flyer which was distributed two weekends prior to collection.

This is the fifth year of verge collections. There have been twelve collections of greenwaste and junk. Flyers have been delivered each time advising of upcoming collection dates and that *“To prevent unsightly verges, please place your greenwaste out as close to the commencement date as possible.”* Residents have always been advised to wait for the flyer prior to placing greenwaste on the verge. Examples of this:

- The City of Armadale website states: *“Residents will be notified of the verge collection dates and criteria through their letterboxes”* see [www.armadale.wa.gov/servandfac/services/waste](http://www.armadale.wa.gov/servandfac/services/waste).
- The Roleystone Courier November edition stated: *“Please wait until you have received your verge collection notice in your letterbox before starting to stack garden waste on your verge. Burning is not permitted on Sundays and public holidays and anyone found to be burning rubbish illegally could face a fine of up to \$5,000”*.
- The Roleystone Courier November edition in a separate notice stated: *“Watch for the flyer in your letterbox”*.

### **Letters Requesting Residents To Remove Greenwaste**

To reduce fire hazard and the unsightly appearance of the verges, Waste Services delivered letters to residents who had greenwaste out early.

- The first letter was sent out requesting residents to wait for their flyer, and to remove the greenwaste from the verge until notification had been delivered (*see Attachment “A1” of the Minutes (see Summary of Attachments – Green Page).*)
- A week later, if the resident had failed to remove greenwaste from their verge it was noted and they were contacted by phone.
- Finally, a week prior to the greenwaste flyer being delivered, two letters were delivered to residents who had put greenwaste out early. One for residents who had been warned previously and the other for residents who had recently placed greenwaste on the verge. They were advised that they were not required to remove the greenwaste from their verge as the collection was imminent but in future they could please wait for notification flyers before putting greenwaste (*see Attachment “A2” and “A3” of the Minutes (see Summary of Attachments – Green Page).*)

### **Flyer Delivery History**

Flyers are delivered each week during the collection, giving two weekends prior notice to residents to place greenwaste on the verge. With the system in place, when delays occur, flyers are held back to allow the contractor to catch up. However, there are three weeks of flyers out at any one time which means there is a period where little can be done.

If all the collection dates were published in advance, any delays in the collection would cause a snowballing effect.

Higher tonnages are usually collected in Roleystone, so it was decided to split collections for Roleystone into two areas, north and south of Brookton Highway.

Western Recycling engaged a subcontractor specialising in flyer delivery. Flyer delivery was without problems until the second week in Roleystone, the last week of the collection. The subcontractor used small motor scooters for deliveries. The long distances and difficult terrain on the southern side of Brookton Highway took their toll on their six scooters. For example, there were 1,702 flyers delivered in two days on the northern side of the Highway while only 423 flyers were delivered in 5½ days on the southern side. The last of the flyers were delivered by Saturday morning 29<sup>th</sup> November 2003.

### **Numbers of Interest**

<b>Item</b>	
Flyers delivered	18,810
Flyers not delivered on time	<100
Total number of residents with greenwaste out early	146
Roleystone residents with greenwaste out early	145
Number of residents reported by neighbours	48
Number of residents who did not comply with request to move greenwaste	3
Number of residents complimenting Council on its action	4
Number of residents complaining that they did not receive flyers	4

## **CONCLUSION**

The greenwaste collection was completed successfully with minimal complaints received. The problems that were experienced highlighted the need for the continued education of residents of the importance of putting greenwaste out only when the flyer is received.

### **T3/1/04      RECOMMEND**

- 1.    That the information on the greenwaste pick-up be received.**
- 2.    That the Coordinator Waste Services liaise with the Public Relations Coordinator to improve communication to the community on the greenwaste pick-up services.**

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

*Cr Hopper left the meeting at 7.42pm and returned at 7.44pm.*

***BLACKSPOT PROGRAMME – CHURCH AVENUE, SEVENTH ROAD, AVONLEE ROAD ROUNDABOUT***

WARD Armadale / Forrest  
FILE REF: ENG/23  
DATE 8 December 2003  
REF SA  
RESPONSIBLE MTS  
MANAGER

**In Brief:**

- A detailed design and estimate has been carried out for the construction of a roundabout at the Church Avenue, Seventh Road and Avonlee Road intersection. The estimated cost is considerably higher than the budget allocation for this project due to the unexpected road reconstruction costs and land resumptions.
- **Recommend**
  - That Council approve the reallocation of \$46,200 for the construction of the roundabout at Church Avenue, Seventh Road and Avonlee Road from the Roads to Recovery Budget GL/1770640 (J0083).

**Tabled Items**

Nil.

**Officer Interest Declaration**

Nil.

**Strategic Implications**

Physical Infrastructure

*Develop an integrated transport system including safety aspects*

**Legislation Implications**

Assessment of legislation (eg local Government Act) has not revealed any restrictions.

**Council Policy/Local Law Implications**

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

**Budget/Financial Implications**

Council's contribution of \$77,933 towards the roundabout has been included in the 2003/04 Budget. It is recommended that the shortfall of \$46,200 be transferred from Roads to Recovery funds in order to complete the project (current remaining allocation of \$232,036).

**Consultation**

Main Roads Western Australia

**BACKGROUND**

Council was successful in gaining funding from the 2003/04 State Blackspot Programme for the construction of a roundabout at the above intersection.

The estimated cost of constructing a roundabout at this site was \$144,600, and it was this figure that was used to determine the Benefit Cost Ratio (i.e. the BCR is used for the Blackspot Programme to prioritise projects throughout the Metropolitan Area). The State Government's contribution is \$66,667, whilst Council has already agreed to contribute \$77,933.

The preparation of the final design has progressed to a point whereby a detailed works cost estimate could be determined. The new estimate cost based on the detailed design is \$190,800, representing a shortfall of \$46,200.

## COMMENT

The construction of a roundabout at this site is reasonably complex due to the current configuration of the intersection i.e. four way offset. As the roundabout is required to be shifted significantly to the east in order to provide satisfactory deflection on all approaches, there is considerable road reconstruction costs involved. This also includes a significant relocation of the path network, as well the alteration of existing services, such as Telstra and Western Power. There are also significant costs involved in the clearing of vegetation along the verge in Avonlee Road and the resumption of a 94m<sup>2</sup> portion of land from 24 Seventh Road. Whilst these costs were partly allowed for in the preliminary estimate at the time of applying for Blackspot funding, a more accurate cost could not be known until such time as a detailed design was prepared.

In order to progress with this project i.e. accept quotations from Service Authorities and payment of compensation for the land resumption in the first instance, Council must decide whether to fund the estimated shortfall of \$46,200.

The intersection is considered to be located in a strategic location due to its close proximity to the CBD. It carried a significant volume of vehicle and has obviously obtained a reasonably high crash record, partly due to its unusual configuration.

In terms of community consultation, Technical Services Officers have spoken to numerous residents in this area throughout the design process, and all have suggested that a roundabout will be a vast improvement to the current set-up, particularly for safety reasons. The owner of 24 Seventh Road is also supportive, even though he is required to give up a m2 of land to accommodate the roundabout.

## CONCLUSION

Due to the importance of this intersection for safety and its prime location as an entry to the CBD, it is considered that the construction of the roundabout should proceed. Part funding is available from the State Government and it appears that the community also supports its construction. It is also unlikely that Council will gain similar Blackspot funding in coming years at this site due to the high costs associated with its construction. To this end it is recommended that Council utilise available funding from the Roads to Recovery funding allocation (current balance is \$232,036) so as to proceed with this project. The Roads to Recovery balance will then be \$185,836.

## T4/1/04      RECOMMEND

**That Council approve the reallocation of \$46,200 for the construction of the roundabout at Church Avenue, Seventh Road and Avonlee Road from the Roads to Recovery Budget GL/1770640 (J0083).**

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

**ALBANY HIGHWAY/BROOKTON HIGHWAY INTERSECTION TRAFFIC LIGHTS**

WARD Kelmscott  
FILE REF RDA/8  
DATE 12 January 2004  
REF SS  
RESPONSIBLE MTS  
MANAGER

**In Brief:**

- At its Ordinary Meeting on 6<sup>th</sup> October 2003, Council resolved (T97/09/03) as follows:  
“That Council receive the information relating to the operation of the traffic lights and camber of the roadway at the intersection of the Brookton and Albany Highways and that a further report be presented to Council following the conclusion of the investigation of truck rollovers at the Albany Highway intersections with the South Western Highway and Brookton Highway.”
- Provides Main Roads WA response.
- **Recommend:**
  - That Council receive Main Roads WA findings into the investigation relating to the operation of the traffic lights, camber of the roadway and of the truck rollovers at the Albany/Brookton Highway intersection.
  - That Council note that Main Roads have commissioned a consultant to investigate the truck rollovers at the Albany Highway/ South Western Highway/ Armadale Road intersection.
  - That Council receive a report of the consultants recommendations on receipt of Main Roads WA report.

**Tabled Items**

Nil.

**Officer Interest Declaration**

Nil.

**Strategic Implications**

Physical Infrastructure

*Develop an integrated transport system including safety aspects.*

**Legislation Implications**

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

**Council Policy/Local Law Implications**

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

**Budget/Financial Implications**

Nil.

**Consultation**

Main Roads Western Australia

## **BACKGROUND**

At its Ordinary Meeting on 6<sup>th</sup> October 2003, Council resolved (T97/09/03) as follows:

*“That Council receive the information relating to the operation of the traffic lights and camber of the roadway at the intersection of the Brookton and Albany Highways and that a further report be presented to Council following the conclusion of the investigation of truck rollovers at the Albany Highway intersections with the South Western Highway and Brookton Highway.”*

Council is in receipt of a response from Main Roads WA to a local resident, which reads in part as follows:

*“Main Roads has investigated the request and have the following comments:*

*I refer to your letter to Mr Gossmann at the City of Armadale querying truck safety at the intersection of Albany Highway and Brookton Highway, Kelmscott.*

*As Main Roads Western Australia is responsible for this intersection your letter was referred to us for reply.*

*In your letter you’ve reported seeing an approximate 8 tonne truck slowly turn right into Brookton Highway with an outside lean when one of the inside wheels started lifting approximately 150mm while the vehicle was still barely moving slowly forward to negotiate the turn. You also noticed one of the inside wheel spinning backwards during this turn and as you have indicated, is a worry to watch. You’ve also indicated that this intersection is very dangerous and needs serious work to make the intersection safer.*

*Main Roads is aware of the negative camber at this intersection. The gradient of Albany Highway at this point is 4½% downhill (drops 45 metres in 1000 metres) and Brookton Highway 3% uphill (rises 30m in 1000m), which represents the overall topography of this intersection. A truck turning right therefore traverses the change in crossfall between Albany Highway downhill at minus 4½% and Brookton Highway positive 3% across the channel line and this is the jump-up you’ve noticed.*

*While the inside wheels may lift (and turn backwards – due to residual air pressure in the brakes) the truck platform remains flat while the axles support the bogey. This is quite normal in the operation of freight vehicles and while alarming for the casual observer, quite safe as the load transfer over the axles takes place in the hands of capable professional operators.*

*You may be aware that a classification system exists where freight operators are accredited and licensed to operate various classes of vehicles. The trucking industry operates within this regime of licensed operators and vehicle standard regulation.*

*The existing traffic signals have also been checked and found to provide sufficient time for this right turn movement during an exclusive right turn signal phase. Sufficient time is allocated for a truck to negotiate a slow turn and clear the intersection during this phase.*

*This intersection was widened and modified in 1998, and an examination of crash data does not support re-design or re-construction at this stage. Total crash numbers have remained*

*static or declined over the last few years particularly since widening and drainage modifications were implemented.*

*Due to the above, further intersection modification at this stage are not warranted.*

## **DISCUSSION**

It is considered that at this time Council receive Main Roads WA findings into the investigation relating to the operation of the traffic lights, camber of the roadway and of the truck rollovers at the Albany/Brookton Highway intersection.

Main Roads WA has concluded their investigation with a report that outlines that the intersection does not warrant re-design or re-construction. Crash data has remained static or declined since 1998 when widening and drainage modifications were implemented at the Albany/Brookton Highway intersection.

Officers have checked crash data supplied by MRWA for the period Jan 1998 - Dec 2002. The accidents recorded at this intersection are considered very low (30 reported crashes over a 5 year period) in comparison to the volume of daily traffic using this intersection (Albany Hwy - 26146 vehicles per day, Brookton Hwy – 9369 vehicles per day). However future accidents that involve heavy vehicles at the intersection will be closely monitored.

Further to our requests Main Roads have commissioned a consultant to investigate the truck rollovers at the Albany Highway/South Western Highway/Armadale Road intersection. Council will be informed of the findings once the report has been received.

## **T5/1/04      RECOMMEND**

- 1. That Council receive Main Roads WA findings into the investigation relating to the operation of the traffic lights, camber of the roadway and of the truck rollovers at the Albany/Brookton Highway intersection.**
- 2. That Council note that Main Roads have commissioned a consultant to investigate the truck rollovers at the Albany Highway/ South Western Highway/ Armadale Road intersection.**
- 3. That Council receive a report of the consultants recommendations on receipt of Main Roads WA report.**

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

***TENDER NO.32/03 – SUPPLY OF ONE 6 X 4 SIDE LOADING WASTE TRUCK AND TWO SIDE LOADING RECYCLING WASTE TRUCKS***

WARD All  
FILE REF: TEN/32/03  
DATE 15 January 2003  
REF JMC  
RESPONSIBLE MTS  
MANAGER

**In Brief:**

- Tender No. 35/03 was called for the Supply of One Side Loading Waste Truck and Two Side Loading Recycling Waste Trucks, subject to Council being successful with the Waste Recycling Tender.
- Hino P416 was 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
- The tenders for the Waste Recycling Contract are still being assessed and will be reported to the February Technical Services Committee.
- This report relates only to the supply of one side loading rubbish truck.
- **Recommend**
  - That with Tender No.35/03, for the Supply of One 6 x 4 Side Loading Rubbish Truck, and Two Recycling Waste Trucks, Council accept the tender of Skipper Trucks, with their submitted tender, Council's contract documentation and budget allocation, for the following tender price:
    - Skipper Trucks tender for the Supply of One 6 x 4 Side Loading Waste Truck with a Wastemaster Body less Trade-in \$22,968 for \$251,693 (\$276,862 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 2.1.54 – Tendering and Purchasing Policy*

**Budget/Financial Implications**

Current budget allocation \$280,000.

**Consultation**

Departmental Coordinator/Operators/Mechanical staff

## BACKGROUND

Council currently owns five waste trucks that are utilised by Waste Services for waste collection. One of these trucks an Isuzu P447 is due for replacement. Hino P416 was offered for trade or outright purchase.

Tenders were therefore called for Supply of One Side Loading Waste truck.

Waste Services have tendered for the Waste Recycling Contract and as delivery time is four to five months it was decided to include the purchase of two recycling waste trucks in this tender.

Tenders were therefore called for the Supply of Two Side Loading Recycling Waste trucks (to be purchased if Councils tender for the Waste Recycling was successful).

The tenders for the Waste Recycling Contract are still being assessed and will be reported to the February Technical Services Committee.

## SELECTION CRITERIA

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

**Table 1 : Selection Criteria – Purchase**

<b>Item No.</b>	<b>Description</b>	<b>Weighting</b>
1.	Tender Proposal	10%
2.	Operational Assessment	20%
3.	Mechanical Assessment	20%
4.	Whole of Life Costs	50%
	<b>Total</b>	<b>100%</b>

## DETAILS OF TENDERS RECEIVED

Three companies submitted 6 conforming tenders for the supply of one 6 x 4 side loading rubbish truck.

- WA HINO offered two prices, one with a Wastemaster body and one with a McDonald Johnston body.
- Skipper Trucks offered two prices, one with a Wastemaster body and one with a McDonald Johnston body.
- Major Motors offered two prices, one with a Wastemaster body and one with a McDonald Johnston body.
- Two non-conforming tenders were received for supply of body only, one for a McDonald Johnston body and one for a Wastemaster body.
- The six conforming tenders for truck and body were assessed.

## TENDER EVALUATION

Details of tenders received for One Side Loading Waste Truck are as follows:

**Table 2: Tenders Received**

Tenderer	Model	Truck Model	Price	Trade-In	Net Price
WA Hino	Ranger Pro 14	Wastemaster	\$253,535	\$20,250	\$233,285
WA Hino	Ranger Pro 14	McDonald Johnston	\$247,604	\$22,968	\$247,762
Skipper Trucks	Iveco Acco F2350G	McDonald Johnston	\$268,730	\$22,968	\$245,762
Skipper Trucks	Iveco Acco F2350G	Wastemaster	\$274,661	\$22,968	\$251,693
Major Motors	Isuzu FVZ1400	Wastemaster	\$275,151	\$22,500	\$252,651
Major Motors	Isuzu FVZ1400	McDonald Johnston	\$269,280	\$22,500	\$246,780

## 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.

WA Hino tendered the lowest purchase price, but replacement parts and maintenance costs are high. On a number of occasions WA Hino have been unable to supply parts for a number of weeks. The McDonald Johnston lifting arm has exposed hydraulic hoses and hydraulic cylinders that are constantly breaking down.

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

Skipper Trucks is a well-established company who have provided a high level of service to the City of Armadale in the past.

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

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

Operational staff had the opportunity to drive and operate a new City of Canning unit in the same configuration for a full day and assessed the vehicle to be easy to operate.

One of the main points of consideration when purchasing a Wastemaster unit is that the operator never needs to enter the hopper, as the compactor does not get entangled with debris. From a safety viewpoint this is considered very important as the risks involved with entering compaction machinery and climbing the side of the vehicle are avoided.

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

**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
Skipper Trucks	Iveco Acco	F2350G	McDonald Johnston	2
WA Hino	Ranger	PRO 14	Wastemaster	3
WA Hino	Ranger	PRO 14	McDonald Johnston	4
Major Motors	Isuzu	FVZ1400	Wastemaster	5
Major Motors	Isuzu	FVZ1400	McDonald Johnston	6

## **CONCLUSION**

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

## **T6/1/04 RECOMMEND**

**That Tender No.35/03, for the Supply of One 6 x 4 Side Loading Waste Truck and Two Recycling Waste Trucks, Council accept the tender of Skipper Trucks in accordance with their submitted tender and Council's contract documentation and budget allocation, for the following tendered prices:**

- **The Supply of One 6 x 4 Side Loading Waste Truck with a Wastemaster Body less Trade-in (\$22,968) for \$251,693 (\$276,862 including GST).**

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

**\*\*EXTRACTIVE INDUSTRIES LOCAL LAW**

WARD All  
FILE REF: LAW/11  
DATE 17 December 2003  
REF CB  
RESPONSIBLE EDTS  
MANAGER

**In Brief:**

- The new Extractive Industries Local Law was adopted by Council on 4 September 2000 after meeting, statutory advertising requirements.
- Extract from the Department of Local Government and Regional Development's circular 10-2003 requires an amendment to the Extractive Industries Local Law.
- Council at its meeting of 10 October 2003 resolved to advertise the amended Clause 2.3(3) in accordance with Section 3.12(3) of the Local Government Act 1995.
- **Recommend**
  - That Council adopt the amended Local Law relating to Extractive Industries.

**Tabled Items**

Extractive Industries Local Law.

**Officer Interest Declaration**

Nil.

**Strategic Implications**

Social Infrastructure

*To have in place the range of services to enhance the well being and safety of the community.  
The levels of safety and well being within the City.*

**Legislation Implications**

Assessment of legislation indicates that the following regulations apply:  
*Local Laws made under Section 3.12 of the Local Government Act 1995.*

**Council Policy/Local Law Implications**

Assessment of Policy/Local Law indicates that the following are applicable:  
*Amended Local Law in relation to Extractive Industries*

**Budget/Financial Implications**

Advertising costs can be contained within 2003/04 budget allocation.

**Consultation**

Department of Local Government  
Corporate Services Directorate

**BACKGROUND**

At its Meeting on the 10 October 2003, Council resolved (T103/09/03) to advertise for public comment in accordance with the provision of Section 3.12(3) of the Local Government Act 1995, the amended Extractive Industries Local Laws 2000 replacing Clause 2.3(3) with:

*Where in relation to a proposed excavation-*  
*(a) the surface area is not to exceed 2000m<sup>2</sup>; and*  
*(b) the extracted material is not to exceed 2000m<sup>3</sup>.*

*The local government may exempt a person making application for a licence under subclause (1) from applying any of the data specified in paragraphs (b), (d) and (i) of subclause (1).*

The appropriate advertising period was completed on 17 December 2003 with no comments having been received.

## CONCLUSION

Given that the advertising period is now complete and as there were no issues or comments raised, it is now appropriate for Council to adopt the Amended Extractive Industries Local Laws

### T7/1/04 RECOMMEND

**That pursuant to its powers under Part 3 of the Local Government Act 1995, the Council of the City of Armadale hereby adopts the following local laws:**

#### *Citation*

1. **These Local Laws may be cited as the City of Armadale Extractive Industries amended Local Laws 2004.**

#### *Principal Local Laws*

- 2 **In these Local Laws, the City of Armadale Extractive Industries Local laws 2000 (published in Government Gazette (Special) No193 of 13 December 2000 are referred to as the principal local laws.**

#### *Clause 2.3(3) amended*

- 3 **Clause 2.3(3) is amended by deleting “*The local government may exempt a person making application for a licence under subclause (1) from providing any of the data otherwise required under subclause (1), if in the opinion of the local government, the location and size of the proposed excavation are such that no significant adverse environmental affects will result therefrom*”;**

**and replacing with**

**“*Where in relation to a proposed excavation-***

- (a) the surface area is not to exceed 2000m<sup>2</sup>; and***
- (b) the extracted material is not to exceed 2000m<sup>3</sup>***

***the local government may exempt a person making application for a licence under subclause (1) from applying any of the data specified in paragraphs (b), (d) and (i) of subclause (1).***

**\*\*SPECIAL MAJORITY REQUIRED**

*MOVED Cr Everts*

*MOTION CARRIED (7/0)*

***LATE ITEMS***

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Nil.

***COUNCILLORS' ITEMS***

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Nil.

***EXECUTIVE DIRECTOR TECHNICAL SERVICES REPORTS***

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The Executive Director Technical Services advised the Committee on the following points of interest:

1. OUTRAGE CAMPAIGN - WALGA

WALGA are undertaking an "Outrage Campaign" in response to the State Government's reduction in funding to Local Government. The City of Armadale will not be involved in this campaign as the State Government and the City are involved in ongoing road funding negotiations.

2. ROADS TO RECOVERY

Correspondence has been received from the Hon John Anderson MP regarding the new AusLink land transport initiative. The Roads to Recovery Programme has been extended for an additional four years, providing an extra \$1.2 billion.

Technical Services Directorate is assessing potential strategic regional projects e.g. Ranford, Warton, Garden/Champion for submission for funding.

3 RECYCLING TENDER

The Tenders for Recycling are currently being assessed, and it is proposed that an item will be provided for the February Technical Services Committee for consideration.

4. STYLE GUIDE - ARA

The Armadale Redevelopment Authority have submitted a Style Guide for comment. A number of issues such as maintenance and operational costs, sources of non-standard infrastructure are being considered.

5, COMMERCE AVENUE DEVELOPMENT

The ARA's Concept Plan includes a major development of Commerce Avenue to link the Railway Station to the CBD and to improve North/South traffic flow. It is proposed that the forecourt to be opened late April/early May 2004.

This is subject to resolution of final design requirements.

6. ARMADALE ROAD DUALLING

The initial design has been completed between Forrest & Wungong Roads. Current estimates indicate costs 10-15% higher than MRWA's payment for Corfield Street (subject to service relocations costs) and as such discussions will be held with MRWA in the near future.

7. CORONER'S REPORT – ROUNDABOUT DESIGN

Recently a Coroner's Report was completed on two Motor Cycle crashes at roundabouts in Wanneroo and Kwinana. It was found that rider behaviour was a significant contributor and that the standard of lighting at the approach to roundabouts required improvement.

The City will consider these findings when designing future roundabouts.

8. STAFFING

Ms Louise Kemp has been appointed Executive Assistant.

Mr Matthew Hall, the Senior Projects Engineer, will be commencing on 9<sup>th</sup> February 2004.

Mr Grayden Provis, the Coordinator Parks, will be commencing on 3<sup>rd</sup> February 2004.

**MEETING CLOSED 8.25PM.**

# **TECHNICAL SERVICES COMMITTEE**

## **SUMMARY OF “A” ATTACHMENTS**

**27 JANUARY 2004**

<b>Attachment No.</b>	<b>Subject</b>	<b>Page</b>
A-1	Greenwaste Letter 1	30
A-2	Greenwaste Letter 2	31
A-3	Greenwaste Letter 3	32

Our ref: WMT/1 BS:WH  
Enquiries: Wendy Hayes

Date

Dear Resident

**Re: Greenwaste on verge**

It has been brought to Council's attention that a pile of greenwaste has been placed on your verge.

Council advises that no greenwaste collection is currently due in your area. Greenwaste placed on the verge, outside of the allocated collection time, is classed as a verge obstruction and can incur a littering fine (maximum penalty \$1000.00). Therefore Council requests you to remove the greenwaste from your verge, until notification is received.

Flyers notifying residents of the upcoming collection will be delivered to residents' letterboxes two weekends prior to the collection, allowing adequate time for placement of greenwaste on the verge. Council asks residents to follow this request to minimise the impact of the rubbish on the neighbourhood, and to reduce the fire risk. Until then, greenwaste is to be stored behind your property line, away from the verge area.

Council requests that you remove the greenwaste from your verge by

Should you require further information please contact Wendy Hayes on 9399 0124.

Yours sincerely

BOB SUTTON  
CO-ORDINATOR WASTE SERVICES

Our Ref: WMT/1: BS:WH  
Enquiries to: Wendy Hayes

Date:

Dear Resident

***RE: GREENWASTE ON VERGE***

Further to previous correspondence, it is noted that greenwaste is still on your verge.

Greenwaste on the verge is an obstruction and unsightly. The longer it stays there, the higher the fire risk. The verge greenwaste flyer, issued by the Council, gives permission for residents to place greenwaste on the verge for the period stated.

Flyers notifying residents of the upcoming collection are delivered to residents two weekends prior to the collection, allowing adequate time for placement of greenwaste on the verge.

As the notification will be delivered next week, no action will be taken in this instance. However in future, if greenwaste is placed on the verge prior to notification, infringement notices will be issued.

Thank you for your assistance in this matter.

Yours sincerely

BOB SUTTON  
COORDINATOR WASTE SERVICES

Our Ref: WMT/1: BS:WH  
Enquiries to: Wendy Hayes

Date:

Dear Resident

***RE: GREENWASTE ON VERGE***

It has been brought to Council's attention that a pile of greenwaste has been placed on your verge.

Flyers notifying residents of the upcoming collection will be delivered to residents' letterboxes two weekends prior to the collection, allowing adequate time for placement of greenwaste on the verge. Council asks residents to follow this request to minimise the impact of the rubbish on the neighbourhood, and to reduce the fire risk. Until then, greenwaste should be stored behind your property line, away from the verge area.

As the notification will be delivered next week, it is requested that in future please refrain from placing greenwaste on your verge outside of the advised collection time, as it can incur a littering fine (up to \$1000).

Thank you for your cooperation.

Yours sincerely

BOB SUTTON  
COORDINATOR WASTE SERVICES