

CITY OF ARMADALE

MINUTES

OF TECHNICAL SERVICES COMMITTEE HELD IN THE FUNCTION ROOM,
ADMINISTRATION CENTRE, 7 ORCHARD AVENUE, ARMADALE ON TUESDAY,
27th SEPTEMBER 2005, AT 7.00 PM.

PRESENT:

Cr J Everts	Chair
Cr J Knezevich	
Cr Best	
Cr R Butterfield	
Cr P J Hart	
Cr C J MacDonald	Deputy for Cr Cominelli
Cr J A Stewart	(7.00pm – 7.21pm)

APOLOGIES:

Cr A Cominelli JP

OBSERVERS:

Cr A Cominelli JP	(7.00pm -7.34pm)
Cr J Munn JP CMC	(7.00pm -7.34pm)
Cr L Reynolds JP	(7.00pm -7.34pm)
Cr L Scidone	(7.00pm -7.34pm)
Cr R J Tizard	(7.00pm -7.34pm)
Cr H A Zelones JP	(7.00pm -7.34pm)

IN ATTENDANCE:

Mr R Tame	Chief Executive Officer (7.00pm- 7.43pm)
Mr W A Bruce	Executive Director Technical Services
Mr J Glassford	Manager Property Services
Mr P Lanternier	Manager Parks
Mr B Sutton	Coordinator Waste Services
Ms L Kemp	Minutes Secretary

PUBLIC:

Nil.

DISCLAIMER

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

DECLARATION OF MEMBER'S INTERESTS

Nil.

QUESTION TIME

Nil.

DEPUTATION

PRESENTATION – KELMSCOTT

Mr Neil Rippon from Maunsell's, the Consultants Carrying out the Kelmscott Traffic Modelling Study and Ms Marion Thompson of the Armadale Redevelopment Authority will provide a short presentation out-lining some of the early results received from the Study. In particular they will provide information to indicate the predicted effects on 2006 traffic flows resulting from the installation of traffic lights at:

1. Page Road/Albany Highway
2. Page Road/Albany Highway and Gilwell Avenue/Albany Highway

The information provided will give Council a clearer indication of the type and format of information that will be available when the study is completed but will also be specifically relevant to discussions on the Page Road/Albany Highway intersection item on page 4 of this agenda.

Cr Everts introduced Ms M Thompson from the Armadale Redevelopment Authority and Mr N Rippon from Maunsell Australia.

Ms Thompson stated that the City of Armadale, Armadale Redevelopment Authority and Main Roads WA had commissioned Maunsell to carry out the Kelmscott Traffic Study. Mr Rippon advised the Committee that he would be showing the 2006 model and that the 2016 model would not be ready for a few weeks.

The Models are micro simulations of the dynamic traffic flow within the Kelmscott Business District and its environs. The Model shows individual vehicle movements, driver behaviour and route choices, queuing behaviour at intersections and increasing/decreasing flow volumes around the network.

Mr Rippon explained that the Models were based on information received from MRWA which included traffic counts of various areas, origin/distribution surveys and general traffic behaviour.

In Option 1, the Model showed traffic signals at Page Road and Denny Avenue. In response to an enquiry regarding the traffic volumes on Page Road, N Rippon advised that presently, in the peak period, there are 130 vehicles/hr going North and 58 vehicles/hr going South, however these figures reverse for the evening. These figures are not high for an urban road of the configuration of Page Road.

In Option 2, the Model showed traffic signals at Page Road, Gilwell Avenue and Denny Avenue. Cr Reynolds stated that this Model was a worse case scenario based on the current configuration of Page Road. N Rippon stated that there would be a degree of rat running and it was predicted that the traffic volumes could increase to as many as 420 vehicles/hr, still not unreasonable for a commercial urban street.

N Rippon confirmed that “Park and Rider” using the Railway had been taken into consideration in the Model.

Cr Zelones asked if the Signals at Gilwell Avenue would include a left turn deceleration lane, N Rippon stated that it would not.

Cr Stewart left the meeting at 7.21pm and did not return.

CONFIRMATION OF MINUTES

RESOLVED

Minutes of the Technical Services Committee Meeting held on 22nd August 2005, were confirmed.

**Moved Cr Best
Motion Carried (6/0)**

ITEMS REFERRED FROM INFORMATION BULLETIN – ISSUE NO. 18

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

- **Outstanding Matters**
Report on Outstanding Matters – Technical Services Committee T-1
- **Monthly / Quarterly Departmental Reports**
Technical Services Directorate Works Programme T-2
- **Minutes from Occasional Advisory Committees**
Bungendore Park Management Committee -27th July 2005..... T-5
Armadale Settlers Common Minutes – 25th August 2005..... T-10
- **General Information**
Infill Sewerage Programme..... T-15
Karragullen & Roleystone Seniors Club (Inc) – Letter of Appreciation..... T-17
Municipal Waste Advisory Council Information Bulletin T-18
South East Metropolitan Regional Council – Waste Less Words T-24
EnHealth Council Position of Copper Chrome Arsenate (CCA) Treated Timber T-28
Western Australia Local Government Association – Info page..... T-29

Committee noted the information and no further items were raised for inclusion.

I N D E X

TECHNICAL SERVICES COMMITTEE

27 SEPTEMBER 2005

ENGINEERING DESIGN AND DEVELOPMENT

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PAGE ROAD/ALBANY HIGHWAY INTERSECTION-PROPOSED TRAFFIC LIGHTS

WARD River
FILE REF RDA/8; RDP/1
DATE 12 September 05
REF GD
RESPONSIBLE MANAGER EDTS

In Brief:

- Provides an update on previous reports relating to the proposed insulation of traffic lights at the intersection of Page Road & Armadale Highway intersection.
- Advises that no decision to be made until the results from the Kelmscott traffic study are known.
- **Recommend**
 1. That council approve the installation of traffic lights at the Page Road/Albany Highway intersection, whilst acknowledging that a future third set of lights in the Kelmscott town centre resulting from road network modifications might place undue pressure on the existing Gilwell Avenue/Page Road intersection.
 2. Council highlight with both MRWA and the local State Member of Parliament the need for its submitted Blackspot treatment to be funded to resolve that problem prior to a third set of lights being installed.

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, Armadale Redevelopment Authority and Kelmscott Town Centre Working Group.

BACKGROUND

At its meeting of Ordinary Council held on 1st August 2005, Council resolved (T76/07/05)

1. *That Main Roads Western Australia be advised that Council supports the installation of traffic lights at the Page Road/Albany Highway intersection subject to advice being received that appropriate measures will be installed at the intersection of Gilwell Avenue/Streich Avenue.*

2. *That Main Roads Western Australia be requested to provide council with its programme for installation of traffic lights on Albany Highway through Kelmscott between Page Road and Davis Road and any associated constraints or traffic matters influencing the programme.*

Further to the above resolutions Main Roads were advised of Council's decision and requested to provide the information sought in part 2 of the resolution, the following response has been received:

“Further to the letter from your Manager Technical Services where he advised Council support the installation of traffic signals at the intersection of Albany Highway and Page Road, Kelmscott, subject to advice being received on when appropriate measures will be installed at the intersection of Gilwell Avenue or Streich Avenue, Kelmscott and also the programme for installation of traffic lights through the Kelmscott Town centre area.

As you may be aware the concept plan to install traffic signals at the intersection of Page Road and Albany Highway, Kelmscott has been developed for the Kelmscott Redevelopment Working Group by Main Roads WA. The project is designed to address current road safety issues as highlighted in the City of Armadale's 2005/06 Albany Highway/Page Road State Black Spot submission (attached), outcomes of the Enquiry by Design workshop for the Kelmscott Town Centre held in 2002 and to tie in with the overall Kelmscott Redevelopment project.

The Kelmscott Redevelopment Working Group through Main Roads WA are developing a traffic model for the Kelmscott redevelopment and surrounding road network area. The traffic model will assist the working group in determining the most desirable location to install traffic signals on Albany Highway. The traffic model encompassing the intersections of Albany Highway, Page Road, Streich Avenue and Gilwell Avenue will be completed by early September 2005.

Currently there are no funds in Main Roads WA budget to install traffic signals at the intersection of Albany Highway /Gilwell Avenue or Streich Avenue. A possible fund source for this potential project is the 2006/07 State Black Spot program. If the City of Armadale is agreeable, Main Roads WA would be pleased to prepare a submission for the installation of traffic signals at the intersection of Albany Highway/Gilwell Avenue or Streich Avenue. The program is typically endorsed by the State Road Funds to Local Government Advisory Committee in December each year for Ministerial approval.”

COMMENT

As indicated in Main Road's response it is hoped that further funding will be available to install traffic signals at the intersection of Albany Highway/Gilwell Avenue or Albany Highway/Streich Avenue as appropriate. This cannot be guaranteed however, until the final allocation of 2006/2007 State Black Spot Programme funds are made known. Further it is not possible to decide whether or not the installation of the signals are appropriate until the final results are available from the traffic study referred to in the previous report to the Technical Services Committee.

The Executive Director Development Services has confirmed that some preliminary feedback from the study has been provided to the Kelmscott Town Centre Steering Committee and this has reinforced the need to await the final outcomes of the study prior to making any final decisions. The most significant issue arising from feedback to date is that the installation of

traffic lights at the intersection of Gilwell Avenue and Albany Highway seems to create problems in Page Road rather than relieve them. It was initially felt that the proposed traffic lights at the intersection of Page Road and Albany Highway would result in extra traffic using Page Road and that this traffic would subsequently divert to Gilwell Avenue after installation of lights at that intersection. Preliminary feedback on the study seems to indicate that the installation of lights at Page Road will not have a significant effect on the volumes of traffic in that road but the subsequent second set of lights at the Gilwell intersection will create a rat-running problem via Page Road and Fancote Street as traffic seeks to avoid the three sets of lights on Albany Highway. Should the finalised traffic study confirm the initial indications then it will be necessary to either provide significant traffic management devices on the Page Road route to defer rat-running traffic or alternatively only install one set of traffic lights on Albany Highway.

The actual predicted volumes on Page Road following the installation of lights at Page Road / Albany Highway are not available at the time of preparing this report but are expected to be available for presentation to the meeting. Should the predicted volume increase be within limits acceptable to council then it would be appropriate to consider giving approval to installation of the lights at Page Road subject to noting that the final outcomes of the traffic study may indicate that three sets of traffic lights on Albany Highway are not the ideal solution to the problem. Further to ensure the optimisation of pedestrian crossing benefits in Kelmscott and also to protect the amenity of land owners in Page Road it may be necessary for MRWA and ARA to relocate the lights to another location at a later date. This relocation should not be dependent on a financial contribution from the City.

Any decision to approve the lights should also be subject to noting that a Blackspot Funding application for installation of a roundabout at the Page Road/Gilwell Avenue intersection, by the City of Armadale, is presently being considered by MRWA. If the increase in traffic on Page Road is at an acceptable level then the only other likely area of concern is the safety of the Page Road/Gilwell Avenue intersection. If the Blackspot application is successful then this potential issue will be addressed, albeit not until 2006/07.

SUMMARY

In light of the above information it is recommended that Council advise MRWA that it will finalise its position on the desirability of traffic lights at the Page Road/Albany Highway intersection after it has been able to analyse the results of the Kelmscott traffic study. In making such a recommendation Council would also have to acknowledge that there may be a need for MRWA and ARA to relocate the lights at a later stage.

Alternatively, if it is considered to be politically appropriate to support the proposed lights, then Council could approve the installation whilst acknowledging that it may be necessary for MRWA and ARA to relocate the lights to another location at a later date and also noting that a Blackspot submission has been made for works at the intersection of Page Road and Gilwell Avenue.

R Tame left the meeting at 7.31pm and returned at 7.33pm.

The Committee discussed the Officer's recommendation on the basis of the Model information displayed in the presentation. The Committee observed that the Model did not take pedestrians directly into account and that, over recent years, pedestrian safety when crossing Albany Highway north of the Denny Avenue/Albany Highway intersection had become a matter of increasing community concern. Committee was of the view that the gains in pedestrian crossing opportunities arising from traffic lights at Page Road outweighed the

observed increased traffic conflict at the Gilwell Avenue/Page Road intersection. The City's currently submitted Blackspot funding for the Gilwell Avenue/Page Road intersection will ameliorate the additional conflict, thus reducing the risk further.

Officer's recommendation:

EITHER

That Main Roads WA be advised that Council will finalise its position on the desirability of traffic lights at the Page Road/Albany Highway intersection after it has been able to analyse results of the Kelmscott traffic study.

OR

That Council approve the installation of traffic lights at the Page Road/Albany Highway intersection whilst acknowledging that it may be necessary for MRWA and ARA to relocate the lights to another location which should not be dependent on any financial contribution from the City of Armadale and also noting that a Blackspot submission has been made for works at the intersection of Page Road and Gilwell Avenue, by the City of Armadale.

T98 /09/05

RECOMMEND

- 1. That council approve the installation of traffic lights at the Page Road/Albany Highway intersection, whilst acknowledging that a future third set of lights in the Kelmscott town centre resulting from road network modifications might place undue pressure on the existing Gilwell Avenue/Page Road intersection.**
- 2. Council highlight with both MRWA and the local State Member of Parliament the need for its submitted Blackspot treatment to be funded to resolve that problem prior to a third set of lights being installed.**

*MOVED Cr Butterfield
MOTION CARRIED (6/0)*

Councillors Cominelli, Munn, Reynolds, Scidone, Tizard and Zelones left the meeting at 7.34pm and did not return.

RELEASE OF DRAFT ARMADALE SETTLERS COMMON STRATEGIC DIRECTIONS DOCUMENT

WARD	Neerigen
FILE REF	A177815
DATE	24 August 2005
REF	RVD
RESPONSIBLE MANAGER	EDTS

In Brief:-

- In June 2005 Council resolved that a Strategic Directions document for Armadale Settlers Common be prepared and presented to the Technical Services Committee with a view to release of the document for public comment.
- The Strategic Directions document has now been prepared. The document identifies recommendations for management of the Common, the priority of each recommendation and an estimate of the cost of implementation.
- **Recommend**
That Council release the draft Armadale Settlers Common Strategic Directions document for a six week comment period and the draft document then be recommitted to the Technical Services Committee for finalisation with due consideration of submissions.

Tabled Items

Armadale Settlers Common Strategic Directions document

Officer Interest Declaration

Nil.

Strategic Implications

Enhance and sustain our natural environment and bushland by: Completing bushland and urban fire management plans.

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

The Strategic Directions document does not commit Council to any expenditure, but identifies management priorities.

Consultation

Department for Planning and Infrastructure
Department of Conservation and Land Management

BACKGROUND

The Armadale Settlers Common draft Management Plan was presented to Council's meeting of 23 August 2004 with an analysis of various options for implementation costed over a five year period ranging from \$25,000 to continue the current management regime to \$750,600 to implement all the plan's recommendations. Council resolved that implementation of Option 5 was appropriate. Option 5 implemented all management recommendations except those that relate to the revegetation of degraded bushland areas and cost \$233,790 over five years to implement. Council also resolved that Manex should consider the ramifications of the chosen option and the management plan generally.

In June 2005 Council was presented with a range of factual information concerning management of the Common and Bungendore Park, including information regarding the work done on preparing the management plan to date, and the extent of land that forms part of the Common which is owned freehold by the Western Australian Planning Commission. Council supported a proposal to convert the draft Armadale Settlers Common Management Plan into a Strategic Directions document and resolved (CS50/6/05 Part 4):

That a Strategic Directions Document for Armadale Settlers Common be presented to the Technical Services Committee with a view to release of the document for public comment.

DETAILS OF PROPOSAL

A copy of the Strategic Directions Executive Summary is provided as *Attachment "A1" of the Minutes (see Summary of Attachments – Green Page)*, and a full copy of the document will be tabled at the meeting.

It is proposed to make the Armadale Settlers Common Strategic Directions document available for comment for a six week period. During this period it is proposed to:

- advertise the availability of the Draft Strategic Directions document in local papers at the commencement of the public comment period and one week before close of submissions;
- make a copy of the Executive Summary and the full report available at the City's website;
- send a letter to all residential properties abutting the Common which:
 - includes a copy of the Executive Summary;
 - seeks submissions; and
 - explains how to get a hold of the full Strategic Directions document; and
- send copies to relevant government agencies for comment.

A summary of submissions and a response to the summary will then be prepared for Council's consideration.

COMMENT

Relevant government departments

A copy of the document was provided to the Department for Planning and Infrastructure as agent for the Western Australian Planning Commission which owns freehold land covered by the plan. The Department for Planning and Infrastructure advised that the comment will be provided shortly and presented to the Technical Services Committee if available at that time.

The Department of Conservation and Land Management Regional Parks Unit was contacted and advised they did not wish to see the document at an early stage, but wanted to comment during the public comment period.

ANALYSIS

It is considered important to identify the Strategic Directions for the Armadale Settlers Common in order that the Armadale Settlers Common Management Committee can identify priority areas for their volunteer efforts and use the document to support applications for funding. Applications for funding are much more likely to be successful if they are supported by a document such as the Strategic Directions document.

The document does not identify responsibility for any of the recommendations nor timing for implementation of any of the recommendations, and so does not oblige Council or the Western Australian Planning Commission to undertake or fund any of the recommendations. However, the document identifies which recommendations are higher priority than others, and the approximate cost of each recommendation so they can be implemented as opportunities or funding arises.

Releasing the Strategic Directions document means that the effort in preparing the draft Management Plan is not wasted. The document will be able to be utilised by the Armadale Settlers Common Management Committee, Council and the Western Australian Planning Commission if opportunities to improve the Common arise.

OPTIONS

1. Council could release the Strategic Directions document for public comment as proposed.
2. Council could decide not to release the Strategic Directions document.

CONCLUSION

Releasing the Strategic Directions document utilises the effort that went into considering management requirements for the Armadale Settlers Common in a way that does not impose any obligations on either the Western Australian Planning Commission or Council to fund the recommendations. Releasing the document also provides the Armadale Settlers Common Management Committee with information useful to management of the common and increases the likelihood of successful funding applications. On this basis, Option 1 is recommended.

T99 /09/05

RECOMMEND

That Council release the draft Armadale Settlers Common Strategic Directions document for a six week comment period and the draft document then be recommitted to the Technical Services Committee for finalisation with due consideration of submissions.

*MOVED Cr Best
MOTION CARRIED(6/0)*

SPORTING GROUNDS – LIGHTING TOWER REFURBISHMENT

WARD All
FILE REF: RES/1
DATE 22 September 05
REF GP
RESPONSIBLE MP
MANAGER

In Brief:

- Inspections of 30 year old light towers at Gwynne Park (7 towers) and Frye Park (6 towers) were inspected and found to be severely corroded below ground level
- The Gwynne Park towers were re-furbished and replaced for car park lighting only. Future sports lighting needs are currently being determined.
- The towers at Frye Park are scheduled to be removed on 22nd September 2005 to coincide with the finish of the soccer season. The towers will not be replaced pending an assessment of the future sports lighting needs at the reserve.
- The 1970s/80s era light towers at Cross Park, Creyk Park and Morgan Park will be inspected for corrosion during September/October 2005.
- **Recommend**
 1. The options available for sourcing funding for the replacement of the Frye Park light towers be considered and reported back to Council pending the outcome of the DSR grant application.
 2. A further report be presented to Council on the outcome of inspections of the light towers at Cross Park, Creyk Park and Morgan Park, including funding sources, if replacement is required.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure

2. Implement long term preventative maintenance and refurbishment programmes

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

Legislation Implications

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

Council Policy/Local Law Implications

Nil.

Budget/Financial Implications

There is no funding allocation on the Parks and Reserves 2005/06 budget for the refurbishment or replacement of light towers.

Consultation

Manager Recreation Services

BACKGROUND

The City's Manager Parks reported to Council's Ordinary Meeting of 4th July 2005, that a Structural Engineer's inspection of 5 training light towers at Bob Blackburn Reserve had revealed extensive corrosion of their bases.

Although there is no allocation on the 2005/06 Parks and Reserves budget for this type of infrastructure maintenance/replacement it was considered necessary to remove the towers immediately for safety reasons in accordance with the Structural Engineer's report.

Council resolved (T71/06/05)

- 1. That Council endorse the expenditure of approximately \$25,000 of unbudgeted funds to remove and repair floodlight towers and improve lighting standard at Bob Blackburn Reserve.*
- 2. That the matter be referred to the Special Technical Services Committee Draft Budget meeting on 6 July 2005 to identify funding for new capital works within the draft 2005/06 development budget allocation that may be deferred over asset management infrastructure works.*

As a result of the experience at Bob Blackburn Reserve inspections of old light towers on other reserves commenced as a matter of priority.

DETAILS OF PROPOSAL

Gwynne Park light towers

The 1970s era sports training light towers at Gwynne Park (7 poles) were inspected by the Structural Engineer and found to also be severely corroded below ground level.

Although there is no allocation on the 2005/06 Parks and Reserves budget for this type of infrastructure maintenance/replacement it was considered necessary to remove the towers immediately for safety reasons in accordance with the Structural Engineer's report.

The Executive Director Technical Services directed that the Gwynne Park towers be refurbished and replaced as car park lighting only at a total cost of approximately \$15,000. Future sports lighting needs at the reserve are currently being determined.

Frye Park light towers

The 1970s era light towers at Frye Park were inspected by Parks staff and found to also be severely corroded.

Although there is no allocation on the 2005/06 Parks and Reserves budget for this type of infrastructure maintenance/replacement it was considered necessary to remove the towers for safety reasons in accordance with the previous Structural Engineer's reports.

The towers are scheduled to be removed on 22nd September 2005 to coincide with the finish of the soccer season.

The towers will not be replaced at this stage as the Manager Recreation Services advises they will not be required over summer. Future sports lighting needs at the reserve are currently under review. A lighting plan was prepared for Frye Park in 2004.

The Manager Recreation Services will be reporting to the Community Services Committee (October 2005) advising that the Department of Sport and Recreation (DSR) is again inviting grant applications for capital works under the Community Sporting and Recreation Facilities Fund (CSRFF) and is proposing that an application for a grant towards the replacement of the Frye Park light towers be submitted.

Although detailed costings have not yet been done it is estimated that the likely cost to replace these towers with four or five new ones with several lights per tower will be in the order of \$60,000-\$70,000. It should be noted that this is an estimate only – detailed costings have yet to be done.

If the grant application is successful the DSR would contribute one third of this amount (eg. \$20,000-\$23,000) leaving Council and the relevant sport clubs to provide the remaining \$40,000-\$47,000.

An option may be for Council to stage the replacement of the lights. For example two towers could be installed initially at a total cost of say \$30,000 (\$10,000 grant, \$20,000 Council / sport clubs). Even two towers with the more powerful outputs of modern lights will provide a significant night training facility.

The options available for sourcing Council's contribution are being considered and will be reported back to Council pending the outcome of the DSR grant application.

COMMENT

The City's Manager Parks presented to the Technical Services Committee an overview of the Parks and Reserves Maintenance Programme cost and staffing review in February 2005.

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.

Ongoing failure to reserve funds for rehabilitating depreciating assets will result in large one off capital expenditures to replace failed infrastructure or the removal infrastructure which has become identifiably hazardous.

There are similar-aged light towers (1970s to 1980s era) at **Cross Park, Creyk Park and Morgan Park.**

It is planned to inspect these towers for corrosion in September and October 2005.

If severe corrosion is found similar to that at Bob Blackburn Reserve, Gwynne Park and Frye Park the towers will be removed immediately in the interests of safety.

The City's Manager Parks will report again to Council on the outcome of the City's inspections of the light towers, and identify the budgetary implications and proposed funding arrangements.

*The Chief Executive Officer left the meeting at 7.43pm and did not return.
Cr Butterfield left the meeting at 7.44pm*

Cr Hart sought assurance that the new lights at Cross Park would still be additional lighting rather than replacement lighting and the Manager Parks confirmed that the new lights are indeed additional. The deterioration of the 30 year old light poles is in part due to the method of installation at the time which led to corrosion in the buried sections of the light poles.

T100 /09/05

RECOMMEND

- 1. The options available for sourcing funding for the replacement of the Frye Park light towers be considered and reported back to Council pending the outcome of the DSR grant application.**
- 2. A further report be presented to Council on the outcome of inspections of the light towers at Cross Park, Creyk Park and Morgan Park, including funding sources, if replacement is required.**

*MOVED Cr Hart
MOTION CARRIED (5/0)*

Cr Butterfield returned to the meeting at 7.46pm

****ILLEGAL RUBBISH DUMPING - TEMPORARY ROAD CLOSURES**

WARD All
FILE REF: WMT/1
DATE 14 September 2005
REF BS
RESPONSIBLE MANAGER MTS

In Brief:

- Illegal rubbish dumping along little used roads is increasing.
- **Recommend**
 1. That Council advertise the temporary closures of the following Roads in accordance with Section 3.50 (1a), and 3.50 (4)(a)(b)(c) of the Local Government Act 1995
 2. Subject to there being no objections received to part (1) above, in accordance with S5.42 of the Local Government Act 1995, delegate to the Chief Executive Officer the authority pursuant to S3.50 (1a), to close the roads referred to in part (1) of this recommendation according to priority.

Tabled Items

Nil.

Officer Interest Declaration

The Co-ordinator Waste Service, Mr R Sutton, has a proximity interest in this report in that he owns and resides on a property referred to in this report i.e., Kargotich Road.

Strategic Implications

Physical Infrastructure

Improve our natural environment and bushland.

Legislation Implications

Assessment of legislation indicates that the following regulations apply:

Sect 3.50 of the Local Government Act 1995 concerning temporary road closure procedure.

Sect 5.42 & Sect 5.43 of the Local Government Act 1995 Delegation of some powers and duties to CEO

Council Policy/Local Law Implications

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

Budget/Financial Implications

An amount of \$5,000 has been allowed for in the 2005/06 budget.

Consultation

Intra-directorate liaison.

BACKGROUND

At its meeting of Ordinary Council held on 2nd October 2001, Council resolved (T109/01)

The following:

1. *That the following roads be advertised for closure, as they are popular illegal dumping areas:*

<u>Road</u>	<u>Nearest cross road</u>	<u>Closure location</u>	<u>Priority</u>
<i>Keane Rd</i>	<i>Nicholson Rd</i>	<i>west end</i>	<i>1</i>
<i>Ypres Rd</i>	<i>Lake Rd</i>	<i>south end</i>	<i>2</i>

<i>Hale Rd</i>	<i>Ranford Rd</i>	<i>south end</i>	3
<i>Waterworks Rd</i>	<i>Armadale Rd</i>	<i>north end</i>	4
<i>Turner Rd</i>	<i>Canning Mills Rd</i>	<i>east end</i>	5
<i>Balannup Rd</i>	<i>Ranford Rd</i>	<i>south end</i>	6
<i>Lambert Lane</i>	<i>Wilson St</i>	<i>east end</i>	7
<i>Kargotich Rd</i>	<i>Oxley Rd</i>	<i>north end</i>	8
<i>Kargotich Rd</i>	<i>Rowley Rd</i>	<i>south end</i>	9

2. *That in the event of no objections being received, Council delegate authority to the Chief Executive Officer to authorise the closure of the roads according to priority.*

The road closures have had mixed results with regard to illegal dumping. Dumping has decreased on the roads fitted with gates, however the material is most probably still dumped at other locations that are more convenient, but more exposed such as the verge of Wright Road.

Generally the gates have only restricted the movement of passenger vehicles. Four-wheel drives have found routes passed the gates both to dump rubbish and use the areas for off-road activities. The penalties (\$300) imposed on the users of the closed roads has reduced some of this activity.

The closure of roads has reduced the rubbish dumped along them and the surrounding bush. The closures have also helped in :-

- Controlling off-road vehicles.
- Reducing the maintenance of tracks.
- Reducing the nuisance to neighbouring residents from off-road vehicles
- Reducing the damage to Bush Forever sites

Under Section 3.50 (3) of the Local Government Act 1995 prior to the amendment No 49 of 2004, roads could only be closed for four years. This restriction has now been removed and the roads can be closed indefinitely. The four year period has now elapsed for the listed Roads and therefore it is necessary to re-close the roads under the amended Act. Although the closure is indefinite, it is not a permanent closure as it leaves Council the option to re-open any of the roads at Council's convenience.

Residents living or operating near the dumping sites have in most cases requested that Council continues to restrict access of motor vehicles in these areas.

DETAILS OF PROPOSAL

It is therefore proposed to extend the temporary closure of the following roads.

Road to be closed	From	To
Keane Rd	100m east of Nicholson Rd intersection	Anstey Rd intersection
Kargotich Rd	Rowley Rd intersection	Oxley Rd intersection
Skeet Rd (formally Hale Rd)	Reilly Rd intersection	Nicholson Rd intersection
Waterworks Rd	100m south of Armadale Rd intersection	Hanlin Rd intersection
Turner Rd	100m east of Taronga Rd intersection	Canning Mills Rd intersection
Balannup Rd	10m north of Reilly Rd intersection	Reilly Rd intersection

Lambert lane has been removed from the original list as it was impossible to close the Lane off from illegal dumping without considerable expense. Also the fencing on the Railway Land adjacent to Lambert Lane has restricted access.

The closed portion of Ypres Road has been absorbed by the Champion Lakes development.

It is also proposed that temporary closure be applied to the following additional roads:-

Road to be closed	From	To
Mason Rd*	Warton Rd intersection	690m West of Nicholson Rd Intersection.
Bartram Rd *	City of Armadale Boundary	Taylor Rd intersection
Reilly Rd	Whole length	
Gibbs Rd*	Taylor Rd intersection	Nicholson Rd intersection
Oxley Rd*	City of Armadale Boundary	Nicholson Rd intersection
Oxley Rd*	700m east of Nicholson Rd intersection	Stirling Rd intersection
Hanlin Rd	Tonkin Hwy junction	Twelfth Rd Intersection

* Roads requested to be gated by CALM.

Under Section 3.50 (4)(a)(b)(c) of the Local Government Act the principal requirements for the temporary road closures are as follows:

(a) give local public notice of the proposed order giving details of the proposal, including the location of the thoroughfare and where, when, and why it would be closed, and inviting submissions from any person who wishes to make a submission;

(b) give written notice to each person who-

- (i) is prescribed for the purpose of this section or*
- (ii) owns land that is prescribed for the purposes of this section;*

and

(c) allow a reasonable time for submissions to be made and consider any submissions made.

The cost for the extension of the temporary road closures is only the cost advertising the closures and the mail outs. For the additional road closures the cost of signage will need to be allowed for.

T101 /09/05

RECOMMEND

- 1. That Council advertise the temporary closures of the following Roads in accordance with Section 3.50 (1a), and 3.50 (4)(a)(b)(c) of the Local Government Act 1995:**

Road to be closed	From	To
Keane Rd	100m east of Nicholson Rd intersection	Anstey Rd intersection
Kargotich Rd	Rowley Rd intersection	Oxley Rd intersection
Skeet Rd (formally Hale Rd)	Reilly Rd intersection	Nicholson Rd intersection
Waterworks Rd	100m south of Armadale Rd intersection	Hanlin Rd intersection
Turner Rd	100m east of Taronga Rd intersection	Canning Mills Rd intersection
Balannup Rd	10m north of Reilly Rd intersection	Reilly Rd intersection
Mason Rd	Warton Rd intersection	
Bartram Rd	City of Armadale Boundary	Taylor Rd intersection
Reilly Rd	Whole length	
Gibbs Rd	Taylor Rd intersection	Nicholson Rd intersection
Oxley Rd	City of Armadale Boundary	Nicholson Rd intersection
Oxley Rd	700m east of Nicholson Rd intersection	Stirling Rd intersection
Hanlin Rd	Tonkin Hwy junction	Twelfth Rd Intersection

2. **Subject to there being no objections received to part (1) above, in accordance with S5.42 of the Local Government Act 1995, delegate to the Chief Executive Officer the authority pursuant to S3.50 (1a), to close the roads referred to in part (1) of this recommendation according to priority.**

*MOVED Cr MacDonald
MOTION CARRIED (6/0)*

****ABSOLUTE MAJORITY REQUIRED**

****AUTHORISED OFFICERS**

WARD ALL
FILE REF: BS
DATE 12 September 2005
REF BS
RESPONSIBLE MANAGER MTS

In Brief:

- The appointment of Authorised Persons for the purposes of administering the litter Act 1979-1981.

- **Recommend**

That Council pursuant to Section 26 Part V (1)(c)(ii) of the Litter Act allow the following Council Offices:

- Mr Robert Sutton
- Mr William Guild
- Mr Andrew Kennedy

to exercise the powers under Section 27 of the Litter Act as “Authorised Officers”.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure

Improve our natural environment and bushland.

Legislation Implications

Assessment of all relevant legislation indicates no restriction

Section 26(1) Litter Act 1979 – 1981

Council Policy/Local Law Implications

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

Budget/Financial Implications

Nil.

Consultation

Manager Ranger & Emergency Services

BACKGROUND

The Armadale Landfill is currently recycling close to 25% of the waste accepted at the site. Over 50% of the trailer waste is being separated and can be increased considerably with education of the patrons, more convenient disposal points, incentives to separate and penalties for not separating. Considering that there are 40,000 trailers using the landfill each year, most users are or can be persuaded to separate the recycled material. There are however a few who refuse to separate and there are some who deliberately contaminate the recycled material.

On several occasions greenwaste mulching stopped because of steel contamination. Considerable damage was done to the machinery causing days of production to be lost and large repair bills. The contractor threatened to pull out of the job.

Mulch contaminated with plastic and other materials is difficult to dispose of. Often it cannot be given away. Contaminated glass, cardboard and plastics can be equally difficult.

Reducing contamination enables the material to be processed, cuts the processing cost and gives the highest salvage prices.

There is also a problem with hazardous chemicals and asbestos mixed with other waste possibly putting Council staff and public in danger.

Under the *Litter Act 1979 part IV - Prevention of litter* fines can be issued for the above.

23. Littering

Any person who deposits litter, or causes litter to be deposited, on any land or on or into any waters commits an offence unless the litter is deposited

(a) on private land by consent;

(b) in an appointed area;

(c) in a place or receptacle set aside or provided for that purpose; or

(d) on land adjacent to private land by arrangement with, or at the invitation of, a public authority with a view to the litter being collected and removed by the public authority.

Penalty: \$1 000.

[Section 23 amended by No. 6 of 1996 s.5.]

Ranger Services at the request of Waste Services has already issued one infringement notice to a landfill patron who contaminated the scrap steel with general rubbish and refused to remove the waste. The process, although successful, depends on the availability of a Ranger at the time of the offence to have maximum effect. It also requires the time of two Council officers, the authorised officer and the witness. This is especially relevant on weekends, which are the peak time at the landfill, with only one Ranger on duty.

It is therefore proposed to appoint the Coordinator Waste Services, Landfill Site Supervisor and the Landfill Site Leading Hand as Authorised Officers under the Litter Act 1979-1981.

DETAILS OF PROPOSAL

The Manager Ranger & Emergency Services will facilitate appropriate training for the Authorised Officers and Ranger Services will process infringements issued. Issuing infringements will be a last resort for the landfill site staff.

In the case of greenwaste it is essential that it be clean for processing and disposal. Contamination cannot be tolerated. Signs warning of the penalties will be placed at the entrance to the greenwaste area with infringements issued without further caution. Hazardous waste must also be treated in a similar manner for the security of staff and public.

Therefore to enable the following staff members, as nominated persons at Council's Waste Management Facilities, to undertake the appropriate responsibilities in regard to the orderly management of the waste facilities it is a requirement that Council shall, in writing, appoint them to exercise on behalf of the Local Government the powers conferred on an "Authorised Person" for the purpose of enforcing the Litter Act 1979 – 1981 refer *Attachment "A2" of the Minutes (see Summary of Attachments – Green Page)*.

COMMENT

The appointment of the recommended persons as Authorised Officers is consistent with their position role description and will serve to facilitate and assist in the orderly business and performance of the Waste Management Facilities.

T102 /09/05 RECOMMEND

That Council pursuant to Section 26 Part V (1)(c)(ii) of the Litter Act allow the following Council Officers:

- **Mr Robert Sutton**
- **Mr William Guild**
- **Mr Andrew Kennedy**

to exercise the powers under Section 27 of the Litter Act as "Authorised Officers".

MOVED Cr Knezevich
MOTION CARRIED (6/0)

****ABSOLUTE MAJORITY REQUIRED**

LATE ITEMS

Nil.

COUNCILLORS' ITEMS

Cr Hart expressed her concern that the issue of lack of signage to Roleystone had not been resolved.

The Executive Director Technical Services stated that the matter would be re-investigated with Main Roads WA to identify any other opportunities and a report would be presented to Technical Services Committee by December 2005

T103 /09/05

RECOMMEND

Added at the
Ordinary
Meeting of
Council 3rd
October 2005

That the matter of lack of signage to Roleystone be re-investigated with Main Roads WA to identify any other opportunities and a report be presented to Technical Services Committee by December 2005

MOVED Cr Everts

MOTION CARRIED (13/0)

MEETING CLOSED 8.00pm

TECHNICAL SERVICES COMMITTEE

SUMMARY OF "A" ATTACHMENTS

27 SEPTEMBER 2005

Attachment No.	Subject	Page
A-1	Armadale Settlers Common - Strategic Directions – Executive Summary	25
A-2	Litter Act 1979 – Section 26 and 27	34
A-3		
A-4		
A-5		

Executive Summary

Armadale Settlers Common - Strategic Directions

Executive Summary

The Armadale Settlers Common is an important asset for the residents of the City of Armadale and of the greater Perth Metropolitan Region. It has high value as a large area of natural bushland in the metropolitan area and the opportunities this presents for passive recreation.

Study Area

The Armadale Settlers' Common is located in Bedforddale, 29 km south east of the Perth CBD, within the City of Armadale. It has an area of approximately 383 ha of which 278 ha is vested in the City of Armadale for the purpose of "Parks and Recreation" under the title Reserve 4127, and 105 ha is owned by the Western Australian Planning Commission/ Department for Planning and Infrastructure, as part of its Metropolitan Region Scheme (MRS) reserve acquisition program.

Biophysical Environment

Armadale Settlers Common has a Mediterranean climate characterised by warm, dry summers and cool, wet winters. It has topographical features typical of the Darling Scarp and associated foothills comprising lateritic soil on the flats, valleys and west facing slopes. The gradient of these slopes varies quite considerably from 50m/km (1 in 200) to 200 m/km (1 in 5). At its lowest point the Common is 85 metres above sea level rising to 265 metres at its peak.

The Common lies on the Darling Scarp which forms the steep western margin of the Darling Plateau. The geology consists of Archaean Rocks consisting of gneisses on the lower slopes of the Common and migmatite on the uplands of the Common (Biggs *et al.*, 1980). The soil types range from lateritic soil to the Pinjarra soil association. The two most extensive soil units are the Darling Scarp unit, which forms the steep slopes to the west and north of the Common, and the Dwellingup Unit associated with the crest and upper gentle slopes of the plateau found on the eastern parts of the Common.

The native vegetation found in the Common is typical of the Northern Jarrah Forest and the Darling Scarp. The dominant vegetation complexes are the Darling Scarp complex along the eastern slopes of the Common and the Dwellingup complex on the crests. Floristic analysis have determined four floristic community types:

- FCT 1a - Upper slope *Eucalyptus wandoo* woodland over low heath/dwarf shrub on mid-upper -Scarp face and valley slopes;
- FCT 1b - *Eucalyptus wandoo* – *Corymbia calophylla* woodlands on winter wet deep loamy clays on creek flats and adjacent to granites and/or dolerite;
- FCT 9 - *Eucalyptus marginata* forest and woodland on lateritic upper slopes and upland Darling Plateau; and
- FCT 10 - *Corymbia calophylla* woodland on deep loams of upland valley slopes.

A total of 318 plant species in 63 families have been found on the Common. The dominant trees are Jarrah (*Eucalyptus marginata*) and Marri (*Corymbia calophylla*). Other common species include Bull Banksia (*Banksia grandis*) and Parrot Bush (*Dryandra sessilis*) with Grass Trees *Xanthorrhoea preissii*, *X. gracilis* and Zamia Palm (*Macrozamia reidleyi*) frequently visible in the understorey. Two Declared Rare and Priority Flora (DRPF) have been found in the Common; *Thelymitra stellata* (R), and *Calothamnus rupestris* (P4).

While much of the Common is in *Good to Excellent* condition, there are several threats to the ecological integrity of the reserve, many of which are related to disturbance caused by inappropriate access. Threatening processes include:

- weed invasion;
- *Phytophthora* dieback;
- feral animals;
- fire; and
- erosion.

There are 145 vertebrate fauna species that potentially occur in the Common. This includes 58 bird species, 49 reptile species, 24 mammal species and 14 amphibian species. This large array of fauna is due in part to the large size of the reserve and also the unbroken transition from the lower slope or Darling Scarp vegetation to the 'Dwellingup' vegetation on the upper crests. Eight species of Threatened or Priority Fauna also have the potential to occur in the Common. These are Baudin's Cockatoo (*Calyptorhynchus baudinii*); Carnaby's Cockatoo (*C. latirostris*); Forest Redtailed Cockatoo (*C. banksii*); Chuditch (*Dasyurus geoffroi*); Brush-tailed Phascogale (*Phascogale tapoatafa*); Water Rat (*Hydromys chrysogaster*); Quenda (*Isodon obesulus fusciventer*); and the Western Brush Wallaby (*Macropus irma*).

Social Environment

Over one hundred years ago, the Colony of Western Australia established a series of Commons within its borders. Reserve 4127 was gazetted on 18 June 1897 for the purposes of "Commonage". The remaining land that is now part of the Common was privately owned at that time and was predominantly used for grazing. It was vested in the Armadale-Kelmscott Road Board on 2 August 1912 and the purpose amended to "Common and Timber for Settlers". In 1981, the purpose of the reserve was changed to "Parks and Recreation" and was re-vested in the Armadale City Council. In 1990, the first Management Plan was published following extensive public consultation and the Armadale Settlers' Common Field Study Centre was open in early 1993. Since that time the building has been extended and a new building added which are used by environmental and community groups throughout the year.

As an integral part of the Darling Scarp, the Common contributes significantly to the amenity value of the district as it forms a significant part of the backdrop to the Armadale City Centre and is part of the Heritage Country Tourist Drive. Much of the bush is in good condition and people make use of the firebreaks for bushwalking and other forms of passive recreation. Armadale Settlers Common has been identified as important for aesthetic and social value by the Western Australia National Estate Aesthetic Value Identification and Assessment Project as part of the Comprehensive Regional Assessment. It was also recommended the inclusion of the Common in the Register of National Estate.

There is one registered Aboriginal heritage site associated with Armadale Settlers Common. Neerigen Brook Camping Area (Site No. S2215). Also of heritage value is a building listed

on the City of Armadale’s Municipal Heritage Inventory. The former Plymouth Brethren Meeting Hall known as ‘Willow Heights’ was relocated following the widening of the Albany Highway through Bedforddale in 1997 and is now part of the Field Study Centre Complex.

Armadale Settlers Common has high value as a recreational resource for the community. Individuals and community groups take advantage of the opportunities provided by the Common and its closeness to the metropolitan area to undertake passive recreational activities including: walking and hiking; orienteering; nature appreciation; picnicking; exercising; and nature photography.

In terms of bushwalking and nature appreciation, the Common also presents a number of opportunities including expansive views of the City and large areas of intact native vegetation. At present, tracks suitable for bushwalking are generally limited to a network of fire access tracks. The provision of defined trails with markers would enhance the experience considerably and increase the accessibility to the Common by a greater diversity of users, including tourists.

Some less responsible four-wheel drive enthusiasts have contributed to widespread dieback infection, erosion and the localised destruction of vegetation. There has also been considerable dumping of rubbish in the Common. Weed invasion is generally low in the greater part of the Common, however small infestations of invasive weeds, particularly *Watsonia bulbifera*, pose a large risk to the integrity of the bushland if they are not controlled at an early stage. Due to its size and location, restricting access is difficult.

From an educational perspective, the Armadale Settlers Common represents a unique and important resource. The Field Study Centre, located in the Common, provides a venue for groups to conduct workshops and provides a base from which to study the natural features of the reserve.

Recommendations Summary

Planning and Management Structure

The objectives for Planning and Management Structure are to:

- Create an effective management structure with identified roles and responsibilities.
- Management of the Common becomes the responsibility of a single administrative body to achieve coordinated management within five years.

No.	Recommendation	Priority	Cost	Key Performance Indicator
1.1	Amalgamate FOASC with FSC Inc.	1	Operational	Incorporated friends group created.
1.2	Investigate the feasibility of transferring vesting and ownership of the part of ASC currently owned by the City of Armadale to the Conservation Commission.	1	Operational	Feasibility investigation completed and acted upon.
1.3	Seek funding to carry out restoration projects annually.	1	Operational	Funding acquired from external sources increases annually

Management Zones

The objectives of management zones are to:

- divide the Common into relatively homogenous areas that have a uniform basis for management;
- manage the Common in relation to their purpose of Special Conservation, Conservation, Buffer and Education.

No.	Recommendation	Priority	Cost	Key Performance Indicator
2.1	Public access to the Special Conservation Category Zones should be restricted by directing pedestrian traffic onto formalised paths.	2	N/A	Measurable decrease in area of Dieback-free areas of no more than 5% per annum
2.2	Zone boundaries and categories should be periodically reassessed every five years.	5	inclusive w / EMP review	Purpose and acceptable uses are appropriate to management zones

Disturbance Management

The objectives for disturbance management are to:

- minimise disturbance to natural bushland within Armadale Settlers Common; and
- limit and reduce activities that contribute to disturbance and degradation of natural areas.

No.	Recommendation	Priority	Cost	Key Performance Indicator
3.1	Dumped rubbish should be removed as soon as possible after it has been found	1	Operational	Annual reduction in rubbish dumping incidents
3.2	Gradually close and rehabilitate all tracks not depicted in Figure 4.2. Prioritise tracks susceptible to erosion or within dieback-free areas.	2	\$6,000 / annum	1,000 m ² tracks rehabilitated per annum
3.3	Undertake weekend patrols of ASC perimeter during summer and holidays.	1	Operational	Increase in number of infringement notices given in first year followed by decreasing numbers annually thereafter
3.4	Block all access points not gated with minor earthworks.	2	\$200 per access point	Initial increase followed by annual reduction in reports of off-road activity
3.5	Erect regulatory signs at trail heads to advise of prohibited activities by 2005	4	\$1,000	Initial increase followed by annual reduction in reports of prohibited activities
3.6	Encourage local residents to report illegal activities through enhancing reserve custodian program with a focus on ASC by raising awareness with leaflets and website updates	4	\$1,500	Initial increase followed by annual reduction in reports of prohibited activities
3.7	Control introduced bee hives when found	1	Operational	Reduction in number of bee hives in the Common

Weed Control

The objectives for weed control within Armadale Settlers Common are to:

- Identify and control existing weeds with the highest priority for control, and widespread weeds with a moderate priority for control;
- Prevent introduction of additional weed species;
- Prevent further encroachment of weeds into bushland areas;
- Minimise any detrimental effects of the weed control programme on the native biota; and

- Integrate the weed control programme with bushland restoration programmes.

No.	Recommendation	Priority	Cost	Key Performance Indicator
4.1	Undertake Bushland Condition mapping of ASC.	1	\$2,000	Bushland condition map including serious weed infestations
4.2	Undertake annual best practice weed control activities based on the methods and priorities outlined in this document, Map 3.3 and bushland condition map once completed.	1	\$800 - \$1,000 / ha	2 ha weeds controlled per annum
4.3	Monitor success of overall weed control activities by repeating bushland condition mapping every 5 years	5	\$2000	10% of ASC bushland has improved category after 5 years
4.4	Monitor success of individual weed control sites using quadrats that are checked annually.	2	\$300 / quadrat	90% reduction in weed cover at each quadrat

Bushland Restoration

The objectives for ecological restoration within Armadale Settlers Common are to:

- reinstate indigenous flora and vegetation communities, where they have been disturbed and/or depleted;
- minimise the impact of activities that could result in degradation to vegetation communities through the use of appropriate management strategies;
- improve the overall condition of vegetation communities within the Common; and
- ensure that vegetation communities are self-sustaining and are capable of natural regeneration.

No.	Recommendation	Priority	Cost	Key Performance Indicator
5.1	Carry out assisted natural regeneration in <i>Good</i> condition areas following the principles of the Bradley method based on bushland condition mapping.	1	\$1 / m ² / annum	10% of ASC bushland has improved category after 5 years
5.2	Carry out reconstruction / revegetation in areas indicated by Figure 3.3 and in <i>Poor</i> and <i>Very Poor</i> Condition areas based on bushland condition mapping.	3	\$5 / m ² / annum	10% of ASC bushland has improved category after 5 years
5.3	Monitor the success of individual restoration projects using quadrats	4	\$300 / quadrat	90% Survivability of planted seedlings / 40% germination from seed

Fire Management

The prioritised objectives for fire management are to ensure:

1. protection of human life;
2. protection of property; and
3. protection of ecological integrity and biological values.

No.	Recommendation	Priority	Cost	Key Performance Indicator
6.1	Prepare and implement a Fire Control Management Plan for the Armadale Settlers Common using FESA guidelines that includes investigation of the mosaic burning and areas with different fire frequencies.	2	\$4,000	Reduction in severity of fire incidents (reviewed annually)

No.	Recommendation	Priority	Cost	Key Performance Indicator
6.2	Continue maintenance of firebreaks within the Common	1	Operational	Reduction in severity of fire incidents (reviewed annually)
6.3	Undertake hazard reduction through control of grassy weeds.	2	\$1,000 per Ha	Reduction in number of bushfire incidents (reviewed annually)
6.4	Continue mosaic hazard reduction burning once fuel loading has reached 8T/Ha	N/A	Operational	No increase in number of bushfire incidents or severity (reviewed annually)
6.5	Engage in post-fire recovery and incident analysis following a bushfire event.	N/A	Operational	Database of fire history for ASC continually updated
6.6	Following completion of the Fire Management Plan undertake research to determine the effects of burn regime in the Common to maintain biodiversity and the ecological values.	3	N/A	No net decrease in floral diversity as a result of hazard reduction burns. Monitored using vegetation survey conducted every five years.
6.7	Develop, and encourage nearby residents to participate in, a 'Fire Watch' programme for early response using signage and leaflets	2	Operational	Reduction in number of bushfire incidents (reviewed annually)

Dieback Management

The objectives for dieback management are to:

- prevent the spread of dieback into uninfected areas beyond its natural rate of expression
- educate bushland regenerators and the community about dieback and ways to limit its spread

No.	Recommendation	Priority	Cost	Key Performance Indicator
7.1	Investigate the feasibility of applying phosphite to susceptible vegetation in a 10 m buffer around known dieback free areas. Prioritise with other known dieback-free areas in the CoA.	2	Operational	no annual reduction in area of treated dieback-free areas beyond natural rate of expression (1 m / yr)
7.2	Train revegetation and maintenance personnel in dieback hygiene measures	2	\$300 per person	no annual reduction in area of treated dieback-free areas beyond natural rate of expression (1 m / yr)
7.3	Monitor dieback-free areas by mapping every 5 years	1	\$2,000	Dieback mapping on CoA GIS
7.4	Upgrade drainage along Settlers Road to prevent dieback spores infecting dieback-free area by 2005	2	\$15,000	no annual reduction in area of Area 4 beyond natural rate of expression (1 m / yr)
7.5	Include information about dieback hygiene in interpretive signage and provide boot-scrub facilities at trail heads.	3	\$2,500	Boot scrub facilities and signage installed on completion of one trail per annum.

Erosion Control

The objectives for erosion control within Armadale Settlers Common are to:

- Control the causes of erosion and rehabilitate existing eroded areas;
- Prevent erosion caused by inappropriately placed tracks; and
- Prevent erosion after weeds have been removed.

No.	Recommendation	Priority	Cost	Key Performance Indicator
8.1	Undertake further earthworks to restore natural stream contours at the old dam site by 2007.	3	approx. \$20,000	Reduction in water turbidity 100 m downstream by 50% after rainfall event.
8.2	Construct culvert where track crosses stream fed by old dam spring by 2007	5	\$1,000	culvert operating effectively
8.3	Undertake further works to reduce erosion initiated as a result of the installation of culverts under Triton Crescent.	1	\$1,000	culvert operating effectively

Fauna Management

The objectives for fauna management within Armadale Settlers Common are to:

- preserve and improve fauna habitat;
- control feral animals within the Common where possible and appropriate;
- ensure that feral animal control measures do not adversely impact on the native biota of the study area or on people visiting the area; and
- restrict the movements of domestic animals that currently roam within the Common.

No.	Recommendation	Priority	Cost	Key Performance Indicator
9.1	Undertake habitat supplementation such as nesting boxes and raptor platforms and monitor their use	4	\$2,500	Habitat supplementation being used by native species
9.2	Assess the need to prepare and adopt a Local Law and/or Planning Policy to control cats near reserves by 2006	4	Operational	Needs analysis completed and acted upon by 2006
9.3	Investigate the feasibility of Armadale Settlers Common participating in species recovery programs by 2006	4	Operational	Feasibility investigated by 2004
9.4	Investigate the location and protection of ecological linkages to other conservation areas.	2	Operational	Town Planning Scheme No. 4 identifies and protects linkages.

Cultural Heritage Management

The objectives for the cultural heritage management within the Common are:

- to prevent damage to cultural heritage values;
- to maintain European and Aboriginal cultural heritage values, structures and artefacts; and
- to promote awareness of cultural values through education.

No.	Recommendation	Priority	Cost	Key Performance Indicator
10.1	Investigate and consider renomination of Armadale Settlers Common for inclusion on the Register of National Estate	1	Operational	ASC included or rejected in register for National Estate
10.2	Facilitate further research on the identification of cultural heritage values	5	\$1,000	Report on cultural heritage values compiled by 2005

Access and Recreation

The objectives for access and recreation management are to:

- provide an appropriate level of access to minimise recreational conflicts and preserve the ecological and cultural values of Armadale Settlers Common;
- facilitate appropriate recreational activities by providing suitable resources and infrastructure; and
- provide a safe environment for passive recreation.

No.	Recommendation	Priority	Cost	Key Performance Indicator
11.1	Audit potential walking tracks for standards and erosion management and determine upgrade requirements and cost	1	\$2,500	Report completed by 2004
11.2	Undertake a comprehensive safety audit of public access areas within ASC	2	\$1,500	Report completed
11.3	Establish signposted, named walking trails in the Common with informative signage at trail heads as indicated in Figure 6.5	2	approx \$1,000 per trail head plus	One trail completed per annum
11.4	Continue to promote and hold the annual 'Walk the Common' event	1	\$3,000	increasing numbers of participants annually
11.5	Update and redistribute ASC brochure,	2	\$2,000	Increased number of visitors to ASC
11.6	Monitor visitor numbers annually	3	\$1,000	Increased number of visitors to ASC
11.7	Explore implications and investigate methods for the control of access from private property	1	operational	Report on access completed 2004

Education, Interpretation and Ecotourism

The objectives for interpretation and education-based activities are to:

- inform and educate visitors on the natural and cultural values of the Common;
- develop opportunities for ecotourism with minimal impact on the environment;
- increase the level and quality of information available to the community on the flora, vegetation and fauna of the park; and
- increase knowledge of Armadale Settlers Common's environmental, local and regional significance.

No.	Recommendation	Priority	Cost	Key Performance Indicator
12.1	Provide potable water to Field Study Centre by 2005	1	\$6,000	Level of use for Field Study Centre increases annually
12.2	Monitor use of the field study centre	1	Operational	Level of use for Field Study Centre increases annually
12.3	Annually update relevant internet web pages upon adoption of this document. Include 'counter' to monitor site visitors	2	Operational	Increased number of 'hits' on website annually

Infrastructure and Amenities

The objectives for the management of infrastructure and amenities are to:

- provide a level of amenities to aid the enjoyment and function of the reserve;
- provide security for the biophysical values in the Common; and
- maintain the existing infrastructure and amenities to an acceptable standard.

No.	Recommendation	Priority	Cost	Key Performance Indicator
13.1	Audit and ensure signage consistent and complies with AS 2156	1	\$250 / sign	inconsistent signage replaced by 2005
13.2	Provide disabled access to Field Study Centre and toilet facilities to AS 1428 by 2006.	2	\$12,000	Increased annual use of Field Study Centre
13.3	Provide sewerage infrastructure to Field Study Centre by 2006.	2	\$15,000	Increased annual use of Field Study Centre
13.4	Investigate the feasibility of providing a walk trail suitable for disabled access	5	Operational	Feasibility study completed by 2008
13.5	Reopen car park on Carradine Road redesigned with reduced area to discourage antisocial behaviour.	4	\$4,000	No more than 10 complaints of antisocial behaviour per annum
13.6	Construct information shelters at trail head indicated in Figure 6.5	3	\$8,100	One shelter erected per annum
13.7	Construct an additional electric BBQ at the Field Study Centre complex	5	\$2,400	Barbecue installed by 2008

LITTER ACT 1979 - PART V

26. Authorized officers

(1) For the purposes of this Act an authorized officer is —

- (a) any member of the Police Force;
- (b) any person appointed as such pursuant to subsection (2) within the area of jurisdiction entrusted to him by the appointment;
- (c) within the district of a local government, any person who is —
 - (i) a member of the council of the local government;
 - (ii) an employee of the local government; or
 - (iii) an honorary inspector appointed by the local government under section 27AA.

27. Powers of authorized officers

(1) An authorized officer may require a person whom he finds committing or whom he reasonably suspects to be committing or to have committed an offence against this Act to state his full name and usual place of residence.

(1a) Any owner of a vehicle and any person to whom for the time being the possession or control of a vehicle may be entrusted shall, if required by an authorized officer, give any information which it is in his power to give, which may lead to the identification of any person who was driving or who was in charge or control of the vehicle at the time that, or at about the time that, an offence against this Act is alleged to have been committed.

Penalty: \$1 000.

(2) An authorized officer who finds a person contravening section 23, 24 or 24A may order that person —

- (a) to remove the material the subject of the offence from the land or waters; or
- (b) to deposit the material the subject of the offence in the nearest place or receptacle set aside or provided for the deposit of litter,

within such time as the authorized officer may direct.

(3) A person shall not —

- (a) fail to comply with a requisition directed to him under subsection (1) or (2) by an authorized officer; or

(b) in response to a requisition directed to him under subsection (1) by an authorized officer, give any information that is false or misleading.

Penalty: \$1 000.

[Section 27 amended by No. 18 of 1986 s.6; No. 6 of 1996 s.9.]