

Development & Infrastructure Services Committee Meeting

Minutes for 13 July 2015

CONFIRMED



**shire of
kalamunda**

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MINUTES

1.0 OFFICIAL OPENING

The Presiding Member opened the meeting at 6.33pm, and welcomed Councillors, Staff and Members of the Public Gallery.

2.0 ATTENDANCE, APOLOGIES AND LEAVE OF ABSENCE PREVIOUSLY APPROVED

2.1 Attendance

Councillors

Sue Bilich	(Shire President) North Ward
Simon Di Rosso	(Presiding Member) North Ward
Allan Morton	South West Ward
Noreen Townsend	South West Ward
Geoff Stallard	South East Ward
John Giardina	South East Ward
Frank Lindsey	South East Ward
Andrew Waddell JP	North West Ward
Dylan O'Connor	North West Ward
Vacant	North West Ward

Members of Staff

Rhonda Hardy	Chief Executive Officer
Warwick Carter	Director Development Services
Gary Ticehurst	Director Corporate Services
Dennis Blair	Director Infrastructure Services
Darrell Forrest	Manager Governance & PR
Andrew Fowler-Tutt	Manager Development Services
Nicole O'Neil	Public Relations Coordinator
Sarah Griffiths	Minute Secretary

Members of the Public 3

Members of the Press 0

2.2 Apologies

Councillors

Justin Whitten	South West Ward
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2.3 Leave of Absence Previously Approved

Councillors

Margaret Thomas JP	North Ward
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3.0 PUBLIC QUESTION TIME

A period of not less than 15 minutes is provided to allow questions from the gallery on matters relating to the functions of this Committee. For the purposes of Minuting, these questions and answers are summarised.

3.1 Nil.

4.0 PETITIONS/DEPUTATIONS

4.1 Nil.

5.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETING

5.1 That the Minutes of the Development & Infrastructure Services Committee Meeting held on 8 June 2015 are confirmed as a true and accurate record of the proceedings.

Moved: **Cr Geoff Stallard**

Seconded: **Cr Sue Bilich**

Vote: **CARRIED UNANIMOUSLY(9/0)**

6.0 ANNOUNCEMENTS BY THE PRESIDING MEMBER WITHOUT DISCUSSION

6.1 20th July C&C Meeting has been cancelled.

7.0 MATTERS FOR WHICH MEETING MAY BE CLOSED

7.1 **32. CONFIDENTIAL REPORT – Consideration of Tenders – Supply and Laying of Asphalt (RFT1505)**

Reason for Confidentiality Local Government Act 1995 S5.23 (d) (c) – “a contract entered into, or which may be entered into, by the local government which relates to a matter to be discussed at the meeting.”

8.0 DISCLOSURE OF INTERESTS

8.1 Disclosure of Financial and Proximity Interests

- a. Members must disclose the nature of their interest in matters to be discussed at the meeting. (Sections 5.60B and 5.65 of the *Local Government Act 1995*.)
- b. Employees must disclose the nature of their interest in reports or advice when giving the report or advice to the meeting. (Sections 5.70 and 5.71 of the *Local Government Act 1995*.)

8.1.1 Nil.

8.2 Disclosure of Interest Affecting Impartiality

- a. Members and staff must disclose their interest in matters to be discussed at the meeting in respect of which the member or employee had given or will give advice.

8.2.1 Nil.

9.0 REPORTS TO COUNCIL

Please Note: declaration of financial/conflict of interests to be recorded prior to dealing with each item.

Declaration of financial / conflict of interests to be recorded prior to dealing with each item.

26. Local Planning Scheme No. 3 Amendment – Amend Special Use No. 7 by Adding the Use ‘Place of Worship’ and Deleting other uses from the Existing Special Use - Lot 503 (105) Watsonia Road, Maida Vale.

Previous Items	Nil.
Responsible Officer	Director Development Services
Service Area	Development Services
File Reference	PG-LPS-003
Applicant	Statewest Planning
Owner	Westminster Presbyterian Church

Attachment 1	Site Plan
Attachment 2	Floor Plan

PURPOSE

- To consider an amendment to the Local Planning Scheme No.3 (“Scheme”) by amending the current Special Use zoning over Lot 503 (105) Watsonia Road, Maida Vale (the Site) as follows:
 - Including the use ‘Place of Worship’;
 - Modifying the existing use of “Caretakers Residence”; and
 - Deleting the existing use of “Administration and Training Centre for people with intellectual and physical disabilities”.

BACKGROUND

2. Land Details:

Land Area:	1.00 Hectare
Local Planning Scheme Zone:	<u>Special Use</u> Caretakers Residence Reception Centre Administration and training for people with intellectual and physical disabilities.
Metropolitan Regional Scheme Zone:	Rural

- In 1978 a Special Use amendment was approved to allow the use of “Reception Centre”. Following this a Reception Centre was developed which included associated parking, landscaping and incidental buildings.
- The Reception Centre ceased operation and Council, at its meeting in July 2005 initiated an amendment to then Town Planning Scheme No. 2 to include an addition to the Special Uses of “Administration and Training Centre for

People with Intellectual and Physical Disabilities". The amendment was gazetted in March 2006.

5. In 2006, the Hills Community Support Group submitted a planning application for the 'Administration and Training Centre for people with intellectual and physical disabilities' and approval for this use was subsequently granted and the use became operational.
6. The site contains 114 existing car parking bays with an additional 5 disabled car parking bays (Refer to Attachment 1).
7. Internally, the reception centre is comprised of two main halls utilised for the events and as a restaurant for guests. A kitchen, caretakers dwelling and store rooms are also located within the main structure (Refer to Attachment 2).
8. Surrounding properties are zoned Special Rural and contain single dwellings and associated outbuildings. The lot directly to the north is used for commercial purposes (plant propagation).

Locality Plan

9.



DETAILS

10. The site is currently unused and has been purchased by the Westminster Presbyterian Church, with a view to it being utilised as a Place of Worship. As this is not a use that can be considered, it is necessary to amend the Scheme.
11. The Westminster Presbyterian Church currently conducts services and related activities at its property on the corner of Kalamunda Road and Old Maida Vale Road, Maida Vale. Services are limited by the size of the property, consequently the Owner is now exploring opportunities to relocate but remain in close proximity to the community it serves.
12. The Owner has stated it intends to use the main hall for church services each Sunday morning (10:00-11:30am) and evening (6:00-7:30pm) with the second hall being used for Junior Church at the same times. The two existing

halls would also be used for weddings, funerals, church group meetings and other church related functions if required. The incidental office space will be used for administration and counselling purposes.

13. The Owner proposes to retain the existing use of "Reception Centre" and delete the use "Administration and Training Centre for people with intellectual and physical disabilities" as this is an activity not likely to be undertaken by the Church. For the purposes of clarity, it is also proposed to modify the existing use "Caretakers Residence" and replace it with "Caretaker's Dwelling" so as to be in keeping with the current Scheme definition.
14. If the amendment proceeds to finalisation, it will be necessary for a development application to be lodged for the use of Place of Worship to be considered.

STATUTORY AND LEGAL CONSIDERATIONS

15. The *Town Planning Regulations 1967* and *Planning and Development Act 2005* establish procedures relating to amendments to local planning schemes. If Council resolves to adopt the proposed amendment, then ultimately the amendment will be determined by the Minister for Planning.

POLICY CONSIDERATIONS

16. Nil.

COMMUNITY ENGAGEMENT REQUIREMENTS

17. If the amendment is initiated by Council, it will be formally advertised for 42 days in accordance with the provisions of the *Town Planning Regulations 1967* and *Planning and Development Act 2005*.
18. The amendment would be required to be advertised in the form of a notice being published in a district newspaper. A sign advertising the proposal would also be required to be erected on the subject property.

FINANCIAL CONSIDERATIONS

19. Nil.

STRATEGIC COMMUNITY PLAN

Strategic Planning Alignment

20. *Kalamunda Advancing: Strategic Community Plan to 2023*.

OBJECTIVE 4.3 - To ensure that the Shires development is in accord with the Shire's statutory and legislative obligations and accepted urban design planning standards
21. Strategy 4.3.1 – Provide efficient building and development approvals services to the community

SUSTAINABILITY

Social Implications

22. The use will allow for the expansion of a long term community group operating in the locality.

Economic Implications

23. If approved, the proposed land uses will potentially create more employment opportunities for local residents.

Environmental Implications

24. Nil.

RISK MANAGEMENT CONSIDERATIONS

25.

Risk	Likelihood	Consequence	Rating	Action/Strategy
Council may resolve to not support the proposal.	Possible	Insignificant	Low	Ensure that Council is aware that matters relating to potential impacts the use may have on the amenity of the area, bushfire management and effluent disposal matters, will be dealt with at the development application stage if the amendment is approved.

OFFICER COMMENT

26. The existing buildings on the site have been purpose built to cater for groups of people attending simultaneously for a specific purpose. The site is well serviced with parking and amenities necessary for large gatherings of people.
27. If the amendment is approved, details relating to the operations of the facility will be dealt with at the development application stage.
28. Considering the above, it is recommended that Council initiates the amendment.

A Councillor asked if the conditions of the uses are not permitted unless approval is granted, two uses are reception and caretakers dwellings and thought they were automatically already there as part of an approval. Should they all be categorised in the same level.

The Director Development Services responded, for simplification we removed the entire special use zone instead of trying to amend it and replace it with what the applicant requested it to be, all those uses would become discretionary.

Voting Requirements: Simple Majority

OFFICER RECOMMENDATION (D&I 26/2015)

That Council:

1. Initiates the amendment to Local Planning Scheme No. 3, in accordance with the following

PLANNING AND DEVELOPMENT ACT 2005
RESOLUTION DECIDING TO AMEND A LOCAL PLANNING SCHEME
SHIRE OF KALAMUNDA
LOCAL PLANNING SCHEME NO. 3
AMENDMENT NO.

Resolved that Council in pursuance of Part 5 of the *Planning and Development Act 2005*, amends the above Local Planning Scheme as follows:

- (a) Amending Schedule 4 (Special Use Zones) Special Use 7 by replacing the current provisions as follows:

NO.	DESCRIPTION OF LAND	SPECIAL USE	CONDITIONS
SU 7.	105 Watsonia Road, Maida Vale. Part of Lot 503 Swan Location 1290	Reception Centre Caretaker's dwelling Place of Worship	The uses are not permitted unless approval is granted by the Local Government ("D")

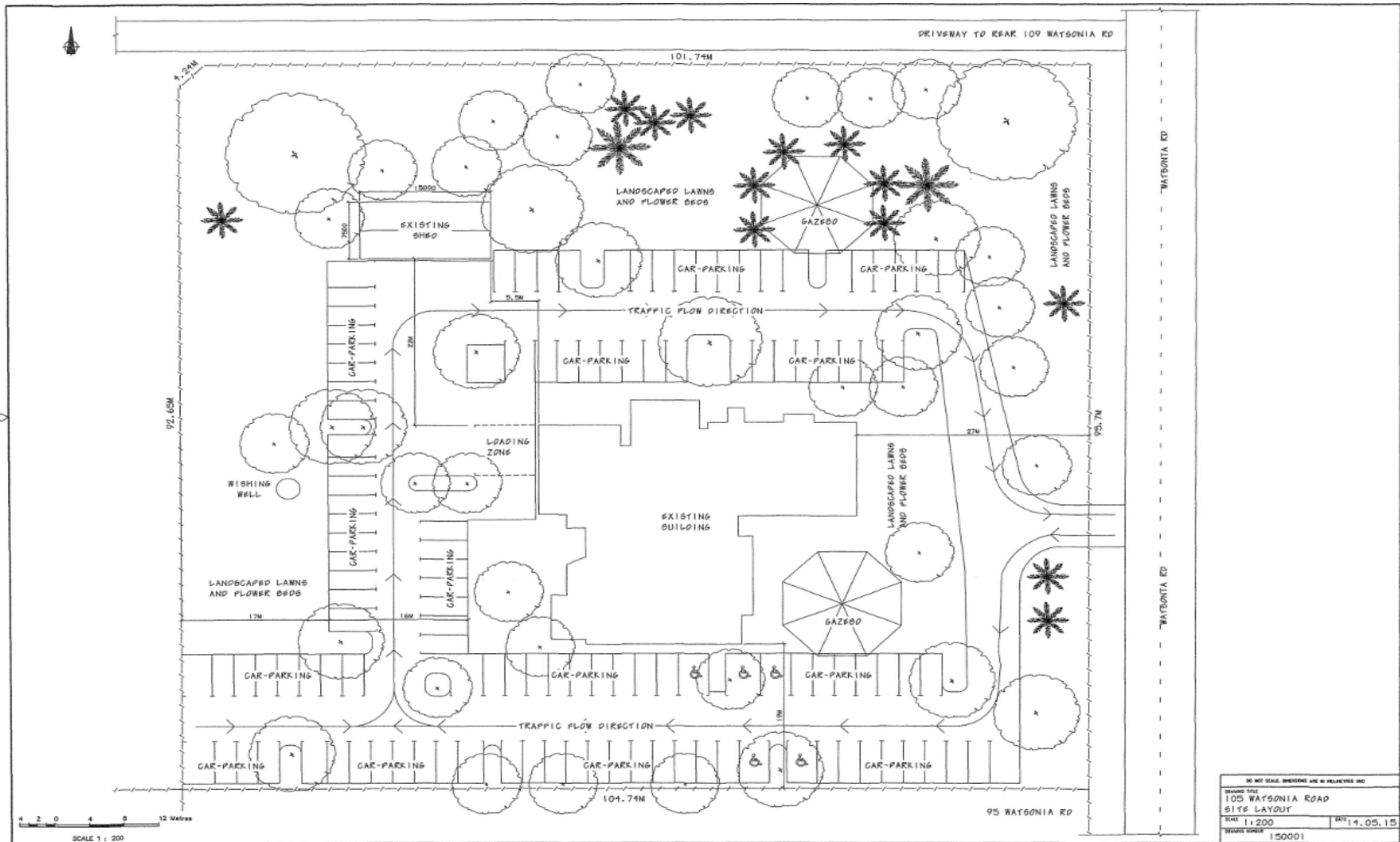
- (b) Subject to amendment documents and the required administration fee being submitted, the documents being adopted by Council and the Amendment being formally advertised for 42 days in accordance with the provisions of the *Town Planning Regulations 1967*, without reference to the Western Australian Planning Commission.

Moved: **Cr Noreen Townsend**

Seconded: **Cr John Giardina**

Vote: **CARRIED UNANIMOUSLY (9/0)**

Attachment 1
Lot 503 (105) Watsonia Road, Maida Vale
Existing Site Plan



Declaration of financial / conflict of interests to be recorded prior to dealing with each item.

27. Land Swap – Lot 113 (5) Schunke Close, Lesmurdie and Reserve 35468

Previous Items	Nil
Responsible Officer	Director Development Services
Service Area	Development Services
File Reference	SC-06/005
Applicant	Phillip Anderson
Owner	Phillip Anderson, Sarah Moody and State Government of Western Australia
Attachment 1	Survey Plan of Land Swap

PURPOSE

1. To endorse a land swap between the owner of Lot 113 (5) Schunke Close, Lesmurdie and the State Government.

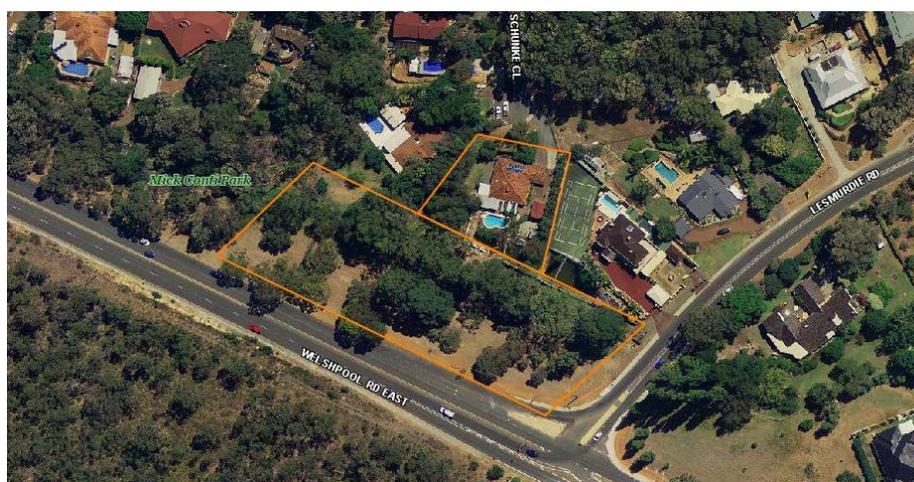
BACKGROUND

2. Land Details:

Address:	Lot 113 (5) Schunke Close, Lesmurdie	Lot 3041 (406) Lesmurdie Road, Lesmurdie
Land Area:	1913.294sqm	7044.622sqm
Local Planning Scheme Zone:	Residential R5	Local Open Space
Metropolitan Regional Scheme Zone:	Urban	Urban

Locality Plan

3.



DETAILS

4. In December 2014, the owner of 5 Schunke Close replaced the existing boundary fence to the rear of his property with a limestone wall. The existing

fence, constructed by the previous owner, was originally within the abutting local open space. The current owner did not have the property surveyed prior to replacing the fence and, as such, the new fence was also constructed in the local open space.

5. The owner identified the issue when he proceeded with a building application and contracted a surveyor to survey the land. The surveyor determined the fence was built approximately 1.6m into the local open space. The length of the fence is approximately 32m and encumbrancing an area of 58sqm.
6. To rectify the issue, rather than demolish the fence, it is proposed that a land swap occur for an equal area of land to be transferred to the State Government for inclusion in Reserve 35468. A plan of the proposed land swap is included as Attachment 1.

STATUTORY AND LEGAL CONSIDERATIONS

7. The State Government currently owns the Reserve and the land swap will require Department of Land's approval.
8. The two land portions proposed to be swapped will remain as their current zone until a separate Local Planning Scheme No. 3 amendment is gazetted. This amendment will be done through an omnibus amendment to be presented to Council later this year.

POLICY CONSIDERATIONS

9. Nil.

COMMUNITY ENGAGEMENT REQUIREMENTS

10. The Department of Lands has an advertising process that includes signposting, newspaper advertising and mail outs to affected residents. The results of this community engagement will be provided to the Department of Lands as justification for the land swap.

FINANCIAL CONSIDERATIONS

11. The land swap process will not require any additional funding by the Shire. Maintenance of the reserve will be met through the existing budget.

STRATEGIC COMMUNITY PLAN

Strategic Planning Alignment

12. *Kalamunda Advancing: Strategic Community Plan to 2023*
Objective 4.7 – To ensure the selection, maintenance, inspection, renewal and disposal of all categories of assets within the Shire is managed efficiently.

Strategy 4.7.1 Maintain, refurbish or upgrade existing infrastructure, including public buildings, parks, reserves, local roads, footpaths, cycle ways, verges and drainage networks to encourage increased utilisation and extension of asset life.

SUSTAINABILITY

Social Implications

13. The land swap ensures no loss of local open space.

Economic Implications

14. The owner of lot 113 (5) Schunke Close will be responsible for all costs in preparing the land swap documents and for submission to the Department of Planning and Department of Lands.

Environmental Implications

15. There will be no environmental implications as a result of this land swap.

RISK MANAGEMENT CONSIDERATIONS

16.

Risk	Likelihood	Consequence	Rating	Action/Strategy
Council may resolve not to support the proposal.	Possible	Insignificant	Low	Ensure Council is aware of the benefits of supporting the land swap.

OFFICER COMMENT

17. Due to the subject boundary fence accidentally being built on local open space with no malicious intention, it is the Shire's opinion a land swap can be supported.
18. If Council chooses not to support this land swap, the appropriate course of action would be to require the landowner to remove the boundary fence. Alternatively, the landowner could purchase the subject land from the State Government, if supported by Council.

*A Councillor asked, on the diagram it shows where there is an existing fence, it says that is to be removed. Will we be requesting the owners to install a new fence on the new boundary line if this item goes through?
This question was taken on Notice.*

Voting Requirements: Simple Majority

OFFICER RECOMMENDATION (D&I 27/2015)

That Council:

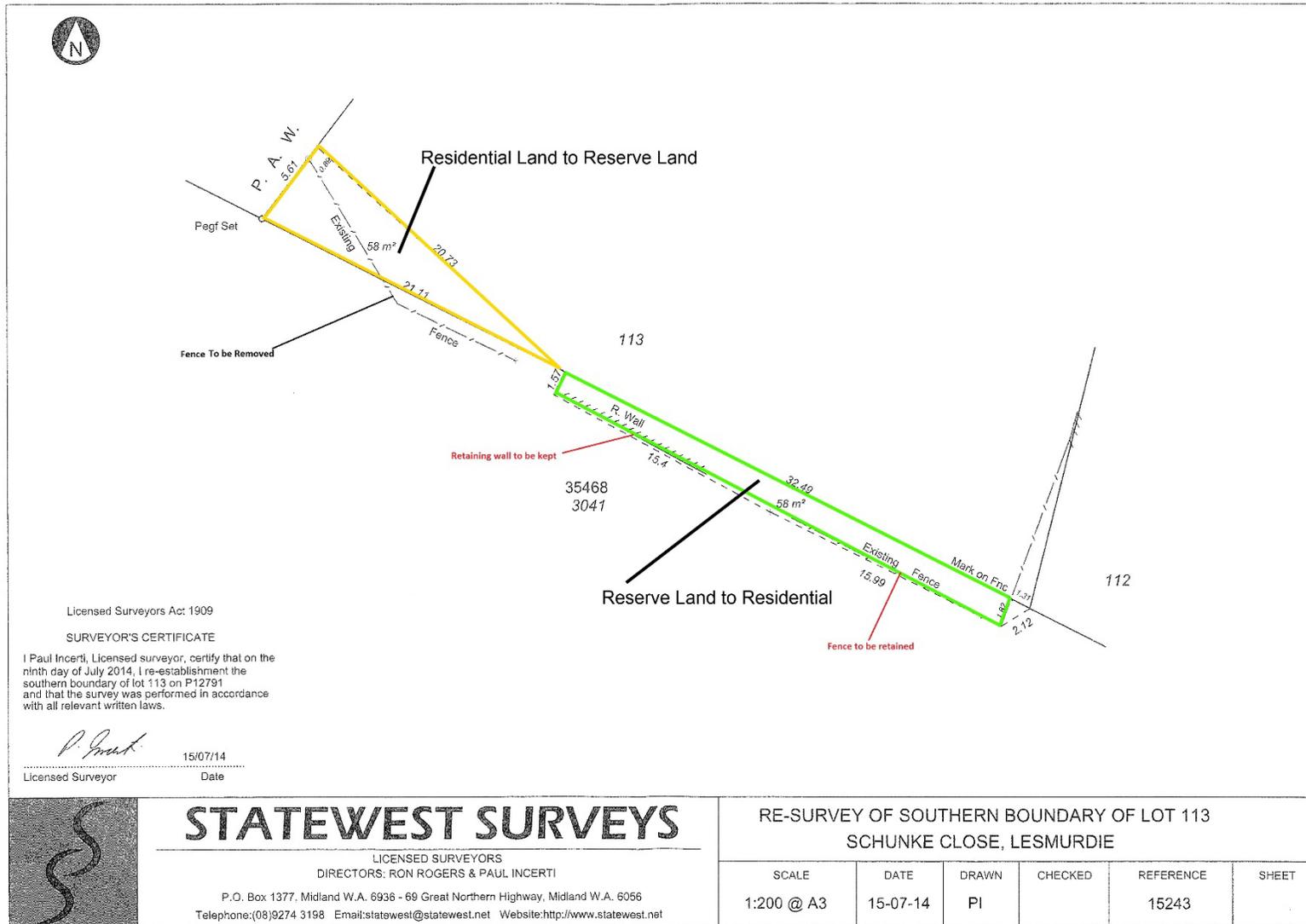
1. Endorse the swapping of 58sqm of Lot 113 (5) Schunke Close, Lesmurdie and 58sqm of Lot 3041 (406) Lesmurdie Road, Lesmurdie (Reserve 35468) as per the survey plan at Attachment 1.
2. Forward a request to commence the land swap process to Department of Lands.

Moved: **Cr John Giardina**

Seconded: **Cr Geoff Stallard**

Vote: **CARRIED UNANIMOUSLY (9/0)**

Attachment 1
 Land Swap – Lot 113 (5) Schunke Close, Lesmurdie
Survey Plan of Land Swap



Declaration of financial / conflict of interests to be recorded prior to dealing with each item.

28. Proposed Retaining Walls – Lot 403 (41) Boonooloo Road, Kalamunda

Previous Items	
Responsible Officer	Director Development Services
Service Area	Development Services
File Reference	BN-10/041
Applicant	Irene Gierczycki
Owner	Irene Gierczycki
Attachment 1	Site Plan
Attachment 2	Elevations
Attachment 3	Pattern of Retaining Wall Development
Attachment 4	Submission Table

PURPOSE

- To consider a planning application for proposed retaining walls at Lot 403 (41) Boonooloo Road, Kalamunda (Attachments 1 and 2).

BACKGROUND

- Land Details:**

Land Area:	2,006m ²
Local Planning Scheme Zone:	Residential R30
Metropolitan Regional Scheme Zone:	Urban

Locality Plan

-



4. The subject site contained a single house at the front of the lot which has now been demolished. Mature vegetation exists throughout the property.
5. The site has a natural decline slope of approximately 1 metre from the south to the north side boundary.
6. With regard to surrounding sites, the property to the south of the subject site contains six (6) single storey grouped dwellings, the eastern property contains a single house, and the northern property is currently vacant with an approval to construct 13 single storey grouped dwellings.

DETAILS

7. The proposal incorporates limestone retaining walls to the rear of the property straddling the north (side) and east (rear) boundaries, as follows:
 - North boundary retaining to a length of 21.4m with a height ranging between 0.53m and 0.92m above natural ground level; and
 - East boundary retaining to a length of 13.8m with a height ranging between 0.05m and 0.92m above natural ground level.
8. The submitted plans also indicated a proposed single house at the rear of the property, however this does not form part of this application.

STATUTORY AND LEGAL CONSIDERATIONS

9. **Local Planning Scheme No. 3**

In considering an application for planning approval, Clause 10.2 of the Scheme (Matters to be Considered by Local Government) requires Council to have due regard to number of matters, including:

 - The compatibility of the use or development within its setting;
 - The preservation of the amenity of the locality; and
 - Any relevant submissions received on the application.

POLICY CONSIDERATIONS

10. **Residential Design Codes**

The deemed-to-comply provisions of the Residential Design Codes (R-Codes) require that retaining (filling) shall not exceed a height of 0.5m above natural ground level at or within 1m of the lot boundary.
11. Given the proposed retaining walls are located up to the lot boundary and exceed 0.5m in height above natural ground level (to a maximum height of 0.92m), the application is required to be assessed against the design principles of the R-Codes, which states:

"5.3.7 Site works

P7.1 Development that considers and responds to the natural features of the site and requires minimal excavation/fill.

P7.2 Where excavation/fill is necessary, all finished levels respecting the natural ground level at the lot boundary of the site and as viewed from the street."

"5.3.8 Retaining Walls

P8 Retaining walls that result in land which can be effectively used for the benefit of residents and do not detrimentally affect adjoining properties and are designed, engineered and landscaped having due regard to clauses 5.3.7 and 5.4.1"

COMMUNITY ENGAGEMENT REQUIREMENTS

12. The proposal was advertised for 14 days to the adjoining affected property owners to the north and east for comment. During the advertising period one (1) objection was received. Refer to the Submission Table (Attachment 4).
13. The concerns raised during the advertising period included the following:
- Concern regarding the height of the retaining wall.
 - Concern regarding the use to limestone blocks as the material to construct the retaining walls.

FINANCIAL CONSIDERATIONS

14. Nil.

STRATEGIC COMMUNITY PLAN

Strategic Planning Alignment

15. *Kalamunda Advancing: Strategic Community Plan to 2023*

OBJECTIVE 4.3 - To ensure the Shire's development is in accord with the Shire's statutory and legislative obligations and accepted urban design planning standards.

Strategy 4.3.1 Provide efficient building and development approval services to the community.

SUSTAINABILITY

Social Implications

16. Nil.

Economic Implications

17. Nil.

Environmental Implications

18. Nil.

RISK MANAGEMENT CONSIDERATIONS

19.	Risk	Likelihood	Consequence	Rating	Action/Strategy
	Council may resolve to not support the proposal.	Possible	Insignificant	Low	Make sure Council is aware of the R-Codes requirements and the objectives and intent of Scheme.

OFFICER COMMENT

20. In respect to the objection received which raises concern regarding the proposed building materials, limestone blocks are considered an appropriate material to construct retaining walls. Accordingly, the Shire is supportive of this aspect of the proposal.
21. In respect to the height of the retaining walls, the Shire strongly encourages applicants and owners to incorporate a balance between excavation and filling on sloped sites to facilitate minimal retaining wall height at lot boundaries with a view of reducing the impact of retaining walls on the amenity of adjoining property owners.
22. The northern adjoining site at 37 Boonooloo Road, Kalamunda, has a planning approval for 13 single storey grouped dwellings. This application incorporates a 0.55m cut in order to minimise the impact of the retaining wall on the property at 33 Boonooloo Road. It is noted that the 0.55m of excavation is adjacent to the boundary where the current application proposes 0.92m of fill. Once the adjoining site is developed, and if the application is approved in its current form, the overall height of the retaining wall as viewed from 37 Boonooloo Road will be approximately 1.47m at its highest point. This, in addition to a 1.8m dividing fence erected on top of the wall will result in a structure with a height of 3.27m above the finished ground level to the north. In this regard, the proposed retaining wall height will unduly affect the amenity of future adjoining property owners/occupiers.
23. During the application process advice was given to the applicant recommending that the retaining wall be reduced in height from 0.9m to 0.5m to reflect the cut and fill approach taken by other developments along Boonooloo road
24. The southern adjoining property has been developed with six (6) single storey grouped dwellings and has incorporated a mixture of cut (approximately 0.56m) and fill (approximately 0.34m) into the design at the rear of the site.
25. A review of the character of other retaining walls in the area indicates that there is a consistent and incremental pattern of retaining for lots which have been developed or approved for development in the vicinity of the subject site on Boonooloo Road. When compared with other developments in the locality,

the proposal does not correspond to the established pattern of development by virtue of its height above natural ground level (Attachment 3).

26. Whilst it is noted that the subject site incorporates a slope of approximately 1m across the width of the lot, the application does not propose any excavation to reduce the overall height of the retaining walls on the north and east lot boundaries. In this respect, the application is not considered to meet the design principles of the R-Codes by responding to the natural features of the site.
27. Given the above it is recommended that the proposed retaining wall be reduced in height by 0.4m as shown as 'Recommended Balance of Cut and Fill' in Attachment 3.

Mr Chapman, 34a Stone St Maylands from Ben Trager Homes spoke to the Committee with respect to a number of issues concerning the recommendation.

A Councillor asked for comments on the statement that was made by Mr Chapman. The Director of Development Services responded that the recommendation is for no more than 0.5metres of retaining, then it is up to the builder to find the best way to build the house to accommodate this. If we were to increase the retaining walls then there will be impacts on the adjoining neighbours with higher retaining walls and fences.

Another Councillor asked that the speaker made a point that the excavating will undermine the existing retaining wall. Would the builder need to stabilise the wall if they excavate around it?

The Director of Development Services responded that the builder would be required to ensure the retaining wall was still able to maintain the weight and fill. The option would be either to batter or reinforce the wall.

The same councillor then asked if any changes were made to the fill to the existing wall, would the wall need certification to say it is still structurally sound.

The Director of Development Services took this on notice.

Another Councillor asked what problem would be created if we weren't required to excavate along the lines that are proposed, where does that create a problem elsewhere on the property

The Director of Development Services advised that this is outlined on attachment 3, number 37 would have impact on the fence height.

Voting Requirements: Simple Majority

OFFICER RECOMMENDATION (D&I 28/2015)

That Council:

1. Approve the application dated 5 February 2015 for proposed retaining walls at Lot 403 (41) Boonooloo Road, Kalamunda, subject to the following conditions:
 - a. The retaining walls shall not exceed a maximum height of 0.5 metres above natural ground level.

Moved: **Cr Dylan O'Connor**

Seconded: **Cr Frank Lindsey**

Vote: **CARRIED UNANIMOUSLY (9/0)**

Attachment 1
Proposed Retaining Walls – Lot 403 (41) Boonooloo Road, Kalamunda
Site Plan

terground pipes or conduits services. Verification of small and mains services prior to finalisation of any

g surveys accept no physical on site changes to of the parcel of land shown ing any adjoining neighbours sat have occurred after the III Sewer details plotted piled by Water Corporation.

arks/pegs, all building offset re approximate only and) pegs/fences and walls which rct alignment and are to be . Any design that involves ree shown or portion of structures wallion has taken place requires eged and exact offsets provided hitect before any plans are produced is started on site.

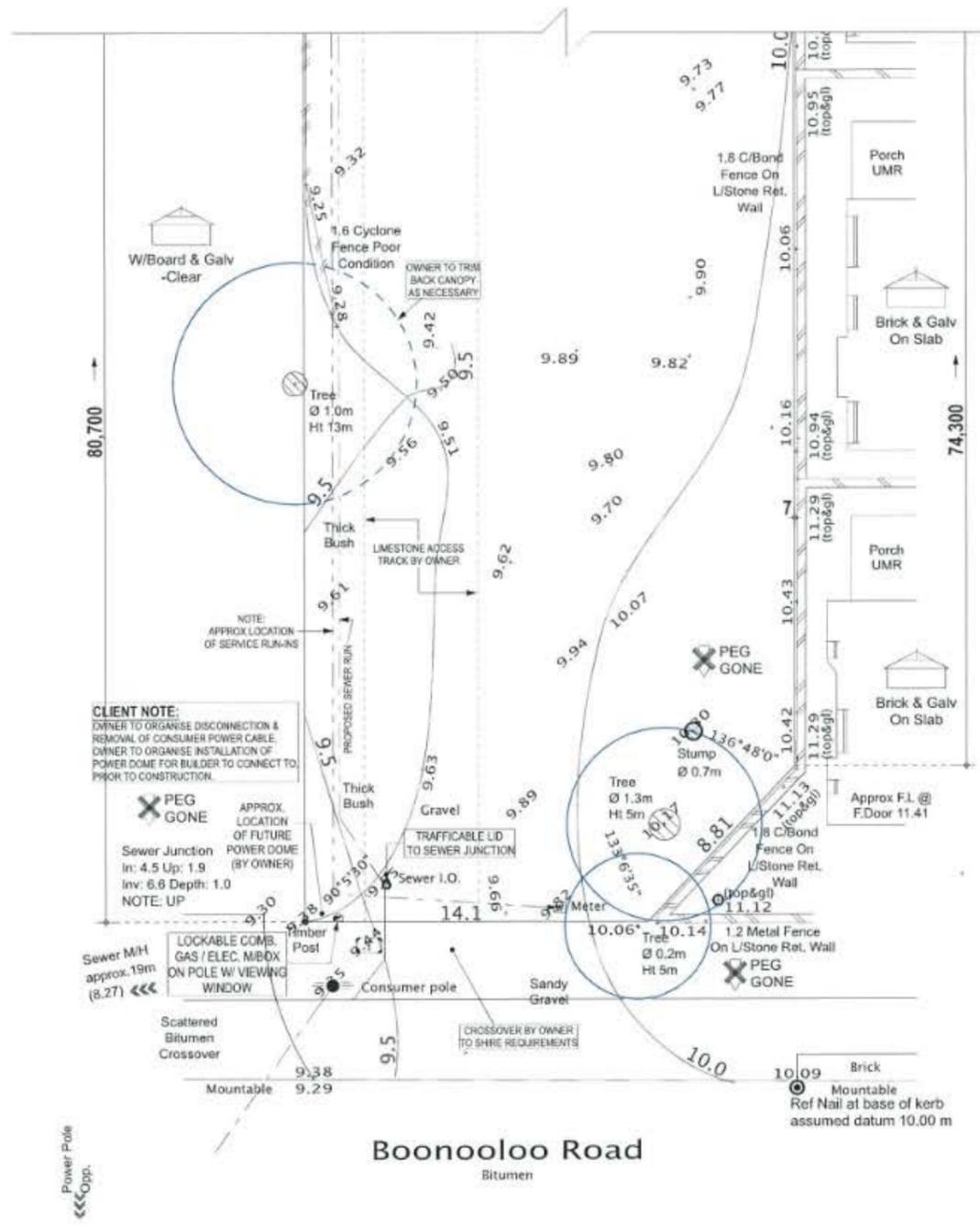
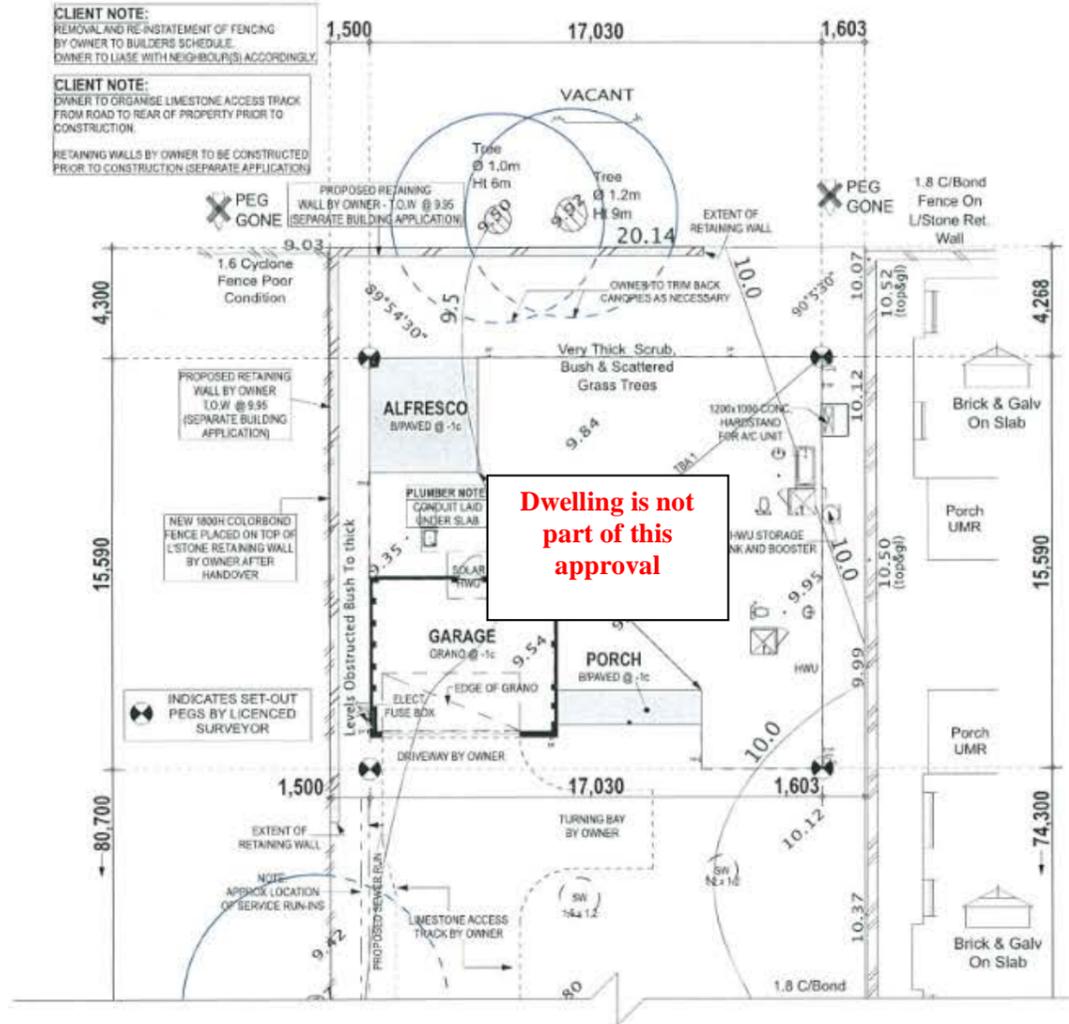
LOSE

CRPTION
Trace Organic Material) /
Topsoil Refer to Survey



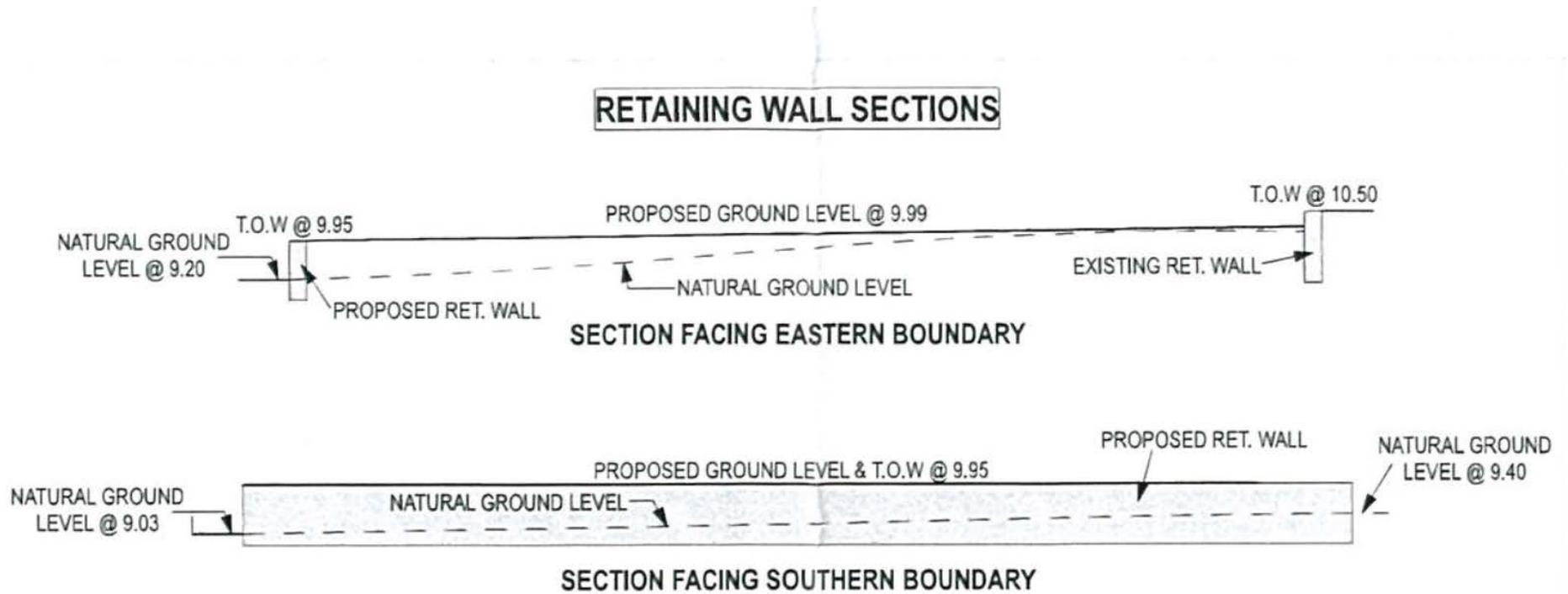
CLIENT NOTE:
REMOVAL AND RE-STATEMENT OF FENCING BY OWNER TO BUILDERS SCHEDULE. OWNER TO LIASE WITH NEIGHBOUR(S) ACCORDINGLY.

CLIENT NOTE:
OWNER TO ORGANISE LIMESTONE ACCESS TRACK FROM ROAD TO REAR OF PROPERTY PRIOR TO CONSTRUCTION.
RETAINING WALLS BY OWNER TO BE CONSTRUCTED PRIOR TO CONSTRUCTION (SEPARATE APPLICATION)



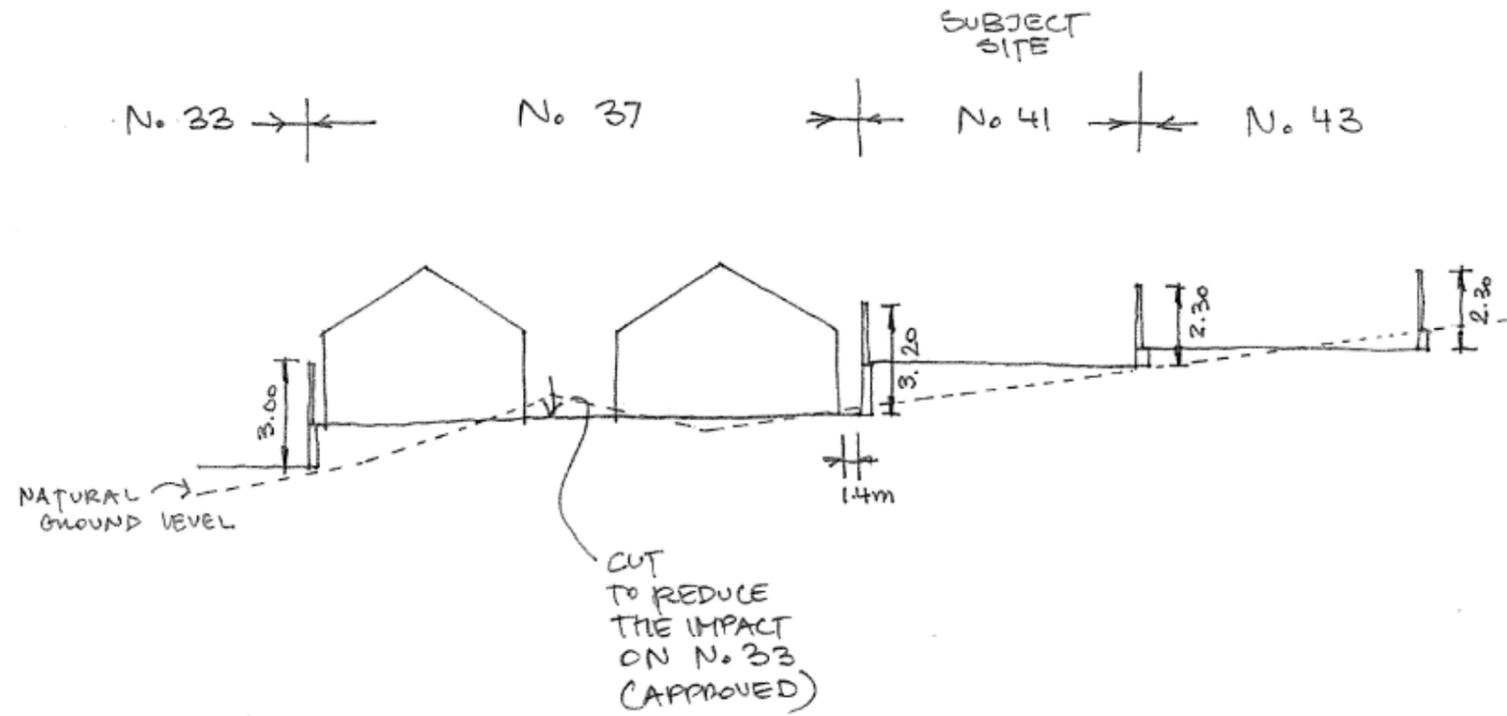
Attachment 2

**Proposed Retaining Walls – Lot 403 (41) Boonooloo Road, Kalamunda
Elevations**

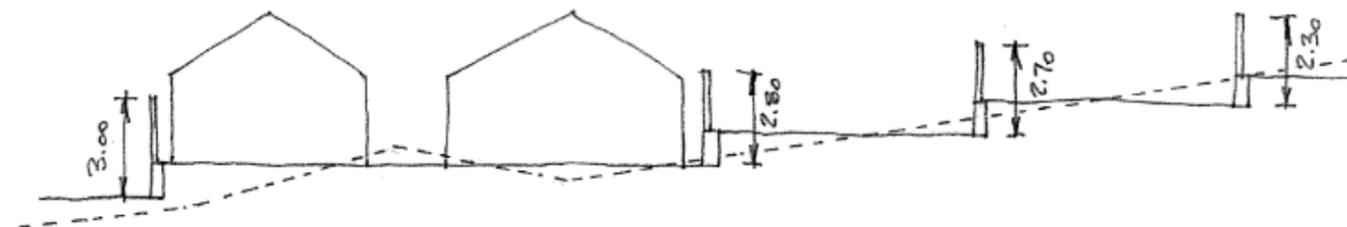


Attachment 3
Pattern of Retaining Wall Development – Lot 403 (41) Boonooloo Road, Kalamunda
Elevations

PROPOSED RETAINING WALLS (No 41)



RECOMMENDED BALANCE OF CUT & FILL



Attachment 4
Proposed Retaining Walls – Lot 403 (41) Boonooloo Road, Kalamunda
Submission Table

Details		Comment	Staff Comment
1.	F E Chin Goldmeter Corporation Pty Ltd 39 Bateman Road MOUNT PLEASANT WA 6153	Objection <ul style="list-style-type: none">• Concern regarding the height of the retaining wall.• Concern regarding the use to limestone blocks as the material to construct the retaining walls.	<ul style="list-style-type: none">a) Refer to the officers comment section of the report.b) Limestone blocks are considered an appropriate material to construct retaining walls. Accordingly, no objection is raised to this aspect of the proposal.

Declaration of financial / conflict of interests to be recorded prior to dealing with each item.

29. Relocation of Replacement Play Equipment from Redgum Reserve to Federation Gardens

Previous Items	En Bloc Resolution OCM137/2014, 22 September 2014
Responsible Officer	Director Infrastructure Services
Service Area	Infrastructure Services
File Reference	TL-05/002, TL-05/004, RY-02/002
Applicant	N/A
Owner	Shire of Kalamunda

PURPOSE

1. To note the proposal to install playground equipment at Federation Gardens rather than replace the equipment at Redgum Reserve which was destroyed during a storm on 17 March 2015.
2. To endorse consultation on the proposed installation of the replacement playground equipment at Federation Gardens with the community, within a 400m walkable catchment of the two sites, with a report to be presented to Council on the outcomes of this community consultation.

BACKGROUND

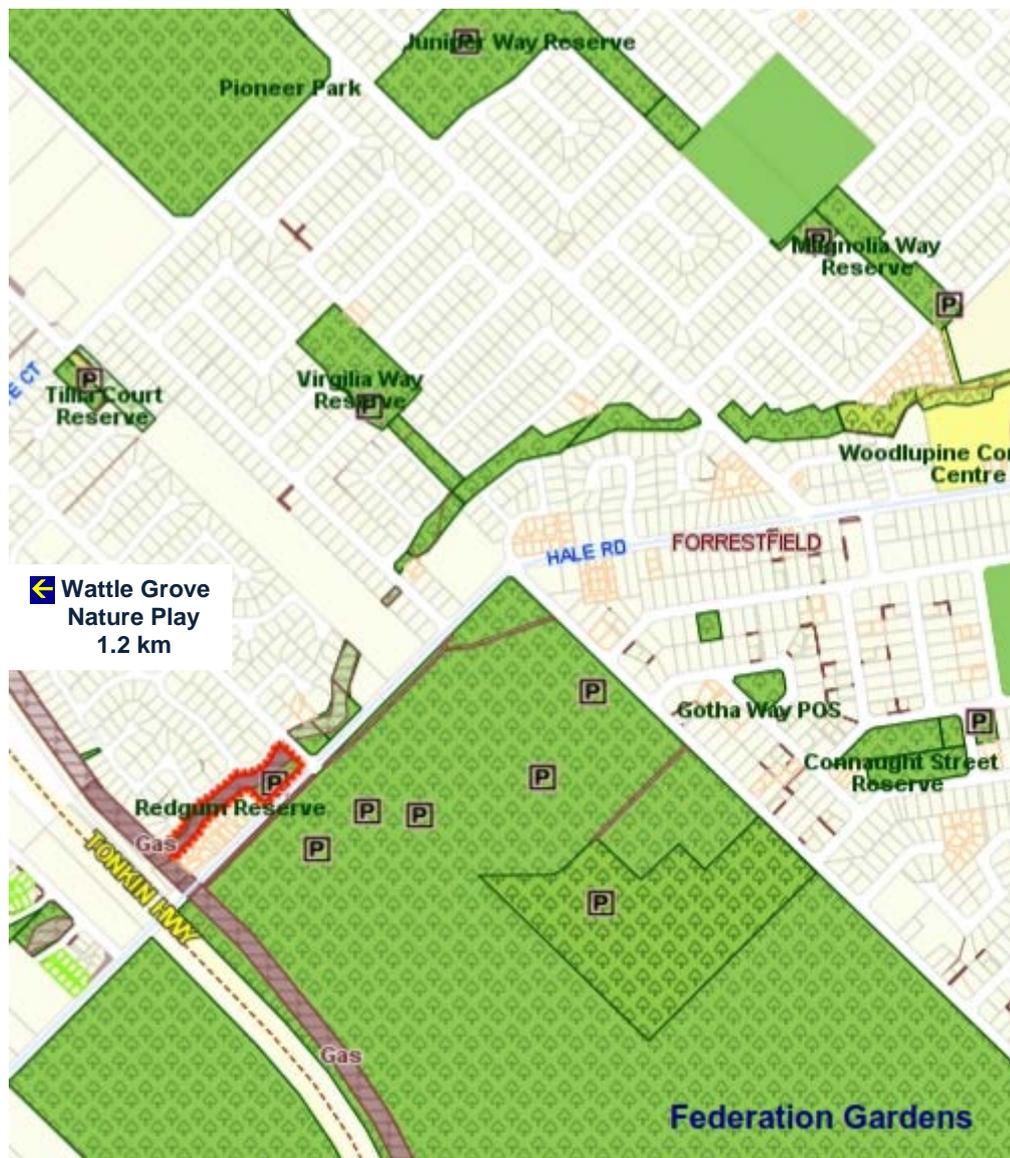
3. In September 2014, Council received a petition seeking improvements to parks within Redgum Estate, with Council subsequently resolving the following (OCM137/2014):

That Council:

1. *Receives the petition for the improvement of two parks within the Redgum Estate, Forrestfield.*
2. *Receives the updates in relation to the improvements at the reserves.*
3. *Considers allocating \$2,000 in the 2014/15 quarterly budget review to install bench seating at seating at Tillia Court Reserve should surplus funds be identified.*
4. *Considers allocating \$10,000 in the 2014/15 quarterly budget review to install perimeter fencing at Redgum Reserve should surplus funds be identified.*
5. *Requests the CEO to advise the petitioner, Evan Dunne in writing of Council's resolution in relation to the Redgum estate petition and the current timing of the upgrades to Tillia Court Reserve and Redgum Reserve as per Council's 10 year Financial Plan.*

4. Redgum Reserve is bounded by Hale and Reynolds Roads, Platinum Way and Helidor Place in Forrestfield. Redgum Reserve contained a combination play unit and gazebo shade structure, together with bench seating which was installed in 1996.
5. Locality Plan

A locality plan showing the location of Redgum Reserve and other playgrounds in the adjacent area is shown below.



6. On 17 March 2015, the play equipment located at Redgum Reserve incurred significant damage when a large section of tree limb fell onto the play equipment. The level of damage was such that the equipment was assessed as being irreparable. The tree and play equipment were subsequently removed.
7. An insurance claim has been lodged for the replacement of the play equipment.

DETAILS

8. Redgum Reserve has a number of issues in relation to its size, location and layout, in particular:
 - Located on busy main road.
 - Sloping topography of the site.
 - A drain which intersects the reserve.
 - An area of 2635m² which limits the type of activity and usage which can occur.
9. The Shire has identified Redgum Reserve to be upgraded to a *Local Level Park - Developed*.
10. Under the guidelines which Officers utilise in the development of public open space, a Local Level Park - Developed consists of the following design elements:
 - Within a 400 metre radius or 5 minute walk of most dwellings.
 - Minimum site 0.5 ha.
 - Street frontage on all sides, maximum 20% of perimeter abutting development.
 - Rectangular in shape and minimum width of 50 metres.
 - Playground equipment/playspace capable of catering for:
 - 0-3 yr olds
 - 3-5 yr olds
 - 5-7 yr olds
 - 8-12 yr olds
 - Incorporate natural and designed play elements.
 - Quiet space with shade, views and bench seating.
 - Grassed area in most local parks.
 - In natural/bush local parks soft fall or synthetic surface.
 - Amenities – natural or artificial shade, bench seating, pathways on to the park and to the playspace.
 - Involve the surrounding local area in the design of the park.
 - Design elements to reflect the identity and culture area.
11. Currently, there are no funds allocated to undertake an upgrade at Redgum Reserve within the Shire's 10 year Long Term Financial Plan.
12. Within the nearby area there are five child playgrounds which service the community:
 - Federation Gardens (500m)
 - Virgilia Way Reserve (600m)
 - Tillia Court Reserve (700m)
 - Juniper Way Reserve (1.2km)
 - Wattle Grove Nature Play Space (1.2km)
13. This level of parks provision is considered to be sufficient to service the needs of the residents within the Redgum Estate.

-
14. There is a net insurance payout of \$12,500 (\$14,000 less \$1,500 excess) and these funds can be utilised for the installation of playground equipment at any adjacent site.
 15. Federation Gardens has been identified as a preferred site for the new playground equipment in lieu of Redgum Reserve, due to safety concerns around Redgum Reserve's proximity to Hale Rd and the drainage line.
 16. Federation Gardens is the closest playground reserve to Redgum Reserve and is located only 500m away. The provision of additional play equipment would greatly improve the level of amenity at this site which has ample space for additional equipment and has greater utilisation.
 17. In 2016/17 the Federation Gardens wetlands are earmarked for planting and a local species seed bank is proposed for installation, which will further increase the amenity and attractiveness of this area for families in the local area.

STATUTORY AND LEGAL CONSIDERATIONS

18. Replacement equipment must meet the Australian Standards.

POLICY CONSIDERATIONS

19. Nil.

COMMUNITY ENGAGEMENT REQUIREMENTS

20. Council received a petition for upgrade to reserves in the Redgum Estate from Evan Dunne which led to an excess of 160 signatures in June 2014. This resulted in Redgum Reserve being allocated funds to install perimeter fencing within the 14/15 Capex budget. If the playground is not reinstalled, the fencing would also no longer be required.
21. Neighbouring residents and signatories of the petition will need to be consulted on the proposal to relocate the play equipment from Redgum Reserve to Federation Gardens. This would also be an opportunity for the community to have input about the type of replacement play equipment.
22. The proposed methods of community consultation include:
 - (a) A letter and survey form to each property owner within a 400m walkable catchment of Redgum Reserve and Federation Gardens.
 - (b) A public notice placed in the local newspapers seeking feedback within twenty-eight (28) days.
 - (c) Advertising on the Shire's website seeking feedback within twenty-eight (28) days.

FINANCIAL CONSIDERATIONS

23. The existing project for Redgum Reserve Safety Fencing 2014/15 could be cancelled and funds reallocated to improvements at Redgum Reserve.

-
24. The insurance funds received can be allocated to the installation of additional play equipment at Federation Gardens.

STRATEGIC COMMUNITY PLAN

Strategic Planning Alignment

25. *Kalamunda Advancing: Strategic Community Plan to 2023*

OBJECTIVE 1.3 – To be a community that listens to, engages with and involves its young people in decision making.

Strategy 1.3.2 Ensure youth friendly spaces are considered and designed within new and existing facilities.

OBJECTIVE 1.10 – To support families with young children.

Strategy 1.10.2 Plan local parks and facilities (where appropriate) so they are family friendly and relevant to young children.

OBJECTIVE 2.3 – to encourage and facilitate healthy lifestyles through regular participation in recreational and leisure oriented activities.

Strategy 2.3.2 Undertake effective public open space planning to ensure an appropriate balance exists between active and passive recreation space provision.

OBJECTIVE 4.7 – To ensure the selection, maintenance, inspection, renewal and disposal of all categories of assets within the Shire is managed efficiently.

Strategy 4.7.1 Maintain, refurbish or upgrade existing infrastructure, including public buildings, parks, reserves, local roads, footpaths, cycle ways, verges and drainage networks to encourage increased utilisation and extension of asset life.

SUSTAINABILITY

Social Implications

26. The relocation of the replacement play equipment from Redgum Reserve will reduce the level of service at this location, whilst Federation Gardens will have an increased service level.
27. Some residents in the Redgum Estate will need to travel further to reach their closest play area.
28. To utilise Federation Gardens, residents of Redgum Estate will need to cross Hale Road.

Economic Implications

29. Overall there will be savings in the maintenance budget by rationalising the play areas at Redgum Reserve.

Environmental Implications

30. Nil.

RISK MANAGEMENT CONSIDERATIONS

31.

Risk	Likelihood	Consequence	Rating	Action/Strategy
Redgum Reserve – injury or death in open storm water drain.	Unlikely	Major	Medium	Relocate playground or install safety fencing.
Redgum Reserve – injury or death resulting from traffic accident on adjacent Hale Rd.	Unlikely	Major	Medium	Relocate playground or install safety fencing.
Failure to meet community expectation.	Likely	Minor	High	Community consultation.

OFFICER COMMENT

32. The \$12,500 received from the insurance claim for the damage to the playground equipment at Redgum Reserve, can be utilised for the provision of playground equipment at any location within the nearby area.
33. The installation of replacement play equipment at Redgum Reserve is not supported due to the number of issues from a safety point of view, together with the existing level of provision of play areas in the nearby area being considered sufficient to service the needs of the community.
34. The proposal to install the replacement playground equipment at Federation Gardens, rather than Redgum Reserve will require consultation with the community within a 400m walkable catchment of the two locations.
35. It is recommended that the \$12,500 currently included within the 2015/16 budget for the provision of safety fencing at Redgum Reserve be utilised for the installation of seating, returfing and upgrade of reticulation in the area where the former playground was located should a decision be made to relocate the playground equipment.

Voting Requirements: Simple Majority

OFFICER RECOMMENDATION (D&I 29/2015)

That Council:

1. Notes the proposal to install playground equipment at Federation Gardens rather than replace the equipment at Redgum Reserve which was destroyed during a storm on 17 March 2015.
2. Endorses consultation on the proposed installation of the replacement playground equipment at Federation Gardens with the community, within a 400m walkable catchment of the two sites, with a report to be presented to Council on the outcomes of this community consultation.

Moved: **The Presiding Member agreed to a request from the Chief Executive Officer that this item be withdrawn from consideration by the committee.**

Seconded:

Vote:

Declaration of financial / conflict of interests to be recorded prior to dealing with each item.

30. Wittenoorn Road – Traffic Management Treatment Consultation

Previous Items	PS37/2011 – OCM135/2011
Responsible Officer	Director Infrastructure Services
Service Area	Infrastructure Services
File Reference	WT-05/GEN
Applicant	N/A
Owner	N/A
Attachment 1	Traffic Calming Treatments Concept 1
Attachment 2	Traffic Calming Treatments Concept 2
Attachment 3	Traffic Calming Treatments Concept 3
Attachment 4	Traffic Calming Treatments Concept 4

PURPOSE

1. To endorse the proposed traffic management treatments for Wittenoorn Road following a recent public consultation process.

BACKGROUND

2. In August 2009 the Shire installed a traffic counter along Wittenoorn Road between Macao Road and Worrell Avenue to capture traffic data such as vehicle speed, vehicle types and the number of vehicles using this road.
3. In February 2010 a letter was received from the then Member for Forrestfield detailing concerns regarding heavy vehicles using Wittenoorn Road as a “short cut” between Abernethy and Kalamunda Roads.
4. In February 2010 the Shire submitted a number of projects to Main Roads WA as part of the Anti-Hoon Speed Cushion Program. The Wittenoorn Road project submission was approved for implementation during the 2010/2011 financial year.
5. In September 2011 a petition was received by Council containing 33 signatures of residents of Wittenoorn Road, requesting the removal of the existing speed calming devices due to the amenities and lifestyle being adversely affected. Council resolved (OCM135/2011) to:
 1. *Request officers to remove the devices immediately from Wittenoorn Road, High Wycombe.*
 2. *Request officers to apply to Main Roads to seek approval for the relocation of the devices.*
 3. *Request officers investigate alternative ways of calming traffic and controlling the speed on Wittenoorn Road, High Wycombe.*

6. During a five year period December 2010 – December 2014 there has been 22 reported traffic crashes along Wittenoom Road. Three crashes resulted in hospitalisation, four required medical treatment and fifteen being minor and major property damage.
7. During 2014/2015 the Shire prepared four alternative traffic calming measures that were feasible for the Wittenoom Road environment to be presented for public consultation:
 - *Concept 1:* Widen both sides of Wittenoom Road to facilitate the installation of 1.2m cycle lanes in both directions along with a 1.2m wide median, with kerbed median islands adjacent intersecting roads and regular intervals along Wittenoom Road.
 - *Concept 2:* Installation of modified T intersection treatments along Wittenoom Road at each intersecting side road.
 - *Concept 3:* Installation of blister island slow point treatments along Wittenoom Road at regular intervals.
 - *Concept 4:* Installation of both blister island slow point treatments and modified T intersection treatments along Wittenoom Road at each intersecting side road and regular intervals.
8. Additional traffic counts have been undertaken in 2013 and 2014 along sections of Wittenoom Road.
9. Public consultation was open for a period from 11 May to 29 May 2015.

DETAILS

10. This road environment is considered to conform with the built up area speed zone of 50km/h as per Main Roads Speed Zoning Guidelines. The details of the traffic counts undertaken during 2013 and 2014 along sections of Wittenoom Road are listed below.

Site	Date	Vehicles Per Day	85 percentile speed data	Percentage of commercial vehicles
Between Macao Rd to Worrell Ave	August 2009	3050	62.3 km/h	4.8%
90m south of Kalamunda Rd	June 2011	3021	48.6 km/h	5.4%
80m west of Tate Rd	June 2013	3235	56.2 km/h	5.4%
20m west of Tate Rd	October 2013	3566	55.8 km/h	5.3%
Between Macao Rd to Worrell Ave	October 2013	3061	60.1 km/h	6.1%
40m south of Hulley Rd	August 2014	3808	59.8 km/h	6.0%

11. The introduction of any Local Area Traffic Management device can have negative impact on the amenity of the surrounding area, including:
 - Increased noise
 - Potential increase in light spill into properties
 - Detrimental impact on visual amenity
 - Detrimental impact on access to adjacent properties
 - Detrimental impact on busses, commercial vehicles (including waste collection and delivery)

STATUTORY AND LEGAL CONSIDERATIONS

12. Nil.

POLICY CONSIDERATIONS

13. The Shire of Kalamunda has no policy to evaluate warrants and appropriate treatments for Local Area Traffic Management Treatments. With each site being evaluated on a case by case basis following traffic data being reviewed.
14. It is proposed that a draft policy be prepared defining the appropriate treatments and warrants for Local Area Traffic Management Treatments on local roads within the Shire.

COMMUNITY ENGAGEMENT REQUIREMENTS

15. The community consultation covered a total of 39 participants with the majority supporting Concept 4. The below table details the support for each concept.

Concept 1	23%
Concept 2	21%
Concept 3	5%
Concept 4	51%

16. Further community consultation will be undertaken to communicate the final design and implementation program for the works.
17. After the completion of this project, it is proposed that additional traffic speed and volume counts are undertaken annually at two locations along Wittenoorn Road to assess the success of the treatments in reducing vehicle speeds and the volume of commercial vehicles. This information will be communicated to interested residents and used to inform future decisions regarding Local Area Traffic Management treatments across the Shire.

FINANCIAL CONSIDERATIONS

18. The estimated cost for each concept is detailed below. It should be noted that these estimates exclude any relocation of services and lighting upgrade costs.

Concept 1	\$944,000
Concept 2	\$233,000
Concept 3	\$123,000
Concept 4	\$356,000

19. Detailed design incorporating lighting design and service upgrades will be prepared in 2015/2016, with detailed estimates being finalised by February 2016.
20. The Long Term Financial Plan includes funding for this project in 2016/2017 with a budget of \$457,814, however the detailed design work will allow

further refinement of the cost estimate, including the lighting and service upgrade costs.

STRATEGIC COMMUNITY PLAN

Strategic Planning Alignment

21. *Kalamunda Advancing: Strategic Community Plan to 2023*

OBJECTIVE 4.6 – To ensure the optimal management of assets delivers continuity of services to the community.

Strategy 4.6.1 Ensure the Shire has long term asset plans for each of its asset categories and these plans are reviewed regularly.

Strategy 4.6.2 Develop financially sustainable funding models to ensure the Shire can adequately fund its asset plans.

SUSTAINABILITY

Social Implications

22. Assessment of traffic speeds and volumes indicates there are ongoing issues for residents in Wittenoom Road. The implementation of the Local Area Traffic Management treatment will reduce traffic speeds and reduce the risk of traffic accidents and property damage.

Economic Implications

23. Nil.

Environmental Implications

24. Nil.

RISK MANAGEMENT CONSIDERATIONS

25. **Prior to works**

Risk	Likelihood	Consequence	Rating	Action/Strategy
Traffic/pedestrian crash	Possible	Major	High	Project is included in the Shire's Long Term Financial Plan.
Traffic congestion	Rare	Insignificant	Low	Project is included in the Shire's Long Term Financial Plan.
Speeding vehicles	Likely	Major	High	Review traffic data and provide to WA Police where necessary.
Heavy vehicle usage	Likely	Insignificant	Medium	Monitor and review surrounding road network that may be contributing towards a change.

Post works

Risk	Likelihood	Consequence	Rating	Action/Strategy
Traffic/pedestrian crash	Possible	Major	High	Project is included in the Shire's Long Term Financial Plan.
Traffic congestion	Rare	Insignificant	Low	Project is included in the Shire's Long Term Financial Plan.
Increased lighting spill from lighting upgrade	Likely	Insignificant	Medium	Ensure lighting is designed in accordance with AS1158
Increased vehicle and pedestrian traffic	Possible	Insignificant	Medium	Nil
Increased vehicle and traffic noise	Almost Certain	Minor	High	Nil
Speeding vehicles	Likely	Major	High	Review traffic data and provide to WA Police where necessary.
Additional request from residents on key network roads within the Shire's road hierarchy.	Likely	Major	High	Develop a policy for the definition of traffic treatments and appropriate warrants

OFFICER COMMENT

26. The use of Local Area Traffic Management devices within residential areas may have some adverse effects, such as a noticeable increase to noise pollution from vehicles braking and accelerating through each treatment, along with commercial vehicles with open load spaces. There are also potential issues around light spill into private property as the result of the installation of additional lighting.

27. Local Area Traffic Management devices are unlikely to change pre-existing driver behaviour issues such as hooning, as each traffic management treatment has minimum design criteria to provide for the swept path of trucks and buses that access this area.

Voting Requirements: Simple Majority

OFFICER RECOMMENDATION (D&I 30/2015)

That Council:

1. Notes the outcome of the community consultation on the traffic management treatment options for Wittenoom Road.
2. Endorses Concept 4, *Installation of both blister island slow point treatments and modified T intersection treatments along Wittenoom Road at each intersecting side road and regular intervals* for design and documentation.
3. Approves further community consultation to advise residents as follows:
 - The final design of the Local Area Traffic Management for Wittenoom Road.
 - The Implementation program.
 - The ongoing monitoring and assessment for three years after completion.
4. Notes a further report will be provided regarding an appropriate policy for the selection and installation of Local Area Traffic Management devices on Local Roads.

Moved: **Cr Andrew Waddell**

Seconded: **Cr Dylan O'Connor**

Vote: **CARRIED UNANIMOUSLY (9/0)**

Attachment 1
Concept 1



Attachment 2
Concept 2



Attachment 3
Concept 3



Declaration of financial / conflict of interests to be recorded prior to dealing with each item.

31. Noise Management Plan for Class 2 Specified Works

Previous Items	Nil
Responsible Officer	Director Infrastructure Services
Service Area	Infrastructure Services
File Reference	
Applicant	N/A
Owner	N/A
Attachment 1	Noise Management Plan for Class 2 Specified Works

PURPOSE

1. To note the Noise Management Plan for Class 2 Specified Works submitted in relation to the Shire's Waste Services undertaken by Perthwaste Green Recycling Pty Ltd (Perthwaste).
2. To endorse the advertising of the Noise Management Plan for Class 2 Specified Works for community comment.

BACKGROUND

3. The *Environmental Protection (Noise) Regulations 1997* are intended to provide controls for the generation of noise from specified works. The legislation provides exclusions for noise generating activities outside the hours of 7am to 5pm on weekdays.
4. The Noise Management Plan for Class 2 Specified Works has been prepared for the purposes of *Regulation 14A of the Environmental Protection (Noise) Regulations 1997* for waste services contracted to Perthwaste within the specified precincts of the 'Shire of Kalamunda' Local Government Area.
5. The hours of work requested by the Noise Management Plan for Class 2 Specified Works are 6.00am to 7.00am on weekdays.
6. The Noise Management Plan for Class 2 Specified Works also applies to amended collection schedules conducted on the following Saturdays due to the annual Christmas Day, New Year's Day and Good Friday public holidays:

Public Holiday	Date	Amended Schedule Date
Xmas Day 2015	Fri 25/12/15	Sat 26/12/15
New Year's Day 2016	Fri 01/01/16	Sat 02/01/16
Good Friday 2016	Fri 25/03/16	Sat 26/03/16
Xmas Day 2016	Sat 25/12/16	N/A
New Year's Day 2017	Sat 25/01/17	N/A
Good Friday 2017	Fri 14/04/17	Sat 15/04/17
Xmas Day 2017	Sun 25/12/17	N/A
New Year's Day 2018	Sun 01/01/18	N/A
Good Friday 2018	Fri 30/03/18	Sat 31/03/18

-
7. The works covered by this Noise Management Plan for Class 2 Specified Works are primarily required due to traffic congestion and access issues experienced within the Shire.

DETAILS

8. The Noise Management Plan for Class 2 Specified Works applies to:
- Class 2 specified works as defined in *Regulation 14A(1), part (a)*: the collection of waste:
 - These are waste collection activities conducted by 'Perthwaste Green Recycling'.
 - Collection of Putrescible Waste & Recycling Products within the designated precincts between the hours of 6.00am to 7.00am any week day.
 - Delivery and collection of bulk verge skip bins within the designated precincts between the hours of 6.00am to 7.00am any week day.

STATUTORY AND LEGAL CONSIDERATIONS

9. *Regulation 7 of the Environmental Protection (Noise) Regulations 1997* does not apply to noise emitted from the specified works if the works are conducted in accordance with the Noise Management Plan for Class 2 Specified Works.

POLICY CONSIDERATIONS

10. Nil.

COMMUNITY ENGAGEMENT REQUIREMENTS

11. Community consultation to be undertaken for a period of 32 days in order that the community of the Shire of Kalamunda has an opportunity to comment where appropriate.
12. A public notice will be placed in the local newspapers and a copy of the Noise Management Plan for Class 2 Specified Works will be available for inspection at the Shire Administration Office. The Noise Management Plan for Class 2 Specified Works will also be available on the Shire's website.
13. Subject to the outcome of the consultation, the Noise Management Plan for Class 2 Specified Works can be approved (as-is or revised) by the Chief Executive Officer under delegation. If there are substantial objections, a further report will be provided to Council.
14. As part of the community engagement process, the Shire and Perthwaste jointly will provide a direct mail-out to properties on the affected routes to advise that the Noise Management Plan is being considered by Council and available on the Shires website.

FINANCIAL CONSIDERATIONS

15. There will be minor operational costs relating to the production, advertising and assessment of the community feedback resulting from the consultation process proposed.

STRATEGIC COMMUNITY PLAN

Strategic Planning Alignment

16. *Kalamunda Advancing: Strategic Community Plan to 2023*
OBJECTIVE 3.5 – To reduce the amount of waste produced and increase the amount of reuse and recycling of waste.
Strategy 3.5.1 Provide regular and reliable resource recovery collection services to the community.

SUSTAINABILITY

Social Implications

17. Several locations across the Shire present (as shown in the precinct plans within Attachment 1) specific issues for Waste Collection and Delivery vehicles. This includes:
- Safety and congestion issues on high volume traffic roads.
 - Ensuring bins can be removed from the verge early in commercial areas.
 - Ensure that waste services are not conducted in school zones and other sensitive areas.
18. In order to ensure the effective and efficient removal of waste, Collection and Delivery vehicles are proposed to conduct services within the designated precincts between 6.00am to 7.00am.
19. Waste Collection and Delivery vehicle utilisation between the hours of 6.00am to 7.00am is unlikely to have significant concern to residents except for:
- Elderly residents.
 - Shift workers.
 - Those with particular illness or sensitivity.

Economic Implications

20. Nil.

Environmental Implications

21. Nil.

RISK MANAGEMENT CONSIDERATIONS

22.

Risk	Likelihood	Consequence	Rating	Action/Strategy
That the Shire does not endorse the Noise Management Plan for Class 2 Specified Works for public consultation	Unlikely	Major	Medium	Waste Collection and Delivery vehicles will operate after 7.00am on weekdays with the potential for additional safety risk and increased traffic congestion in high volume roads and around schools.

OFFICER COMMENT

23. A Noise Management Plan for Class 2 Specified Works is required under the *Environmental Protection (Noise) Regulations 1997* to undertake the Specified Works outside the standard working hours of 7.00am to 5.00pm weekdays.
24. The Noise Management Plan for Class 2 Specified Works includes measures to minimise noise emissions and a system to be reviewed annually.
25. If approved by the 'Shire of Kalamunda' Chief Executive Officer (CEO) the Noise Management Plan for Class 2 Specified Works will be valid for a period of three (3) years after date of commencement.

Voting Requirements: Simple Majority

OFFICER RECOMMENDATION (D&I 31/2015)

That Council:

1. Endorses the public consultation process for advertising the Noise Management Plan for Class 2 Specified Works to commence in July 2015, with a public notice to appear in a newspaper generally circulating within the municipal district.
2. Note that the Chief Executive Officer will endorse and sign the Noise Management Plan for Class 2 Specified Works once submissions are received and collated, except if there are significant objections that cannot be resolved. In this situation a further report will be provided to Council.

Moved: **Cr Dylan O'Connor**

Seconded: **Cr Sue Bilich**

Vote: **CARRIED UNANIMOUSLY (9/0)**

Attachment 1



**SHIRE OF KALAMUNDA &
PERTHWASTE GREEN RECYCLING**

**NOISE MANAGEMENT
PLAN FOR CLASS 2
SPECIFIED WORKS**

Page 1 of 18

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SHIRE OF KALAMUNDA & PERTHWASTE GREEN RECYCLING NOISE MANAGEMENT PLAN FOR CLASS 2 SPECIFIED WORKS

Noise Management Plan (NMP) for Collection of Putrescible Waste & Recycling Products & Bulk Bin Services for General & Green Waste Products within Designated Zones

This NMP has been prepared for authorisation for the purposes of Regulation 14A of the Environmental Protection (Noise) Regulations 1997, & is valid for three (3) years after day of commencement of approval by the 'Shire of Kalamunda' Chief Executive Officer (CEO), for waste services contracted to Perthwaste Green Recycling within the specified precincts of the 'Shire of Kalamunda' Local Government Area.

1. SCOPE OF PLAN

Areas to which the NMP applies:

Maps:

- Attachment 1 – Precinct Map
- Attachment 2 – Precinct Map
- Attachment 3 – Precinct Map
- Attachment 4 – Precinct Map
- Attachment 5 – Precinct Map
- Attachment 6 – Precinct Map

2. APPLICATION

The NMP applies to:

- Class 2 specified works as defined in Regulation 14A(1), part (a): the collection of waste
- Waste collection activities conducted by 'Perthwaste Green Recycling'
- Collection of Putrescible Waste & Recycling Products within the designated precincts between the hours of 6.00am & 7.00am any week day.
- Delivery & collection of bulk verge skip bins within the designated precincts between the hours of 6.00am & 7.00am any week day.

*This NMP also applies to amended collection schedules conducted on the following Saturday's due to the annual Christmas Day, New Year's Day & Good Friday public holidays:

Public Holiday	Date	Amended Schedule Date
Xmas Day 2015	Fri 25/12/15	Sat 26/12/15
New Year's Day 2016	Fri 01/01/16	Sat 02/01/16
Good Friday 2016	Fri 25/03/16	Sat 26/03/16
Xmas Day 2016	Sat 25/12/16	N/A
New Year's Day 2017	Sat 25/01/17	N/A
Good Friday 2017	Fri 14/04/17	Sat 15/04/17
Xmas Day 2017	Sun 25/12/17	N/A
New Year's Day 2018	Sun 01/01/18	N/A
Good Friday 2018	Fri 30/03/18	Sat 31/03/18

Regulation 7 of the Environmental Protection (Noise) Regulations 1997 does not apply to noise emitted from the specified works if the works are conducted in accordance with the NMP.



Perthwaste Pty Ltd T/AS Perthwaste Green Recycling

PO Box 6, Collesloe WA 6911

T: (08) 9410 5577 F: (08) 9410 5555 www.perthwaste.com.au

ABN: 94 118 828 872 | ACN: 118 828 872



3. DEFINITIONS

AWDT	Average Weekday Daily Traffic
CEO	Chief Executive Officer of the 'Shire of Kalamunda'
MGB	Mobile Garbage Bin
NMP	This 'Noise Management Plan'
OHS	Occupational Health and Safety
PTO	Power Take Off – this powers the compacting device within the collection truck
SOP	Perthwaste Green Recycling's 'Safe Operating Procedure'

4. PURPOSE OF THE NOISE MANAGEMENT PLAN

To minimise the impact of noise associated with the collection of putrescible waste & recycling bins & the delivery & removal of bulk verge skip bins within the 'Shire of Kalamunda' designated precincts between the hours of 6.00am & 7.00am, while allowing an essential service to be provided safely, efficiently & with minimal inconvenience to the community.

5. EQUIPMENT PURCHASE POLICY

The Perthwaste Green Recycling business model is heavily focussed on ensuring the best industry standard plant is purchased to service waste collection contracts.

New collection vehicles are purchased for new contracts & are subsequently replaced within sufficient timeframes (usually 5 – 6 year terms) prior to major repairs & maintenance related issues transpiring.

New cab / chassis are sourced (through 'Iveco' &/or 'Daimler Trucks') then fitted with the retrospective collection body relevant to the collection service by industry leaders ('Bucher Municipal' &/or 'Waste Master').

Both companies have worldwide recognition & their core business is centred on waste collection vehicle engineering & fabrication.

Engineers within these firms constantly pursue the process of continuous improvement to develop current best practice & industry standards in relation to decisions about acceptable noise equipment.

6. MEASURES TO MINIMISE NOISE EMISSIONS

Noise minimisation under this NMP is intended to be a process of continuous improvement. The measures listed below do not limit the implementation of additional noise reduction measures. Additional measures will only be introduced where they are not detrimental to any persons receiving noise from the specified works. Measures which propose to shift the noise impact from one receiver to another will only be considered at the time of preparing a new NMP, at which time public consultation will be required as part of the approval process.

PROCEDURES

Collection start points are established on main roads, where traffic counts would be nominally higher in peak hour periods, & collection routes are mapped accordingly & not altered to uphold continuity logistics.



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*As far as practicable, start points will be designated at commercial properties and zones, in an attempt to service potential noise sensitive residential properties within the designated precincts towards the end of the collection routes.

Plant Operators will operate plant in line with the company's quality endorsed 'Safe Operating Procedures' ('SOP's), including the following key aspects:

ESSENTIAL REQUIREMENTS

ITEM B

Keep reversing to a bare minimum

- This will reduce the frequency of the plants' 'reversing buzzer' sounding

SERVICING BINS

ITEM A

Always SCAN the area for potential hazards (low lying tree branches, overhead electrical wires, parked third-party vehicles, pedestrian movements etc) & assess traffic flow

- This will minimise any potential increased noise due to 'At Fault' accidents / incident impacts

ITEM D

Collection vehicles shall remain stationary whilst emptying bins.

When operating Side Lift Vehicles, operators must be mindful of the 'lifting zone'. If an object obstructs the natural lifter arc, the operator must exit the cab & move the bin to an unobstructed area. Never grab & carry the bin to such an area.

- This will aid acceleration, braking & bin lifter techniques & will reduce the frequency of each logistic

ITEM H

Any defective components on the vehicle must be reported to your supervisor immediately

- Sufficient maintenance programmes will rectify noisy defective components

ITEM K

Always empty bins in either neutral / drive gear selection. NEVER empty bins in reverse gear selection

- This will reduce the frequency of the plants' 'reversing buzzer' sounding whilst ensuring no additional increased noises are realised due to 'At Fault' accidents / incidents
- Perthwaste Green Recycling plant operators will ensure the following 'Noise Minimisation Measures' are embraced during delivery & collection logistics prior to 7.00am:
 - Cab windows are closed (to reduce the impact of any radio emissions)
 - Defensive driving techniques are embraced (smooth accelerating & braking techniques)
 - Bin lifter hydraulics are not fully activated (too slow down collection manoeuvres)
 - Engine Revs do not exceed idle limitations
 - Engine brakes are manually inactivated



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vi. Hydraulics & Power Take Off (PTO's) devices are disengaged between travel to next collection location

- The applicable Perthwaste Green Recycling Operations Supervisor, in conjunction with Field Services will ensure the following 'Noise Minimisation Equipment' is fitted & in good working order at all times:
 - i. Lifting Chain buffering tubes (which are fitted to Skip Lift vehicles to inhibit the noise from clanging chains)

7. PLANT MAINTENANCE

Perthwaste Green Recycling Pty Ltd places a high priority on the maintenance upkeep of its plant.

In particular, the following internal documents detail the extent of these programmes:

- 'SOP's - Daily Checks (available to the 'Shire of Kalamunda' upon request)
- Work Method Statement (WMS) 023 – Plant Repairs & Maintenance Programming (available to the 'Shire of Kalamunda' upon request)
- Mechanical Vehicle Inspection Checklists (available to the 'Shire of Kalamunda' upon request)

Safe Operating Procedure's – Pre & Post Run Vehicle Checklists

All operators are required to perform comprehensive pre & post run vehicle inspections in the manner which has been systematically detailed in the applicable 'SOP's.

Strict adherence & monitoring of pre & post run vehicle inspections ensures potential noisy defective components are realised prior to conducting collections

WMS 023 – Plant Repairs & Maintenance Programming

This procedure provides instruction for the 'Repairs & Maintenance Programming' for all 'Perthwaste Green Recycling' plant.

Strict adherence to the procedure ensures that all plant is scheduled for servicing within required timeframes, vehicle inspections are carried out in accordance with required timeframes & defective components are repaired within reasonable timeframes & according to priority.

The procedure also clearly defines the responsibilities of each personnel to ensure all field service related registers are updated accordingly & the communication pathway to ensure effective programming schedules are upheld to realize & maintain efficiencies.

Any defective component which contributes to abnormal noise levels will be given a priority 1 rating for immediate rectification.

Mechanical Vehicle Inspection Checklists

Comprehensive periodic vehicle inspections are carried out by Field service Technicians in order to identify early stages of wear & tear. Whilst it is the operators obligation to detail any defective component immediately to their respective Leading Hand & through the defective reporting system, the comprehensive examinations ensure



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major wear & tear issues can be addressed accordingly & identify which operators are meeting their pre & post run vehicle inspections adequately.

Greasing Schedules

In addition to the above procedures, all operators are required to grease the components of lifting & packing mechanisms as per rostered schedules to ensure moving bearings remain lubricated to prevent premature wear & tear whilst minimising potential noise related issues.

*All the above measures are designed to identify potentially noisy plant components during the infancy stage for immediate rectification, ensuring community members are not exposed to unnecessary elevated plant noise.

8. PLANT OPERATOR TRAINING

All Plant Operators will be trained accordingly to embrace 'Noise Minimisation Measures'.

All new employees will undertake Driver Assessments to ensure they display defensive driving techniques in noise-minimising braking, accelerating & bin emptying techniques.

The training will cover the following aspects:

- Pre & post run vehicle inspections (to identify defective components contributing to potential excessive noise)
 - Defensive driving techniques (smooth braking & accelerating techniques)
 - Bin servicing techniques (as per 'Safe Operating Procedures')
 - Waste collection routes
- 'Noise Minimisation Measures' will be communicated at Toolbox Meetings & documented on Notice Boards to constantly remind operators of their obligations whilst conducting collections during prescribed times

9. TOWN PLANNING

To minimise waste collection noise from future developments, the Shire's applicable personnel can seek advice & recommendations from 'Perthwaste Green Recycling' Operations Department as to the appropriate location & configuration of the waste collection points for the development.

10. JUSTIFICATION FOR CLASS 2 WORKS

The class 2 works covered by this NMP are primarily required due to traffic congestion & access issues experienced within the designated precincts.

These high traffic count precincts, predominantly from 7.00am onwards, increases waste collection 'Occupational Health & Safety' risk for all road users, as well as hampering the flow of traffic causing significant delays, inconvenience & frustration for all road users.

Frustrated road users have the potential to undertake unsafe driving practices, particularly in relation to overtaking manoeuvres in single lane road networks, & engage in unwarranted road rage scenarios.



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Collection & Delivery vehicles can conduct services in a far more effective, efficient & safe manner within the designated precincts between 6.00am – 7.00am as opposed to conducting the same collection routes after 7.00am to the benefit of all road users.

Bulk Verge Skip Bin Delivery & Collection Logistics

Delivery & Collection of Skip Bins

Bulk Verge Skip Bin delivery vehicles must reverse onto property verges in order to place & remove the skip bins.

Front Lift vehicles emptying bulk verge bins on location must secure the bin utilising the lifting forks, then reverse parallel to the verge prior to emptying the bin before repositioning the bin back to the delivery location.

These reversing manoeuvres are best conducted only by skip vehicles on the designated high traffic count road networks prior to 7.00am

All skip bins that are located on these busy road networks will be retrieved by the skip vehicles & relocated to the compounds for pre-7.00am servicing (if required).

Skip Bin Compounds

Perthwaste Green Recycling utilise two (2) fulltime bin compounds for the storage of skip bins which are located at the following locations:

- Webster Road, Forrestfield (corner Bedford Street)
- Raymond Road, Walliston (Shire of Kalamunda Dog Pound, corner Laurence Road)

Perthwaste vehicles will access these sites between 6.00am-7.00am in order to retrieve empty bins for delivery & to return full bins for servicing.

Kerbside MGB Collections

Commercial Precincts

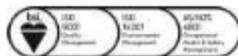
Many businesses within the commercial precincts commence trading at 7.00am, which results in increased vehicular street parking & pedestrian movements within the immediate vicinities.

Parked vehicles are often found to block access to bins which impedes & extends collection service times.

Bins serviced prior to 7.00am also allow businesses to return empty bins to storage locations in timely manners which help maintain clean & tidy landscapes.

School Precincts

Schools are extremely busy precincts, especially between the hours of 7.30am – 8.30am & 2.45pm-3.30pm when parents are dropping off & picking up children.



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Waste delivery/collections services on roads occupied by schools should be conducted prior to 7.00am in order to minimise potential OH&S issues whilst ensuring clear accessibility for all third-party vehicles.

For reference purposes, the following latest AADT (Annual Average Daily Traffic) figures for Main Traffic Routes, Alternative Traffic Routes &/or Nominated Roads within the precincts detail the high volume of vehicular movement:

Main Traffic Routes

Road Name	AADT
<i>Canning Road</i>	6814
<i>Hale Road</i>	8922
<i>Kalamunda Road</i>	8500
<i>Welshpool Road East</i>	6619

Alternative Traffic Routes

Road Name	AADT
<i>Berkshire Road (between Roe Highway & Dundas Road)</i>	2729
<i>Dundas Road</i>	4180
<i>Gooseberry Hill Road</i>	4235
<i>Hawtin Road</i>	6485
<i>Lesmurdie Road</i>	7880
<i>Maida Vale Road</i>	5189
<i>Mead Street</i>	4336
<i>Midland Road</i>	4529
<i>Mundaring Weir Road (between Railway Road & Aldersyde Road)</i>	1369
<i>Priory Road</i>	4809
<i>Railway Parade</i>	4425
<i>Ridge Hill Road</i>	2092
<i>Watsonia Road</i>	2278
<i>Wittenoom Road</i>	3019

Nominated Roads

Road Name	AADT
<i>Aldersyde Road</i>	671
<i>Anderson Road</i>	3331
<i>Berkshire Road (between Roe Highway & Hawtin Road)</i>	3401
<i>Berle Way</i>	2224
<i>Betti Road</i>	1007
<i>Bouganvillea Avenue</i>	2407



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Cothstone Road	1618
Dan Close (off Hallendale Road)	No data
Dawson Avenue	3215
Edney Road	1974

Nominated Roads (Cont'd)

Road Name	AADT
Gladys Road	2719
Glyde Road	1392
Grove Road (between Lesmurdie Road & George Street)	3226
Hallendale Road	375
Heath Road	1832
Lascelles Parade	440
Lewis Road	3348
Loaring Road (off Aldersyde Road)	No data
Mitchell Road (off Aldersyde Road)	47
Newburn Road	3864
Orange Valley Road	928
Sorensen Road	1584
Strelitzia Avenue	4206
Williams Road	1691

11. DESCRIPTION OF SPECIFIED WORKS

The specified works to which this plan relates are the collection of residential & commercial waste (regulation 14A(1)(a)), conducted by 'Perthwaste Green Recycling' within the designated precincts between 6.00am & 7.00am on any day.

Significant noise emitting plant utilised during the works are:

- 6 x Side Lift compaction vehicles
- 2 x Skip Lift vehicles
- 2 x Front Lift vehicles

12. COMMUNITY INFORMATION

Community information regarding the works carried out under this NMP can be accessed from the 'Shire of Kalamunda' website kalamunda.wa.gov.au.

13. COMPLAINT RESPONSE

All noise complaints regarding specified works under this NMP are to be investigated by the affiliated 'Perthwaste Green Recycling' Operations Supervisors.



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The Operations Supervisor's may request the assistance of the Shire's 'Environmental Health Services' &/or responsible delegate if deemed appropriate to assist in the investigation.

The investigation will include discussion of the issue with the complainant concerned which may result in an onsite assessment during the works may be conducted if deemed appropriate given the circumstances.

The resident will be advised about the outcome of the investigation & any alteration that have been or will be made to the operation; or alternatively the reason why no alterations are considered reasonable, practicable or necessary.

Records of all complaints & responses will be kept until such time as the current NMP expires, a review is completed & a new NMP is approved.

Complaints may be lodged via telephone, email or websites.

14. RESPONSIBILITIES

The Perthwaste Green Recycling General Manager will be responsible for the implementation of this NMP, if approved by the 'Shire of Kalamunda' CEO.

15. ANNUAL REVIEW

'Perthwaste Green Recycling' collection operations under this plan will be reviewed annually.

'Perthwaste Green Recycling' will maintain a register detailing any noise related items, issues &/or complaints related throughout the term of this NMP.

The review will include:

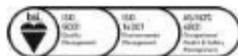
- A review of all noise complaints received in the last 12 months. Where a location-specific noise issue is identified, an onsite assessment of the operation will be conducted with a view to making improvements to the noise impact where it is practicable & reasonable to do so.

The 'Shire of Kalamunda' in conjunction with 'Perthwaste Green Recycling' will review the operation & effectiveness of this NMP on an annual basis.

The results of the review & any recommendations for amendment to the NMP will be discussed at Contractual Meetings between key personnel from both parties.

All items raised during the annual reviews between Perthwaste Green Recycling & the 'Shire of Kalamunda' will be considered for potential continuous improvement items & measures to be implemented with future NMP's.

If approved, the NMP will be valid for three (3) years after day of commencement & will not be reviewed until the completion term.



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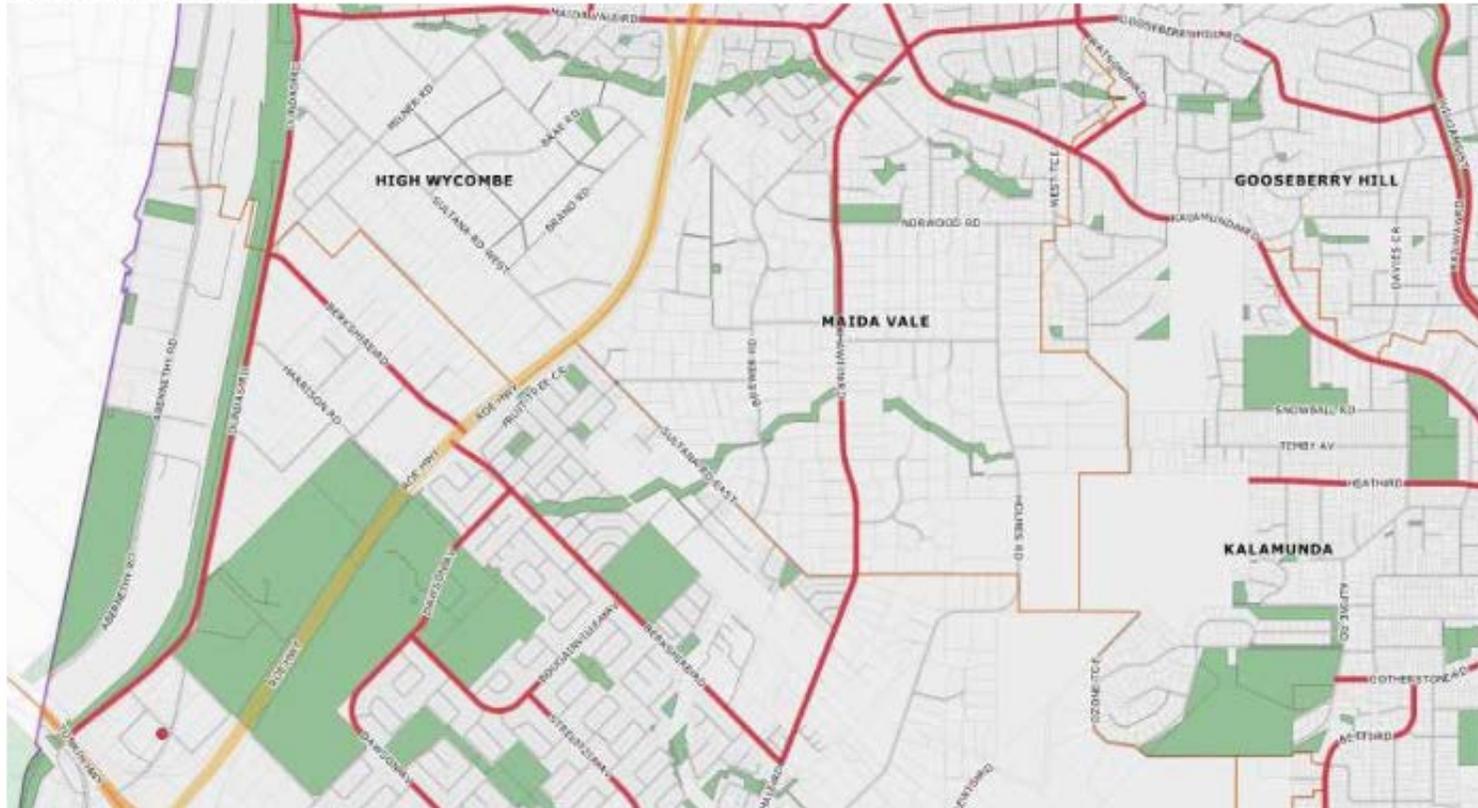


ATTACHMENT 1





ATTACHMENT 2



LEGEND

- Truck Collection Route
- Applicable Collection Sites:
'Webster Rd Bin Compound'



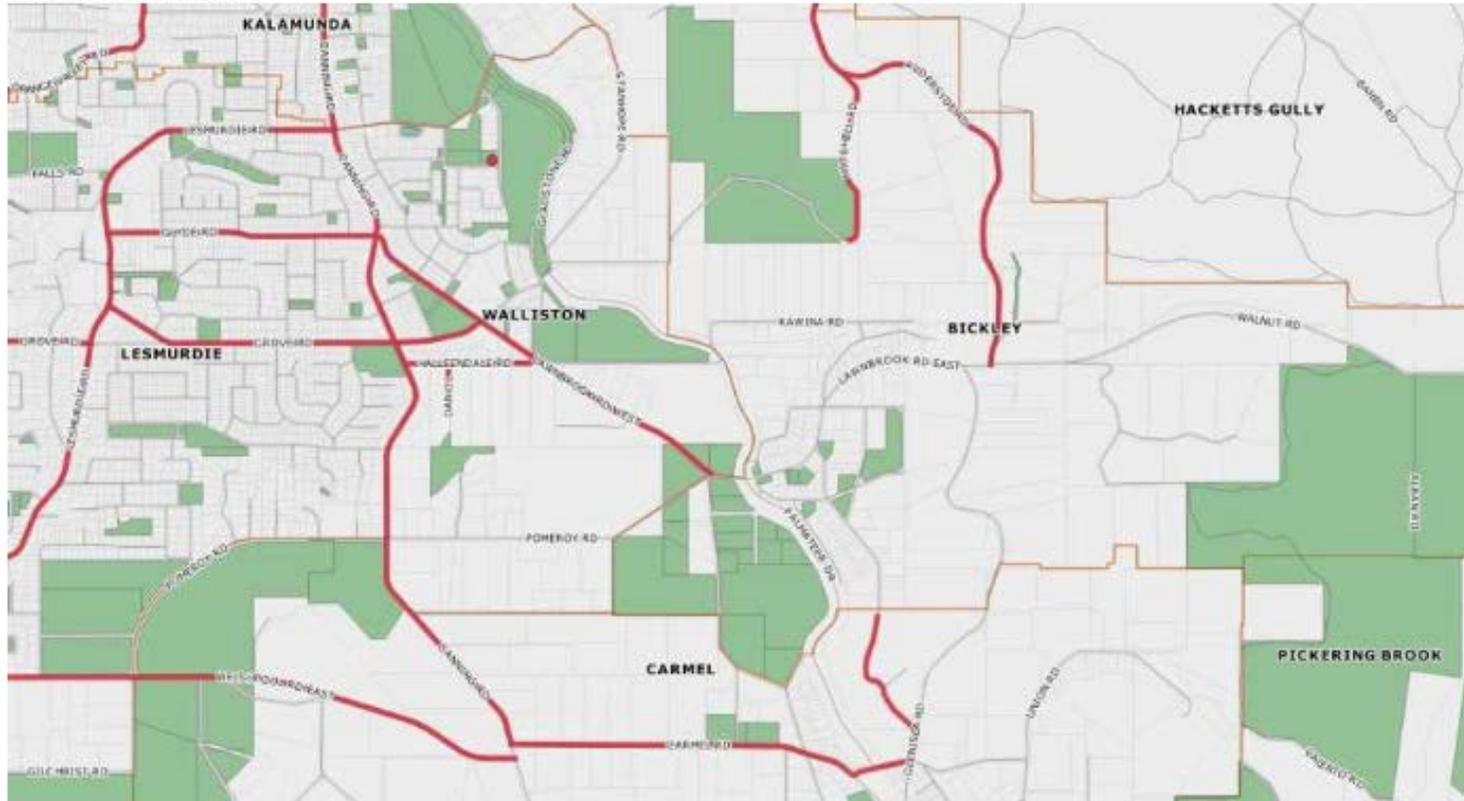
ATTACHMENT 3



LEGEND
— Truck Collection Route



ATTACHMENT 4

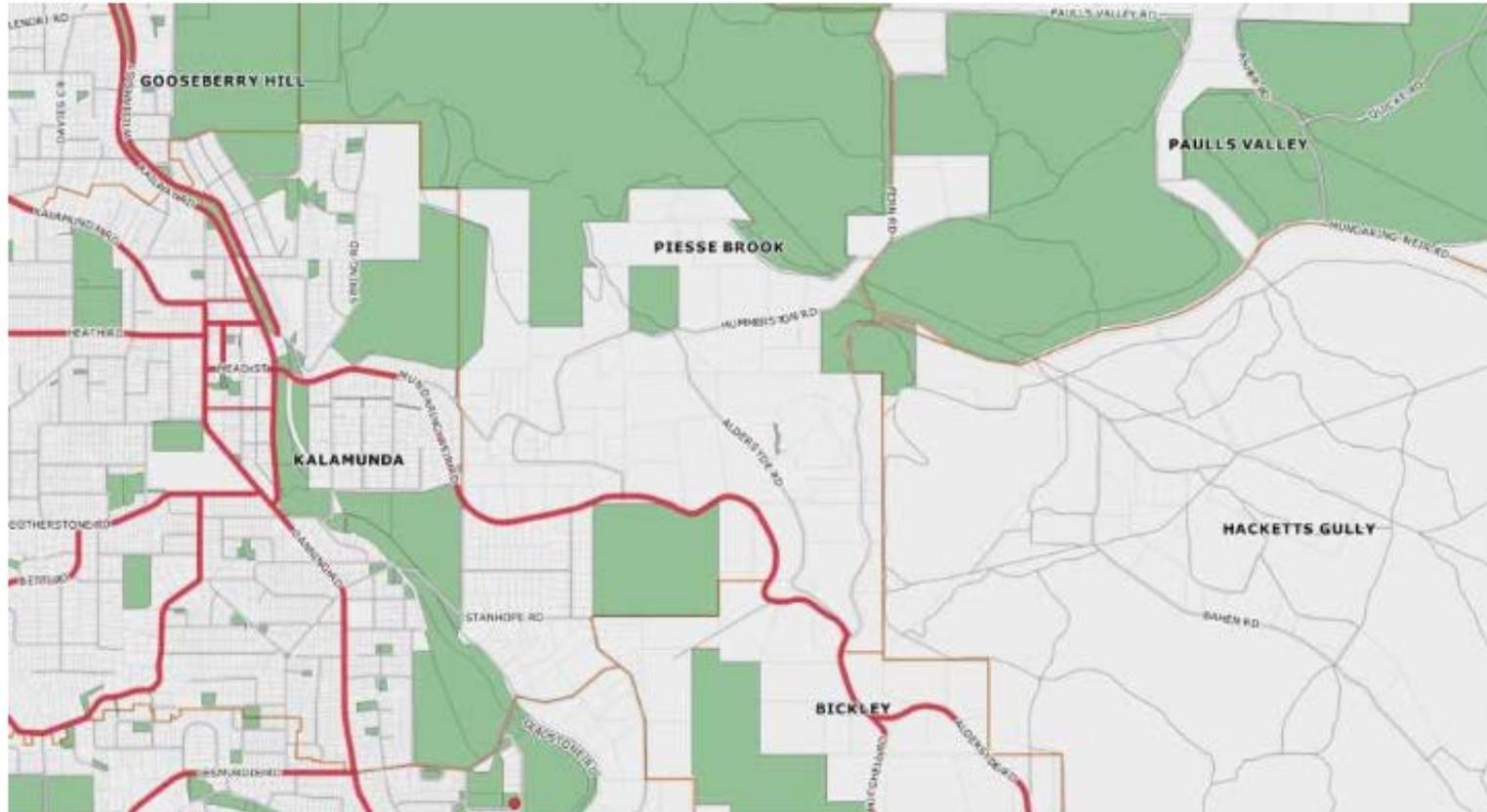


LEGEND

- Truck Collection Route
- Applicable Collection Sites:
'Raymond Road Bin Compound'



ATTACHMENT 5

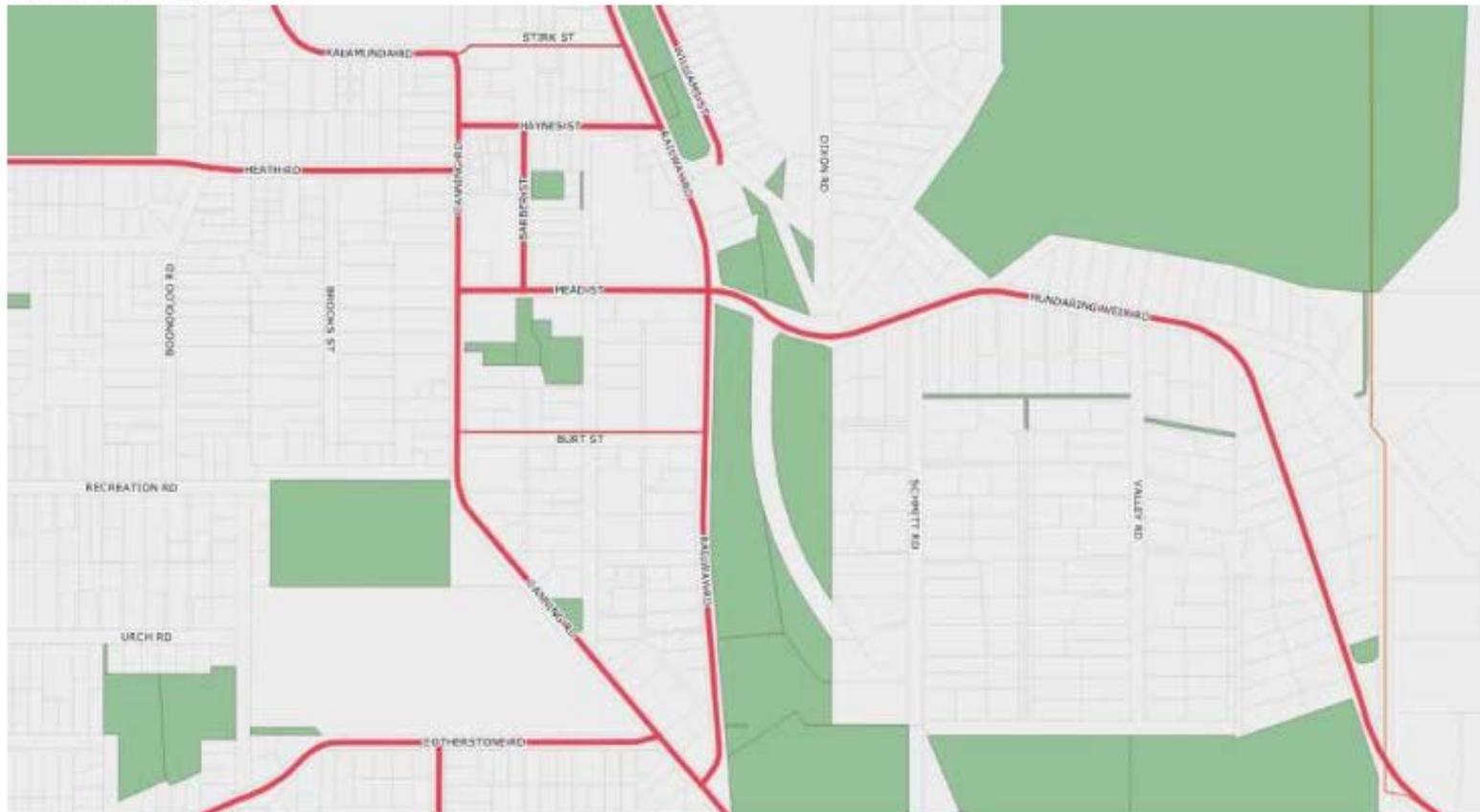


LEGEND

- Truck Collection Route
- Applicable Collection Sites:
'Raymond Road Bin Compound'



ATTACHMENT 6



LEGEND
— Truck Collection Route



APPROVAL BY

Print Name

Sign **Date** / / 20
Position **Chief Executive Officer**
 Shire of Kalamunda

Valid Until:



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Declaration of financial / conflict of interests to be recorded prior to dealing with each item.

32. CONFIDENTIAL REPORT – Consideration of Tenders – Supply and Laying of Asphalt (RFT1505)

Reason for Confidentiality Local Government Act 1995 S5.23 (d) (c) – “a contract entered into, or which may be entered into, by the local government which relates to a matter to be discussed at the meeting.”

Previous Items	OCM 67/2011; OCM 155/2014
Responsible Officer	Director Infrastructure Services
Service Area	Infrastructure Operations
File Reference	RFT1505
Applicant	N/A
Owner	N/A
Confidential	
Attachment 1	Confidential Attachment – Tender Evaluation Report
Attachment 2	Confidential Attachment – Schedule of Prices

Voting Requirements: Simple Majority

OFFICER RECOMMENDATION (D&I 32/2015)

That Council:

1. Accepts the recommendation of the Tender Assessment Panel to appoint Asphaltech Pty Ltd for the provision of the Supply and Laying of Asphalt (RFT1505) for a period of 3 years with 2x12 month extensions at the Principal's discretion (Attachment 1).
2. Notes the service costs will be as submitted in the Schedule of Prices with the agreed rise and fall and CPI adjustments (Attachment 2).
3. Notes the expenditure for this service in 2015/16 is estimated to be in the order of \$900,000.

Moved: **Cr Frank Lindsey**

Seconded: **Cr Noreen Townsend**

Vote: **CARRIED UNANIMOUSLY (9/0)**

10.0 MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

10.1 Nil.

11.0 QUESTIONS BY MEMBERS WITHOUT NOTICE

11.1 Nil.

12.0 QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN

12.1 Nil.

13.0 URGENT BUSINESS APPROVED BY THE PRESIDING MEMBER OR BY DECISION

13.1 Nil.

14.0 MEETING CLOSED TO THE PUBLIC

14.1 Nil.

15.0 CLOSURE

15.1 There being no further business the Presiding Member declared the meeting closed at 6.54pm.

I confirm these Minutes to be a true and accurate record of the proceedings of this Council.

Signed: _____
Presiding Member

Dated this _____ day of _____ 2015