

CITY OF ARMADALE

A G E N D A

OF TECHNICAL SERVICES COMMITTEE TO BE HELD IN THE COMMITTEE ROOM, ADMINISTRATION CENTRE, 7 ORCHARD AVENUE, ARMADALE ON WEDNESDAY, 4 MARCH 2009, AT 7.00 PM.

A meal will be served at 6.15pm.

PRESENT:

APOLOGIES:

OBSERVERS:

IN ATTENDANCE:

PUBLIC:

DISCLAIMER

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

DECLARATION OF MEMBER'S INTERESTS

QUESTION TIME

DEPUTATION

CONFIRMATION OF MINUTES

RESOLVED

Minutes of the Technical Services Committee Meeting held on 19 January 2009, be confirmed.

**MOVED Cr
MOTION CARRIED ()**

ITEMS REFERRED FROM INFORMATION BULLETIN – ISSUE NO. 3

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

- **Outstanding Matters**
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- **Monthly / Quarterly Departmental Reports**
Technical Services Works Programme T-3
- **Minutes of Occasional/Advisory Committees**
Bushcare & Environmental Advisory Committee Annual Report Oct 2007-Oct 2008..... T-8
Results of the Streamcare Program 2008 & Direction for 2009 T-21

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

I N D E X

TECHNICAL SERVICES COMMITTEE

4 MARCH 2009

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NEERIGEN BROOK RESERVE MANAGEMENT PLAN ADOPTION

WARD NEERIGEN
DATE 23 February 2009
FILE P18572
REF RVD/ PL
RESPONSIBLE MANAGER EDTS

In Brief:
The draft Neerigen Brook Management Plan has been through a 6 week public consultation period following Council recommendation T53/10/08.
This report recommends that Council:
Adopt the Neerigen Brook Reserve Management Plan.
Pursue negotiations to achieve public access at PAW 3 and authorise the Chief Executive Officer to sign relevant documentation to maintain public access in perpetuity.
Category 1 to 4 works be included in the relevant five year and 15 year forward plans, with Category 1 works commencing in 2009/10 if financial planning priorities permit.

Tabled Items

Nil

Officer Interest Declaration

Nil.

Strategic Implications

Vision for the City to be “Clean, green and prosperous”. Aim to “Enhance and sustain our natural environment and bushland – completing bushland and urban fire management plans (5.3)”.

Legislation Implications

Nil.

Council Policy / Local Law Implications

Nil

Budget / Financial Implications

In summary the following financial implications exist. While 65% of capital can be found from existing programmes the remainder is not available unless a specific allocation is made in the 15 Year Financial Planning process. In addition, the \$25,000 annual maintenance cost is not included in the Park’s Works Programme and will need an additional allocation. The rationale for the timing and budget amounts appears in the various sections under “Details of Proposal” and “Comment and Analysis” below.

Year		Amount		
		Amount allowed for in Plan*	Amount not allowed for in Plan*	Total
Year 1 (2009/10)	Capital	141,500	113,00	\$256,500
Year 2 (2010/11)	Capital	25,000	11,000	\$54,500
Year 3 & 4 (2011/12 & 2012/13)	Capital (Total)	60,000	30,000	\$90,000
Ongoing maintenance (from and including Year 1)	Maintenance per annum			\$25,000

* Plan = 15 Year Financial Plan

Consultation

The City of Armadale Manager Parks, Manager Ranger and Emergency Services, Environmental Coordinator and Environmental Officer have reviewed the proposed Management Plan. The Management Plan was released for a 6 week public consultation period as resolved by Council at its meeting on 13 October 2008.

BACKGROUND

Neerigen Brook Reserve (No. 35613) is a public open space that has been vested under the control and management of the City of Armadale since 1998 for the purpose of “Public Recreation and Drainage”. Prior to this it was vested as a Drainage Reserve which did not have public access. The Reserve, which follows the course of the section of Neerigen Brook between Bedforddale Hill Road and Albany Highway, is approximately 1,200 metres in length and ranges between about 20 and 90 metres in width, covering a total area of 61,294 m². Figure 1 is a location plan of Neerigen Brook.

Funding for the development of a management plan for the Neerigen Brook Reserve was provided for in Council’s 07/08 budget and a draft management plan has since been completed.

The draft Management Plan was put to Council at its 13 October 2008 meeting and Council resolved (T53/10/08)

That Council advertise the Neerigen Brook Reserve Management Plan for a 6 week public consultation period.

The Neerigen Brook Management Plan has been advertised for a 6 week public consultation period. The summary of the submissions received and the resulting changes to the Management Plan are detailed in the following section.

It is proposed that the Neerigen Brook Management Plan be endorsed and the actions implemented as stated in the Plan.

PUBLIC SUBMISSIONS

Fourteen individual submissions were received during the 6 week public consultation period. **Attachment XX** is a summary of submissions and recommended responses. The key issues raised are discussed below.

Reserve boundary

Concern was expressed that bollards would be located along the entire park boundary even where existing fencing was adequate. It is recommended that Action 1 be amended to make it clear that this would only occur where boundary demarcation is not adequate.

Landcare demonstration site

Landholders wanted more consultation to ensure the Landcare demonstration site does not adversely affect them. It is recommended that Action 8 be amended to identify that consultation with adjacent landholders will occur before the Landcare demonstration site is established.

Public use and access to the reserve

This aspect of the management plan drew the most submissions, with a range of fears being expressed in regard to privacy, security, the potential for antisocial behaviour in the reserve, and enhanced vehicular access.

Only pedestrian access and access for City vehicles to the reserve is proposed to be enhanced in the management plan. Enhancing pedestrian access is consistent with the reserve purpose (i.e. Public Recreation and Drainage). The *Dividing Fences Act 1961* provides for landholders to erect fencing to provide for privacy and security.

One submitter threatened legal action against the City if improved access to the reserve resulted in criminals undertaking illegal activity on his land. Another requested that the City ban access to the reserve. However, given the purpose of the reserve, neither legal action nor the City trying to ban access would be likely to succeed.

The owners of Lots 144, 145, 146 and 147 who have battleaxe legs for their properties adjacent to PAW 3 threatened to refuse entry to persons wishing to utilise the battleaxe legs. The battleaxe legs go to the Reserve and then recommence on the other side of the reserve, so the bridge across Neerigen Brook is on the Reserve and not in private ownership. The understanding to date has been that public access on the battleaxe legs has been permitted in exchange for the City not clearing the vegetation on PAW 3. This matter will be further investigated. It is recommended that officers pursue the provision of public access to the reserve at PAW 3 consistent with the Management Plan recommendations and negotiate with the affected landholders about the best way to achieve this.

Once agreement is reached with the owners of Lots 144, 145, 146 and 147, it will need to continue in perpetuity. This may involve registering an easement on Titles, preparing a legal agreement that is referred to in a caveat on the Title, or some other mechanism. It is likely that the mechanism chosen will require the Chief Executive Officer's signature to implement. Therefore the recommendation concerning pursuing public access also authorises the Chief Executive Officer to sign relevant documentation.

One submitter expressed concerns about the City's utilisation of the Ministry for Justice team, unaware that they have been working on the reserve since 1998 without incident.

Use by skateboard riders of the PAW 4 access to the reserve was raised as an issue, which will be addressed by use of surfaces unsuitable for skateboards.

Other concerns

A range of other concerns were raised that are addressed through good design or are matters that are covered by existing laws, policies or obligations that fall to the City of Armadale by virtue of the reserve being vested in the City. These concerns included:

- costs associated with removal of fences or obstructions on the reserve and maintenance of the reserve;
- removal of illegal pumps, dams and pipes in the Reserve;
- smoke nuisance from controlled burns for fire management purposes;
- preservation of historically significant parts of the reserve; and
- environmental impacts associated with development and construction of the trail and associated bridges.

DETAILS OF PROPOSAL

A full copy of the proposed Neerigen Brook Management Plan as amended in response to public submissions is provided under separate cover.

The Plan provides for a number of recommendations for the effective management of the Reserve during the immediate future.

The recommendations have been provided with an implementation guideline in order to ensure all necessary works are completed in a sequence appropriate to the safe implementation of the works required.

Definitions of the type of works and timelines for the priorities are:

- Category 1 – primarily capital works which are required to be completed in the immediate future in order to create a safe working environment for the efficient implementation of the remainder of the recommendations, works to clearly delineate the reserve boundary, and works to provide adequate access for fire fighting and prevention activity.
- Category 2 - capital works and community education actions with a short term priority to occur in the next two years.
- Category 3 - capital works and community education actions scheduled to be undertaken in the medium term (3-5 years).
- Category 4 - ongoing maintenance works that would be required to be implemented immediately in order to create and maintain a safe environment. Apart from recommendation 2, priority 4 works require ongoing funding.
- Category 5 - recommended operating practices that have no budget associated with them.

The following table is an Implementation Schedule from the proposed Neerigen Brook Management Plan with the inclusion of the recommended changes as a result of the public submissions.

	Recommendation	Category	Department Responsible	Cost (\$)
1	Delineate the Reserve from private properties, where boundary demarcation is assessed to not be adequate, by installing bollards at approximately 1.5 metre intervals along sections of the Reserve boundary that are not already clearly defined.	1	Parks	\$65,000
2	Replace any bollards removed on the Reserve boundary with a more solid type of fencing.	1	Parks	\$30, 000
3	Request that by a given date, residents of private properties abutting the Reserve remove any unauthorised feature from within the Reserve that belongs to them. The City will remove any unauthorised feature that remains within the Reserve after this date if accessible.	1	Parks	\$20,000
27	Construct two vehicle tracks and appropriate gates to prohibit unauthorised vehicle access, within the Reserve, as shown in Figure 8.	1	Civil Works	\$75,000

Recommendation		Category	Department Responsible	Cost (\$)
24	Construct an earth ramp at PAW 4 (see Figure 8) to negate the steep bank as a barrier to pedestrian and vehicle access into the Reserve.	1	Civil Works	\$6,500
26	Install a vehicle bridge across the stream below PAW 4 (see Figure 8) to facilitate pedestrian and vehicle access through the Reserve.	1	Civil Works	\$60,000
Sub-total Category 1 (year 1)				\$256,500
8	Develop a demonstration site within the Reserve, after consultation with affected adjacent landholders. Potential demonstration site locations are shown in Figure 8.	2	Environment	\$16,500
10	Indicate on signs at PAWs 1, 3, 4 and 5 (see Figure 8) that dogs are permitted within the Reserve only if they are leashed.	2	Parks	\$1,000
11	Inform the local community around the Reserve about how they can minimise the impact of pets on native wildlife. This will be achieved via the brochure discussed in section 3.9.	2	Environment	See 31
12	Remove all unnatural barriers and dams (see Figure 4) from the Reserve.	2	Civil Works	\$25,000
14	Inform the local community around the Reserve about how they can prevent contamination of water that enters natural areas. This will be achieved via the brochure discussed in section 3.9.	2	Environment	See 31
20	Inform the local community around the Reserve about the benefits of reducing fuel loads on their own properties. This will be achieved via the brochure discussed in section 3.9.	2	Environment & Ranger Services	See 31
21	Install three interpretative signs at strategic points to inform members of the public about the Reserve's historical and heritage values.	2	Parks	\$10,000
22	Mark PAWs 1, 3, 4 and 5 with signs that clearly identify them as pathways by which members of the public may enter the Reserve. Sign locations are shown in Figure 8.	2	Parks	\$1,000
28	Identify whether all of the water pipes within the Reserve (see Figure 4) belong to landowners named in the Neerigen Brook Access Agreement, and advise landowners not in the agreement to remove all water pipes from the Reserve.	2	Environment	N/A
31	Produce and distribute to the local community a brochure that outlines those issues listed in section 3.9.	2	Environment	\$1,000
Sub-total Category 2 (year 2)				\$54,500
13	Determine the nature of water entering the Reserve via PVC pipes (see Figure 4) and take action as required to prevent PVC pipes inputting unwanted substances into the Reserve.	3	Environment	N/A
19	Remove all stockpiles (see Figure 4) from the Reserve manually or by burning.	3	Parks	\$5,000

Recommendation		Category	Department Responsible	Cost (\$)
23	Clear and maintain a marked trail (see Figure 8) that provides pedestrian access throughout the Reserve.	3	Parks	\$25,000
25	Install three bridges across the stream at strategic points (see Figure 8) to facilitate pedestrian access through the Reserve.	3	Civil Works	\$60,000
30	Note that Lots 90 and 150 (see Figure 8) are currently under the management of Main Roads and it may be of benefit to the Reserve if this land is managed by the City.	3	Environment	N/A
Sub-total Category 3 (year 3-5)				\$90,000
4	Monitor the impact of wood borer on vegetation condition.	4	Environment	N/A
5	Remove litter from the Reserve every 6-8 weeks.	4	Parks	\$10,000
6	Remove weeds from the Reserve according to the priorities outlined in Table 3.	4	Environment & Parks	\$10,000
16	Monitor the Reserve for evidence of major erosion.	4	Environment	N/A
17	Monitor the amount of fuel within the Reserve.	4	Ranger Services	\$500
18	Implement burning, slashing and other fire management techniques with the aim of maintaining safe fuel loads throughout the Reserve.	4	Parks	\$5,000
29	Monitor the impact that a lack of water within the Reserve has on the condition of the Reserve's natural environment.	4	Environment	N/A
Sub-total Category 4 (on-going costs)¹				\$25,500
7	When revegetating the Reserve use native plant species.	5	Environment & Parks	N/A
9	Continue to promote the City's Streamcare Project to reduce weed impact from upstream properties and increase revegetation of the Brook.	5	Environment	N/A
15	Where practical, construct all tracks to the principles outlined in the International Mountain Bicycling Association Guidelines to prevent erosion.	5	Civil Works	N/A

COMMENT AND ANALYSIS

Some of the actions of the Neerigen Brook Management Plan are discussed further below.

Reserve boundary and use by adjacent residents

Previous efforts to identify the Reserve boundary by surveying and installing pine bollards have not been entirely successful with survey pegs and bollards being removed by unknown parties. As a result of the unclear property boundaries, members of the public have been prevented from using the Reserve by obstructions that impede public access. Although the City has requested that all unauthorised obstructions be removed, many are still present.

¹ Ongoing costs assume that capital works from year 1 have been implemented so works can be undertaken efficiently.

To overcome these issues, it is recommended that a further survey be undertaken to identify the sections of the boundary that are not already clearly defined, install bollards at a higher density and require the removal of unauthorised features within the Reserve (Recommendations 1 and 2).

Access within the reserve

Safe and efficient access to and within the reserve is required for City staff or volunteers undertaking works or maintenance activity in the reserve (e.g. fire prevention activities) and to ensure fire service vehicles can respond quickly to fires. These access routes also enhance pedestrian access to the reserve, provide opportunities to locate interpretive signage and minimise potential adverse impacts on the reserve such as trampling of vegetation. As indicated above, works to facilitate safe and efficient access to and within the reserve have been identified as Category 1 works proposed to be undertaken in the 2008/09 financial year.

The provision of safe and efficient access for fire prevention and response is being considered for all of the City's natural area reserves and will be the subject of a future report to Council.

Public use of the reserve

Currently the Reserve cannot be easily traversed by pedestrians from end to end (i.e. Bedforddale Hill Road to Pioneer Village School), with passage through several parts of the Reserve being inhibited by steep slopes, impenetrable weed thickets and in some places private gardens. The development of a designated trail which links access routes for safe and efficient access (see above) provides pedestrian access through the Reserve from end to end.

Public use of the reserve is also addressed under Public submissions above.

Fire risk

The fuel loading and fire risk assessment of the reserve classified the Reserve areas into areas of low or high fire risk.

The proposed management plan recommends reducing fire risk using controlled burning, slashing and other fire management techniques to safely reduce the amount of leaf litter and other fuel that can form a significant hazard. Slashing and techniques not involving the use of fire will generally be used in preference to controlled burning. Slashing followed by ongoing weed control and revegetation provides a more long-term solution (Recommendations 17 and 18). Access within the reserve is addressed above.

Water quantity and quality

Some sections of the stream bank are being undermined by water flow, creating breakaways where soil is falling from the bank into the stream and erosion of the existing vehicle track is occurring around the culverts creating turbidity and moving sediment downstream. It is proposed to minimise further erosion by constructing a gravel track to appropriate access standards and proper maintenance of the track. The management plan also proposes that all future vehicle tracks that will be constructed within the Reserve should be constructed to a standard to prevent erosion and the Reserve monitored for major erosion (Recommendations 14 and 15).

Numerous unauthorised barriers have been constructed across the stream interrupting the natural flow of the stream creating stagnant bodies of water. It is proposed to reinstate more natural stream flows through the removal of unauthorised barriers (Recommendation 11), in line with the Reserve's drainage designation.

Similarly numerous PVC pipes extend from private properties and open either into private properties near the Reserve boundary or directly into the Reserve. It is possible that these pipes input stormwater and/or waste water from private properties into the Reserve and stream. Whilst many of these pipes are authorised, it is possible that some water pipes and pumps within the Reserve belong to residents who are unlawfully accessing water from the stream. It is proposed to identify whether all of the water pipes within the Reserve belong to landowners named in the Neerigen Brook Access Agreement and to take action as required to prevent unwanted substances entering the Reserve (Recommendations 12 and 27).

Vegetation, habitat and river health

Clearing, garden planting and weeds have severely disturbed the vegetation structure within the Reserve. Intensive management is required before vegetation condition can improve. Being dominated by weeds, the Reserve's riparian vegetation is in poor condition. Nevertheless, it still plays a part in maintaining the health of the ecosystem by fulfilling the roles of filtering runoff, preventing erosion and providing food and habitat to both aquatic and terrestrial fauna, which would normally be undertaken by native species. The proposed management plan recommends the maintenance of vegetation cover in the reserve through revegetation coupled with weed control to reinstate more natural vegetation (Recommendations 5 and 6). However, the proposed management plan also identifies the need to maintain the Reserve as an attractive place of recreation, retaining some open grass spaces.

It is also proposed to improve the condition of the stream by controlling the use of herbicides along all land adjacent to Neerigen Brook (Recommendation 13).

Cooperative management

The successful management of the Reserve and its environment relies on the cooperation and participation of adjacent residents and the local community. This both benefits the Reserve, and community involvement fosters a sense of pride in contributing to the natural environment, as well as developing a strong and positive community spirit.

The proposed management plan recommends encouraging the local community to participate in the management of the Reserve and also be informed about issues facing the Reserve (Recommendation 30). The establishment of a demonstration site within the Reserve, to inspire community members to participate in creating a natural and healthy environment which shows how weed removal and revegetation should be conducted and the outcomes that can be achieved is recommended (Recommendation 7).

It is also proposed to encourage private landholders to participate in measures to reduce future weed infestation of the reserve by encouraging the local community to restore riparian land within the reserve (Recommendation 8).

Promotion of historical values

As a place that was used by both Aboriginals and early settlers, the Reserve has significant historical and heritage value with several structures associated with the area's early history

located within or close by the Reserve. The management plan proposes the maintenance and promotion of these features (Recommendation 20).

PRIORITY OF FUNDING FOR NEERIGEN BROOK CATEGORY 1 WORKS

Of the \$256,500 Category 1 works, \$141,500 is allocated to provide adequate vehicular access to the reserve for fire fighting, for maintenance including fire prevention work and for efficient implementation of other proposed works. A report is currently being prepared that considers the fire management needs in regards to vehicular access for fire fighting and prevention for all of the City's natural area reserves. Until this report is completed it is not possible to consider the priority of funding for works in Neerigen Brook in relation to other reserves. However it would be highly desirable to complete these works before the next fire season, and they may take some time to implement.

OPTIONS

1. Council could adopt the Neerigen Brook Reserve Management Plan.
2. Council could adopt the Neerigen Brook Reserve Management Plan and seek to initiate Category 1 works in calendar year 2009, if adequate funds are available.
3. Council could decide not to adopt the Neerigen Brook Reserve Management Plan.

CONCLUSION

Implementation of the Neerigen Brook Reserve Management Plan has the potential to provide numerous benefits from a social, environmental and economic perspective. For example, if residents are motivated to participate in rehabilitation of the reserve as a result of the streamcare demonstration project this could create a sense of community. From an environmental perspective, implementation of the Management Plan potentially results in improved water quality, fauna habitat and water flow as well as a more aesthetically pleasing reserve. Whilst significant capital costs are identified in the Management Plan, these will enable cost-efficient management of the reserve into the future.

Walking is the most popular recreational activity in Armadale and development of a trail along the Neerigen Brook could facilitate this use. The Department of Environment and Conservation website notes that the evidence for a link between contact with nature and health benefits suggests that people may actually be dependent on nature in order to realise their full health potential. Provision of a trail through the reserve will probably help achieve a healthier community.

The Neerigen Brook Reserve Management Plan provides a detailed management implementation plan for the Reserve. The successful management of the Reserve will ensure that the value of the Reserve as a healthy environment and place of recreation is sustained for future generations. Accordingly Option 1 is recommended.

RECOMMEND

- 1. That Council adopt the Neerigen Brook Reserve Management Plan.**

- 2. That the provision of public access on or adjacent to PAW 3 be negotiated with relevant landholders and that the Chief Executive Officer be authorised to sign documents that ensure any agreement reached with landholders can be implemented in perpetuity.**
- 3. That Category 1 to 4 works be included in the relevant five year and 15 year forward plans, with Category 1 works commencing in 2009/10, if financial planning priorities permit.**

MOVED CR
MOTION CARRIED/LOST

BUNGENDORE PARK STRATEGIC DIRECTIONS DOCUMENT

WARD All
FILE: CG/BPM/1
DATE 2 February 2009
REF RVD
RESPONSIBLE EDTS
MANAGER

In Brief:

- A draft strategic directions document for Bungendore Park has been written after review of the Bungendore Park Management Plan 1997 - 2007.
- The Bungendore Park Strategic Directions Document aims to document the values of Bungendore Park, identify threats to these values, and guide management to ensure the ongoing conservation and protection of the Park.
- **Recommend**
That Council advertise the Bungendore Park Strategic Directions Document 2008 for a 6 week public consultation period.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Vision for the City to be “Clean, green and prosperous” and “A place combining city living with a beautiful bushland setting”. Aim to “Enhance and sustain our natural environment and bushland – completing bushland and urban fire management plans (5.3)”.

Legislation Implications

Nil.

Council Policy / Local Law Implications

Nil.

Budget / Financial Implications

Strategic Direction Documents are endorsed but not adopted by Council. Endorsement means that Council supports the recommendations of the document and the policies within it but has not budgeted for its full implementation.

Consultation

City of Armadale Manager Parks, Manager Ranger and Emergency Services, Manager Technical Services, Manager Civil Works, Senior Environmental Planner and Environmental Officer have reviewed the draft Strategic Directions Document. The Bungendore Park Management Committee was consulted during the review process of the Bungendore Management Plan 1997 – 2007 and the development of the draft Strategic Directions Document. Following the public consultation period, summarised comments will be circulated amongst stakeholders including the Bungendore Park Management Committee for consideration.

BACKGROUND

In 2007, the City of Armadale and the Bungendore Park Management Committee commenced a review of the 1997 management plan and drafted a new document to guide the management of the Park. Much of the information presented in the management plan is

derived directly from the 1997 Bungendore Management Plan as prepared by Hames Sharley for the City of Armadale.

The Draft Bungendore Strategic Directions Document was developed from a review of the Bungendore Management Plan 1997 – 2007.

The following is the Executive Summary of the draft Bungendore Strategic Directions Document 2008. A full copy of the draft Bungendore Park Strategic Directions Document 2008 is provided under separate cover.

Executive Summary

Study Area

Bungendore Park (Reserve 4561) (the Park) is located in Bedforddale on the Darling Scarp 30 km southeast of Perth, within the City of Armadale. It is a 498 hectare bushland reserve vested in the City of Armadale for management as “Parklands”.

The Park is considered part of the Wungong Regional Park, formally the Darling Range Regional Park, which also includes Department of Environment and Conservation (DEC) managed land and Armadale Settlers Common Reserve.

Surrounding land uses include rural, rural/residential properties, a school, roads and Regional Park, all of which have the potential to impact on the values of the Park.

Biophysical Environment

The Park consists of a dramatic landscape, including undulating plateau, steep rocky outcrops and native bushland with a diversity of vegetation.

The Park has a Mediterranean climate characterised by hot dry summers and cool wet winters, with an annual average rainfall of 1139mm. The Park is part of a natural unit formed by an isolated element of the Darling plateau, with the Darling Scarp fault line determining the western boundary of the Park. The Park is characterised by a gently undulating plateau from the eastern edge to just over half of its width to the west.

The soil of the Park varies from the entire lateritic profile remaining substantially intact, to areas of the profile being truncated by erosion with superficial deposits of secondary worked materials. Slopes, at first gentle then steepening, occur at the edges of the lateritic plateau. Inclusions by streams on the western edge of the Park gives rise to a sequence of spurs and gullies and to local variations on aspect with some south-facing and north facing slopes. The variations in soil depth, slope aspect, and slope angle mean that the range of plant communities is greatest on the Scarp face of the Park.

A watershed runs through the Park from the north-west to the east, dividing the Park into two water catchment areas. All of the freshwater creeks in the Park are seasonal, flowing May to November. Coliabbera Springs is the main waterbody flowing through the Park, and it also has some associated damp areas adjacent to its drainage lines.

The Darling Scarp is a significant scenic resource for people living in the region amongst the bushland environment and people living on the Swan Coastal Plain who can view the vegetated scarp face. A large portion of the Park is classified as high scenic quality. The Bungendore Park Management Committee has made significant progress over the last 25 years to revegetate areas of low scenic quality and track alignments through the Park are

revised on an ongoing basis in order to minimise activities that could be detrimental to areas of high scenic quality.

The Park is connected with lands of the Wungong Gorge to the south which are a part of the Wungong Regional Park, which is again connected with water catchment areas and State Forest. To the north bushland corridors link with Armadale Settlers Common Reserve and private lands adjacent to the Park in rural and residential properties provide valuable habitat links for fauna species with large home ranges.

Heritage Values

Surveys have indicated that there are two recorded sites of ethnographic significance to living Aboriginal people within the Park. No archaeological sites have been recorded, however a scattering of quartz artefacts have been recorded within 5 km of the survey area. The main use of the Park by European settlers was a resource for materials such as timber and gravel.

Biodiversity Values

The native vegetation found in the Park consists of open Jarrah-Marri forest with smaller areas of Wandoo woodland and heath surrounding granite outcrops. The dominant vegetation complex is Upland Jarrah Forest. The Cooliabbera Spring area has been identified as having the highest conservation value of all the vegetation communities within the Park. A Landscape Protection Area has been established around the spring to assist with the protection of the environmental values of the area.

A total of 322 plant species from 61 families, representing 40% of the total species occurring in the Jarrah Forest of the South West of Western Australia have been recorded within the Park. Two declared rare and one priority flora species have been found in the Park; *Thelymitra stellata* (R), *Diuris micrantha* (R) and *Calothamnus rupestris* (P4). Surveys concentrating on the plateau in the Jarrah Marri upland forest community have collected and identified 45 species of fungi.

There are 131 vertebrate fauna species that potentially occur in the Park. This includes 54 bird species, 49 reptile and amphibian species, and 28 mammal species, including 6 introduced species. However, these species lists have not been comprehensively updated since the 1997 Management Plan. Fauna species that may occur in the Park are typical of the western edge of the Jarrah Forest and its plateau, but benefit from the inclusion or near proximity of additional habitat types such as Wandoo heath shrub, Dryandra thickets, and cleared areas. Four species of Threatened or Priority fauna have been observed occurring in the Park. These are Baudin's Cockatoo (*Calyptorhynchus baudinii*), Carnaby's Cockatoo (*Calyptorhynchus latirostris*), Forest Red-Tailed Black-Cockatoo (*Calyptorhynchus banksii*), and Western Quoll (*Dasyurus geoffroii*).

Social environment

The primary objectives for the provision of visitor opportunities is to protect conservation values and 'sense of place' values of the Park and secondarily to meet the needs of visitors for nature based activities. Management measures promoting recreation and tourism pursuits in the area are based on assumptions of what values the Park offers to its visitors and what aspects of the Park these visitors most value. The Park is currently utilised by the local community for walking, exercising pets, bird watching, nature appreciation, picnicking, horse riding, mountain bike riding and off road vehicle use, although the latter two are not permitted in the Park.

Key Threats

Dieback was first identified in the Park in 1993 and it is known to occur in 57% of the Park, however the impact from dieback varies across the Park. The potential impacts of dieback include death of up to 40% of the flora species diversity, death of species susceptible to changes in biophysical environments, change and impacts from changes to vegetation structure and diversity, loss of heritage and landscape values, and higher water table elevations. Dieback treatment works have been ongoing and two management responses, reducing further spread of the disease and treatment of areas with the highest risk of spread are proposed. (See Appendix 4 of the Bungendore Strategic Directions Document – Bungendore Park *Phytophthora cinnamomi* Management Plan 2007 – 2015).

To date, 34 species of weeds are known to occur in the Park. The majority of the Park is weed free with smaller areas densely populated with weeds. These areas, along with outside influences such as edge effects from neighbouring properties and inappropriate use, pose a threat to the rest of the Park. The control of weeds in Bungendore Park should occur using best practice weed management approaches and should be considerate of potential off-target damage and safety.

Bushfires have historically been part of the Australian environment, with wildfires occurring in the Park throughout its history. Documented control burns have occurred since 1977 and fire safety operations have been undertaken by the Bedforddale Volunteer Fire Brigade from this date. The priority for fire management objectives primarily should consider the protection of life and property followed by reducing the incidence of unplanned fires, minimising the spread of weeds and diseases by fire operations and maintaining existing diversity, composition of vegetation and wildfire habitats. Due to the ease of access to the Park, ignition points by arson are widespread. Over the past ten years, a number of fires considered to be arson occurred in the Park. The topography of the Park, with steep rocky slopes on its western side and undulating bushland on its eastern side, makes wildfires difficult and dangerous to control. (See Appendix 5 of the Bungendore Strategic Directions Document – Bungendore Park Fire Management Plan 2007 – 2015).

Feral and domestic animals that occur in the Park can damage native plants and habitats by grazing digging and trampling, competing for food and habitat, and predated on native animals. The 6 species of introduced animals that occur in the Park are the house mouse (*Mus musculus*), black rat (*Rattus rattus*), rabbit (*Oryctolagus cuniculus*), fox (*Vulpes vulpes*), feral cat (*Felis catus*) and feral pig (*Sus scrofa*). Further research on the population dynamics of feral animals in the Park and the threats they pose on the Park's conservation values are needed in order to implement necessary measures for control.

The occurrence of rubbish and vandalism within the Park diminishes visitor's feelings of the 'sense of place' and the aesthetic values of the Park. Rubbish also poses a threat to flora and fauna. Ongoing efforts to restrict entry to the Park by unauthorised vehicles have significantly reduced the incidences of rubbish dumping. Vandalism is an ongoing and costly problem which is repaired by volunteers of the Bungendore Park Management Committee and the local scout groups, and major repairs are undertaken by the City of Armadale. Any rubbish should be removed, and incidences of vandalism should be repaired as a priority.

Areas of historic gravel extraction are significantly less vegetated than the remainder of the Park. Bungendore Park Management Committee has made significant progress over the last 25 years to revegetate degraded areas. The need to revegetate areas that have suffered vegetation loss as a result dieback infection will also be important to supplement ecosystem losses and to ensure the landscape and scenic qualities of the Park are not diminished.

The steep face of the scarp to the west of the Park and the network of tracks traversing the Park are a source of erosion which can lead to silting of watercourses, the undermining of vegetation and track damage. Erosion along tracks has been controlled by the installation of culverts and the creation of contour banks. Steeply sloping tracks have been realigned and allowed to regenerate.

The current and projected future changes in climate, such as changes to ambient temperature, rainfall, winds and extreme events, have the potential to have direct effects on the Park and its species and ecosystems. Indirect effects on species and ecosystems are likely by altering important factors, and the interplay between factors, such as fire frequency and behaviour, the spread and intensity of disease such as dieback, competition and predation and resource availability. It is difficult to predict the future climate conditions and the effects this may have on species and ecosystems.

DETAILS OF PROPOSAL

It is proposed to advertise the draft Strategic Directions Document for a 6 week public comment period. The public comment period will be advertised in the local newspaper, on the City's website, and neighbouring residents to Bungendore Park will receive a notification letter. Copies of the document will also be forwarded to relevant State Government agencies for comment.

Following the consultation period the submissions will be reviewed and presented to the Bungendore Park Management Committee. On the completion of this consultation, Council will be provided with a summary of the submissions and be requested to consider endorsing the Plan.

The Bungendore Park Strategic Directions Document aims to document the values of Bungendore Park, identify threats to these values, and guide management to ensure the ongoing conservation and protection of the Park.

The Strategic Directions document is not a costed plan, and responsibilities and time lines for the implementation of the actions have not been identified. It is intended that the City of Armadale will guide the overall implementation of the document in conjunction with other stakeholders.

The following Strategic Directions are proposed.

Implementation Plan

Strategic Direction	
Management	
<i>1</i>	Annually report on the activities and achievement of the Bungendore Park Management Committee with reference to their Terms of Reference. Review the Terms of Reference as required
<i>2</i>	Manage Bungendore Park in cooperation with adjacent landholders including land managers which form part of the wider Wungong Regional Park.
<i>3</i>	Incorporate monitoring and review into all management activities within the Park and ensure adequate records of management actions within the Park are retained.
<i>4</i>	Support ongoing flora and fauna research in Bungendore Park and consider findings of studies in an adaptive approach to park management.
<i>5</i>	Continue community education efforts to raise the profile of Bungendore Park's flora, fauna, fungi and recreational values.
History	
<i>1</i>	Maintain communication between the City of Armadale and Bungendore Park Management Committee to ensure information about the management history of the Park is captured in the City of Armadale central filing systems.
<i>2</i>	Consider opportunities as they arise to further research and document the history of the Park
Adjacent Lands	
<i>1</i>	Liaise with landowners to encourage land uses on adjoining land that are sympathetic with Bungendore Park values.
<i>2</i>	Maintain 'low profile' access to trigonometric points.
<i>3</i>	Consider the impact of future land use changes on Bungendore Park during the early stages of planning.
Climate Change	
<i>1</i>	Participate in research opportunities into the effects of changing climate on biodiversity in Bungendore Park.
<i>2</i>	Review literature and research as it becomes available relating to the impacts of climate change on biodiversity in the southwest of Western Australia and apply principles to the management of Bungendore Park. Special focus should be directed to areas of special significance such as declared rare species of flora or fauna.
<i>3</i>	Reduce ecosystems stresses from other disturbance factors consistent with the priorities identified in this document.
Landscape and Scenic Value	
<i>1</i>	Minimal alteration should occur to existing areas of high scenic quality.
<i>2</i>	Take action to prevent activities that cause detrimental affects, (e.g. soil erosion, or the spread of dieback), within areas of high scenic quality.
<i>3</i>	Future fire control and general access tracks (as required) are to follow natural landforms, where possible, reducing the effects of erosion on the landscape.
Ethnographic Values	
<i>1</i>	Access should be limited to natural features such as granite outcrops, creeks and springs to help protect them for future generations to enjoy.
<i>2</i>	Stakeholders should work in conjunction with local Aboriginal elders to develop and deliver educational information about the indigenous heritage of the Park (for example: Aboriginal foods and medicines).
Archaeological Values	
<i>1</i>	Personnel undertaking recreational or other developments within the Park should be made aware of their obligations to report any archaeological material, should it be encountered during earthmoving, as outlined under Section 15 of the Aboriginal Heritage Act 1972-80.
Vegetation Communities	
<i>1</i>	Maintain a Landscape Protection Area over the area of greatest diversity that represents all vegetation communities within the Park.
<i>2</i>	Maintain existing, and expand where necessary, token fencing and signage to the Landscape Protection Area.

Strategic Direction	
3	As opportunities arise, establish monitoring plots within designated areas to record the response of vegetation to environmental impacts and management regimes.
Flora	
1	Monitor those populations of rare and priority species regularly in conjunction with Department of Environment and Conservation officers.
2	Locate populations of <i>Diuris micrantha</i> and consider management measures.
3	Participate in further DRF and Priority species surveys when opportunities arise.
Fauna	
1	Continue efforts using nest boxes to establish habitat supplementation areas and educate Park visitors about the fauna conservation values of the Park.
2	Retain dead trees that are standing or fallen in the bushland as fauna habitat when deemed safe to do so.
3	Continue to participate in cockatoo and other fauna monitoring projects in Bungendore Park.
4	Participate in efforts to reduce illegal shooting of cockatoos in areas surrounding Bungendore Park.
5	Support the protection of areas of habitat and feed trees at Creyk Park, Bob Blackburn, Fletcher Park and significant stands of street trees.
Wildlife Corridors	
1	Participate in opportunities to identify and study wildlife corridors in the Park and from the Park to adjacent areas. Based on these outcomes consider opportunities to protect habitat corridors.
Fungi	
1	Establish a database of fungi known to occur in the Park, including data such as features, habitat, and associated plant species.
2	Consider opportunities to further understand the impact of dieback and other threats on mycorrhizal relationships in the Park, and animal interactions with fungi.
Management Zones	
1	Extend the Landscape Protection Area boundaries as identified on Bungendore Park Master Plan Map (Figure 6).
2	Management Decisions will be based on the following revised definition of the Landscape Protection Area: <ul style="list-style-type: none"> • An area on the western and central area of the park including the most diverse range of plant communities which require special protection. • Limited access will be permitted but active recreation will not be encouraged. • No facilities will be provided except for directional signage. • Threats to conservation values will be addressed as a priority.
3	Retain the Heritage Protection Areas as defined on Bungendore Park Master Plan Map (Figure 6).
4	Management Decisions will be based on the following revised definition of the Heritage Areas: <ul style="list-style-type: none"> • These areas have been identified as of special significance to the Aboriginal people as they contain water lines, rock outcrops and certain types of vegetation. • Limited access will be permitted but active recreation will not be encouraged. • No facilities will be provided except for directional signage. • Threats to conservation values will be addressed as a priority.
5	Ongoing review of the Management Zone plan each 5 years.
Visitor and Community Use	
1	Undertake to understand the dynamics of current Park visitor uses such as bushwalking, dog exercising, bird watching, nature appreciation, picnicking, horse riding and off road cycling. Determine the need for further facilities to meet the needs of all recreational user groups and establish mechanisms to meet these needs as well as other objectives for park and conservation management.
2	Consider and seek grant or partnership opportunities to implement the Visitor and Trails Management Plan once developed.
3	Closure of tracks not identified on Bungendore Park Master Plan Map 6 and allowed to either naturally regenerate or be revegetated.
4	Develop and implement a Visitor and Trails Management Plan that considers the following:

Strategic Direction	
	<ul style="list-style-type: none"> • Roles and responsibilities for regular track inspections and maintenance; • Consistent trail headers and signage for orientation which meet Australian Standards AS2156.1-2001 Walking Tracks – Classification and Signage and AS1256.2-20012001 Walking Tracks Infrastructure Design, consider vandalism and repair and are minimal as to not detract from 'sense of place'; • The International Mountain Bicycling Association's Guide to Building Sweet Singletrack (2004); • Consistent interpretative material; • Dieback and erosion risk; and • Visitor safety.
5	New Tracks and Trails will only be developed and formed consistent with the dieback management plan and erosion control principles.
6	Ensure that Park users are provided information at Park entrances, consistent with Interpretation and Information Strategic Direction 1, that includes <ul style="list-style-type: none"> • areas in which they are/ are not encouraged to recreate in the Park • appropriate conduct in the Park • areas where bins are available • how to report illegal activities • Park safety information
7	Using outcomes of a visitor use study, re-evaluate the need for two additional tracks, one linking the Wungong Gorge to Bungendore Park and one providing visitors with the opportunity to view the scarp edge.
8	Continue to permit dogs on leash in Bungendore Park. Ensure adequate signage and instruction to Park users regarding the requirements for dogs to remain on-leash.
9	Revise the 'code of conduct' for local equestrian users of the Park and develop tools to communicate it to Park users.
10	Discourage horse riding in areas not designated as Bridle Trails in Bungendore Park.
11	Do not promote Bungendore Park as an equestrian area.
12	Install adequate signage for horse riders that assists with orientation and determining which areas are permitted for the activity and which areas are not.
13	Where opportunities arise, participate in research opportunities into the effects of horse riding on the conservation values of Bungendore Park.
14	Prohibit public (non management) vehicles into the Park except for events/ special occasions.
15	Require that all organised groups seeking permission to use Bungendore Park as a venue for events, commit to remaining on existing tracks and trails outside of the Landscape Protection an Heritage Areas and observe appropriate dieback hygiene.
16	If the need is identified in the future, develop a vehicle Code of Conduct which addresses City of Armadale dieback policy ENG9, speed limits, the need to lock gates on entry and entry of the park, and other safety issues relating to vehicles in the Park as well as provides maps of access points, dieback, and management zones. Ensure all management personnel and special occasion vehicles in the Park have a copy of the Code of Conduct.
17	Repair damaged gates and fences as soon as possible. Control access through the use of gates and large rocks ongoing basis when areas become 'opened up'.
18	Seek to further identify where adjacent landholders may be accessing the Park in areas not permitted and liaise with this user group.
19	Upgrade fencing to ensure it provides an impression that Bungendore Park is well cared for, prevents unwanted access, allows wildlife to pass through and protects areas of valuable flora.
20	Install 'off road vehicles prohibited signs' at Gates J, K, B, L and other locations where vehicles enter the reserve as they are identified.
21	Where resources permit, contribute to the undertaking of joint agency off road vehicle stings in the Wungong Regional Park.
22	Provide copies of the "Off Road Vehicles in the City of Armadale" brochure to locals and park users and neighbours encouraging them to report illegal off road vehicles when observed.
Interpretation and Information	
1	Development of a standard style for Park signs and communication mediums, consistent with City of Armadale corporate styles, Department of Environment and Conservation Wungong Regional Park styles and featuring the Bungendore Park Management Committee logo.
Disease and Dieback	
1	Implementation of the Dieback Management Plan 2008 to 2015 and review of this plan in 2015.

Strategic Direction	
Weeds	
1	Communicate with park neighbours to encourage the use of locally native plants and encourage weed control on adjacent lands
2	Prepare and implement a weed control plan which identifies the weed species which occur in the Park, maps their locations and extent, and priorities these weeds for control actions.
3	Ensure that any weed proliferation that may follow firebreak maintenance activities, prescribed burning activities or wildfires is followed up with appropriate control.
Fire Management	
1	Stakeholders implement the Bungendore Park Fire Management Plan 2008 to 2017.
2	Annually communicate objectives of the Bungendore Park Fire Management Plan 2008 to 2017 to Park neighbours and report on the progress in the implementation.
3	Map all planned and unplanned fires and store the information electronically.
4	Following a wildfire event, carcasses of fauna which may have scientific value are to be offered to the West Australian Museum for scientific purposes.
5	Future fire control and general access tracks (as required) are to follow natural landforms, where possible, reducing the effects of erosion on the landscape.
Feral Animals	
1	Undertake further research as to population dynamics of feral animals in Bungendore Park and the threats these feral animals pose the parks conservation values. Implement management measures as deemed necessary consistent with the Department of Environment and Conservation's pest and problem animal control plan for Perth Regional Parks.
2	Undertake ongoing control of feral pig and feral bees in Bungendore Park consistent with best practice guidelines for the control and management of these species.
3	Develop mechanisms to educate landowners nearby to Bungendore Park on responsible cat ownership.
Rubbish Dumping	
1	Removal of rubbish found dumped within the Park as a priority.
2	Provide dog excrement bags at Park entrances.
Vandalism	
1	Repair vandalism and remove graffiti as it occurs as a priority.
2	Ensure all future facilities installed into Bungendore Park are robust to vandalism threats.
Hunting	
1	Report all incidences of Hunting to the Department of Environment and Conservation for investigation by Wildlife Officers.
Vegetation Loss	
1	Prior to the rehabilitation of areas of low scenic quality, a plan must be developed clearly identifying a three year adaptive program for these works.
2	Revegetation stock should be sourced from local provenance seed where available. Species selection should be considerate of the dieback status of the area.
3	Revegetation stock should be sourced from NAISA accredited nurseries consistent with the City of Armadale Landscaping and Dieback Management Policies.
Erosion	
1	Do not encourage public to access areas of high erosion such as the scarp face in the Landscape Protection Area.
2	Implement erosion control on tracks which have to remain open on steep slopes.
3	Monitor the effectiveness of erosion control efforts.

OPTIONS

1. Council could provide in principle support for the Bungendore Park Strategic Directions Document 2008 and advertise the Plan for a 6 week public consultation period.

2. Council could identify alternative recommendations or actions for the implementation of the Bungendore Park Strategic Directions Document 2008.
3. Council could decide not to advertise the Bungendore Park Strategic Directions Document 2008.

CONCLUSION

The Bungendore Park Strategic Directions Document 2008 provides detailed management recommendations for the Reserve. The successful management of the Reserve will ensure that the value of the Reserve as a healthy environment and place of recreation is sustained for future generations. Accordingly Option 1 is recommended.

RECOMMEND

1. **That Council advertise the Bungendore Park Strategic Directions Document 2008 for a 6 week public consultation period.**

MOVED CR
MOTION CARRIED/LOST

CITYWIDE VERGE MANAGEMENT

WARD All
FILE REF
DATE 2 February 2009
REF PL
RESPONSIBLE MANAGER EDTS

- **In Brief:**
This report outlines the City's Verge Management Practices and Service Levels.
- **Recommend**
 1. That Council endorse the service level on the current management of the City's verges and streetscape.
 2. The City's Parks Department reviews its verge management practices and service levels annually to ensure best practice is applied.
 3. That a future report on a Citywide Planting Programme be provided for Council consideration.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure - 2. Implement long term preventative maintenance and refurbishment programs.

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

Legislation Implications

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

Council Policy/Local Law Implications

General assessment has not revealed any applicable policies/local laws.

Budget/Financial Implications

Nil.

Consultation

Nil.

Background

As a number of questions on the matter of verge management arise from residents, City Officers, Elected members, Local Members along with comments in the press this report outlines the City's verge management practices and current service levels.

Details

Council encourages private land owners to maintain the street verge adjacent to their property in the interest of presenting an attractive streetscape within the community. Were Council to maintain all street verges within the City of Armadale on behalf of residents, then obviously this would have a significant impact on the current rate levy.

The City of Armadale does not offer a discount or credit on current rate levies to residents who maintain their own street verges. Whilst the City of Armadale is responsible for the management and control of all street reserves within the City's boundary's it is not practicable for the City to undertake specific maintenance. The resources required and the expense incurred would be excessive. The City of Armadale like many other local government authorities relies on each home owner/occupier maintaining the verge at the front and/or side of their property. Verge maintenance by Council is limited to pruning of street trees away from powerlines in accordance with Western Power regulations and hazard reduction mowing/spraying in accordance with set maintenance programs or on requests which are first assessed by the City's Parks staff.

It is not possible for Council to control weed growth by mechanical means in all instances as there are potential significant traffic conflict issues associated with mowing e.g. high level of traffic management is required as missiles could be flung out at passing vehicles, occupational health and safety regulations apply etc. Weeds along footpaths, kerbs and select verges are sprayed using the chemical 'glyphosate' which is a non-residual herbicide.

Verge mulching and tree shrub planting is to follow in some instances (subject of a future report to Council – Citywide planting programme).

The following service levels/work types generally apply for the City's verges, streetscapes and Public Access Ways.

Verge Spraying (glyphosate) & limited mulching of select verges or sections	Ranford Road	}	
	Forrest Road	}	
	Lake Road	}	
	Cammillo Road	}	
	Railway Avenue	}	
	Streich Avenue	}	
	Armadale Road	}	
	Albany Highway	}	6 services per annum
	South Western Highway	}	
	Brookton Highway	}	
	Holden Road	}	
	Eighth Road	}	
	Ninth Road	}	
	Hobbs Drive	}	
	Westfield Road	}	
	Rural Roads Various		3 services per annum
Verge Mowing/General Vegetation Control	Araluen Estate/Heritage Drive		4 services per annum
Litter Collection	Lake Road	}	
	Railway Avenue	}	
	Streich Avenue	}	
	Armadale Road	}	4 services per annum
	Albany Highway	}	
	(Lake Road to Page Road)	}	
	Hobbs Drive	}	

General Maintenance	Citywide roundabouts/traffic islands	9 services per annum
General Maintenance annum	Streetscapes – Citywide	9 to 12 services per
General Maintenance	Entry statements – Citywide	4 to 6 services per annum
General Maintenance	Public Access Ways – Citywide	4 services per annum
General Maintenance	Cammillo Road Underpass	53 services per annum
General Maintenance	Albany Highway Underpass	53 services per annum
Hazard Reduction Mowing (fire, visibility etc)	Citywide	By request/assessment
General Mowing	Citywide cul-de-sacs (select locations TBA)	4 services per annum
General Maintenance (Specified Area Rates)	Kelmscott CBD Armadale CBD (5) Shopping Precincts (2) Industrial Areas	daily daily 53 services per annum 10 services per annum

RECOMMEND

That Council:

- 1. endorse the service level on the current management of the City's Verges and Streetscapes;**
- 2. requires the City's Parks Department to review its verge management practices and service levels annually to ensure best practice is applied; and**
- 3. be provided with a future report on a Citywide Planting Programme for consideration.**

MOVED CR
MOTION CARRIED/LOST

**** RANFORD ROAD LAND ACQUISITION STAGE 2A**

WARD All
FILE REF
DATE 11 February
2009
REF GE
RESPONSIBLE
MANAGER MTS

In Brief:

- In January 2008 Council resolved to purchase land from Lot 120 and Lot 121 Hatch Court for the purpose of road widening.
- **Recommend**
That Council indemnify the Minister for Lands against all costs or claims that may arise from the purchase of land from Lot 120 and 121 Hatch Court, Forrestdale.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Nil.

Legislation Implications

General assessment of relevant legislation (eg Local Government Act 1995) has not revealed any restrictions.

Council Policy/Local Law Implications

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

Budget/Financial Implications

Within budget allocation for the Ranford Road project.

Consultation

Valuer General Office and Executive Director Development Services

BACKGROUND

In January 2008 Council resolved to purchase land from Lot 120 and Lot 121 Hatch Court for the purpose of road widening (Recommendation T4/1/08).

Point 4. of the recommendation reads as follows:

- “4. *Indemnify Landgate against all costs or claims that may arise from the purchase of land from Lot 120 and 121 Hatch Court, Forrestdale.*

The Project Engineer has since been advised that Council should indemnify the Minister for Lands against all costs or claims that may arise from the purchase of land from Lot 120 and 121 Hatch Court, Forrestdale not Landgate.

CONCLUSION

That Council rescind part 4. of recommendation T4/1/08 and replace it with :

- “4. Indemnify the Minister for Lands against all costs or claims that may arise from the purchase of land from Lot 120 and 121 Hatch Court, Forrestdale.”

RECOMMEND

That Council rescind part 4 of recommendation T4/1/08 which read:

- “4. Indemnify Landgate against all costs or claims that may arise from the purchase of land from Lot 120 and 121 Hatch Court, Forrestdale.”**

and replace it with :

- “4. Indemnify the Minister for Lands against all costs or claims that may arise from the purchase of land from Lot 120 and 121 Hatch Court, Forrestdale.”**

**** ABSOLUTE MAJORITY REQUIRED**

MOVED Cr
MOTION CARRIED/LOST

ROAD RESURFACING PRACTICES

WARD All
FILE REF
DATE 25 February
2009
REF GE
RESPONSIBLE
MANAGER MTS

In Brief:

- This report examines options and practices relevant to the determination of resurfacing materials in Urban and Rural areas.
- **Recommend**
That Council note the report on choice of resurfacing of roads in the City.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Legislation Implications

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

Council Policy/Local Law Implications

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

Budget/Financial Implications

Nil.

Consultation

Nil.

BACKGROUND

Each financial year Council allocates funding in its Civil Works budget to construct and rehabilitate roads throughout the Municipality. These roads are surfaced (wearing course) with either asphalt or a chip seal.

DETAIL

When examining the last 6 years resurfacing programmes it is clear that the majority of roads are resurfaced with asphalt. Road which have been resurfaced with a chip-seal include Gardiner Road, Canning Dam Road, Elizabeth Place, Churchmans Brook Road and Mustang Road.

One of the major benefits of an asphalt resurface is the reduction in road noise. This is highly desirable in small lot minimal setback residential areas. Another benefit of asphalt overlays greater than 20mm nominal thickness is the ability of asphalt to bridge road irregularities. Where the road pavement is sound but the surface has minor faults the asphalt will fully, or at the worst case partially, cover these faults to provide a sound and comfortable riding surface.

With reconstruction of roads continuing to increase and the continued difficulty of employing the necessary skilled personnel, reconstruction of pavements is not always easily possible. In

cases where the pavement has only marginally failed asphalt can be designed and used to improve the structural strength of the road and significantly extend the pavement life.

The disadvantage of asphalt is its cost i.e. approximately double the cost of a chip seal. Also, if the pavement is affected by the seasonal wet/dry cycles and displays minor cracking, these cracks will reflect through the new surface within a year or two and detract from the appearance.

Another issue that occurs with asphalt which can be viewed as a disadvantage is that kerbed roads cannot be resurfaced generally more than twice as the kerb face is lost with each overlay. If asphalt is to be maintained as the method of resurfacing then the old asphalt needs to be removed, this adds significantly to the resurfacing costs.

Chip seals cannot bridge or hide any minor road irregularities, so they should be used predominately only where the road surface is still within design shape and level. Chip seals have better skid resistant qualities and are generally better suited to high speed areas. Also where cracking occurs within a pavement it is less obvious in a chip seal as opposed to an asphalt seal.

CONCLUSION

There is a degree of expectation by residents in urban or high density residential areas that their road is surfaced in asphalt and this Council has predominately adopted this practice; however this does and should not translate automatically to roads in a rural environment. As a result of this rural roads are generally resurfaced with a chip seal. As indicated in this report however, there is no hard and fast rule that should be applied to determining the resurfacing type and all cases need to be individually assessed based on the road hierarchy, whole of life costing, optimisation of available funds, density/speed of traffic and importantly the road condition.

Photographic examples will be presented to demonstrate the various options that have been used recently.

Recommend

That Council note the report on choice of resurfacing of roads in the City.

MOVED Cr
MOTION CARRIED/LOST

LOT 100 WUNGONG ROAD, ARMADALE – ROAD RESERVE

WARD Minnowarra
FILE REF RDW/
DATE 19 February
2009
REF WAB
RESPONSIBLE
MANAGER CEO

In Brief:

- Application has been received from Parkerville Child Advocacy Centre to develop premises in Armadale being a central location for the distribution of its services to the community.
- A suitable location which has been approved and discussed with the Armadale Redevelopment Authority (ARA), is currently designated as road reserve and unused railway reserve at intersection of Wungong and Church Avenue.
- To progress this proposal further the ARA seeks confirmation the City of Armadale is prepared to make their holding available at nominal cost and amalgamate it with the State government's two land parcels.
- **Recommend**
That Council provide 1006m² of Lot 100 Wungong Road as shown on Plan B to the Armadale Redevelopment Authority for consolidation with Perth Transport Authority land within the railway reserve for the Parkerville Child Advocacy Centre at no cost provided all transfer costs are met by the Authority and a memorial requiring the land's use in perpetuity for "community/not for profit" use be placed on the title.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Building Our Community

- making Armadale a special place to live by fostering community pride and ensuring we have the required range and quality of community services and events.

Legislation Implications

Armadale Redevelopment Act 2001 section 19

Council Policy/Local Law Implications

Local Government Act 1995 Regulation 30(2)(b):

30. *Dispositions of property to which section 3.58 of Act does not apply*
- (1) *A disposition that is described in this regulation as an exempt disposition is excluded from the application of section 3.58 of the Act.*
 - (2) *A disposition of land is an exempt disposition if –*
 - (b) *the land is disposed of to a body, whether incorporated or not –*
 - (i) *the objects of which are of a charitable, benevolent, religious, cultural, education, recreational, sporting or other like nature; and*

- (ii) *the members of which are not entitled or permitted to receive any pecuniary profit from the body's transactions;*

Budget/Financial Implications

Nil.

Consultation

Nil.

BACKGROUND

The Parkerville Child Advocacy Centre (Parkerville) has been keen to develop premises in Armadale being a central location for the distribution of its services to the community. There has been strong support for this program by the Armadale Redevelopment Authority (ARA), State Government and the City of Armadale (the City), but the project requires a suitable site to deliver its services.

DETAILS OF PROPOSAL

The attached drawing No 08-38B shows land owned freehold by the City and unused railway reserve at the intersection of Wungong and Church Avenue which Parkerville advise is suitable for their needs. The location has been discussed with the ARA acting on behalf of PTA to consolidate railway land. Also attached is drawing No 08-38-A showing a plan for the proposed building and together with drawing No 08-38-B showing the area.

COMMENT

The ARA is prepared to manage the amalgamation of this site and has commenced the necessary formalities. The Perth Transport Authority advise they are prepared to transfer their area at no cost, provided it is for community use. To ensure ongoing certainty of a "community/not for profit" use the ARA proposes to place a memorial on the title under Section 19 of its Act. Council is empowered to dispose of the land to the ARA under Regulation 30(2)(b) of the Local Government (Functions and General) Regulations 1996. The land has very limited development potential on its own and alternatively, it will require Council to expend funds to maintain it to a suitable standard given its location if it remains in Council control. It is therefore to be recommended that the land be disposed of at no cost to the ARA provided that Authority meets all transfer costs and places the memorial on the title.

The bulk of the land totalling 1,006m² is in freehold ownership of the City of Armadale.

DETAILS

The ARA has been acting on behalf of Parkerville to facilitate the consolidation of railway land and land owned freehold by the City of Armadale at the intersection of Church Avenue and Wungong Road. Drawing No 08-38-A shows the proposed structure and parking and drawing No 08-38-B shows the location.

The site has insufficient capacity to fully incorporate its parking requirements. However, additional timed parking can be provided on the eastern side of Wungong Road without compromising the integrity of the road. It is expected that parking on the road reserve will be time restricted during the facility's opening hours. Council approval of such arrangements will be sought when the details of the project are finalised, as the arrangement shown in drawing No 08-38-A is conceptual.

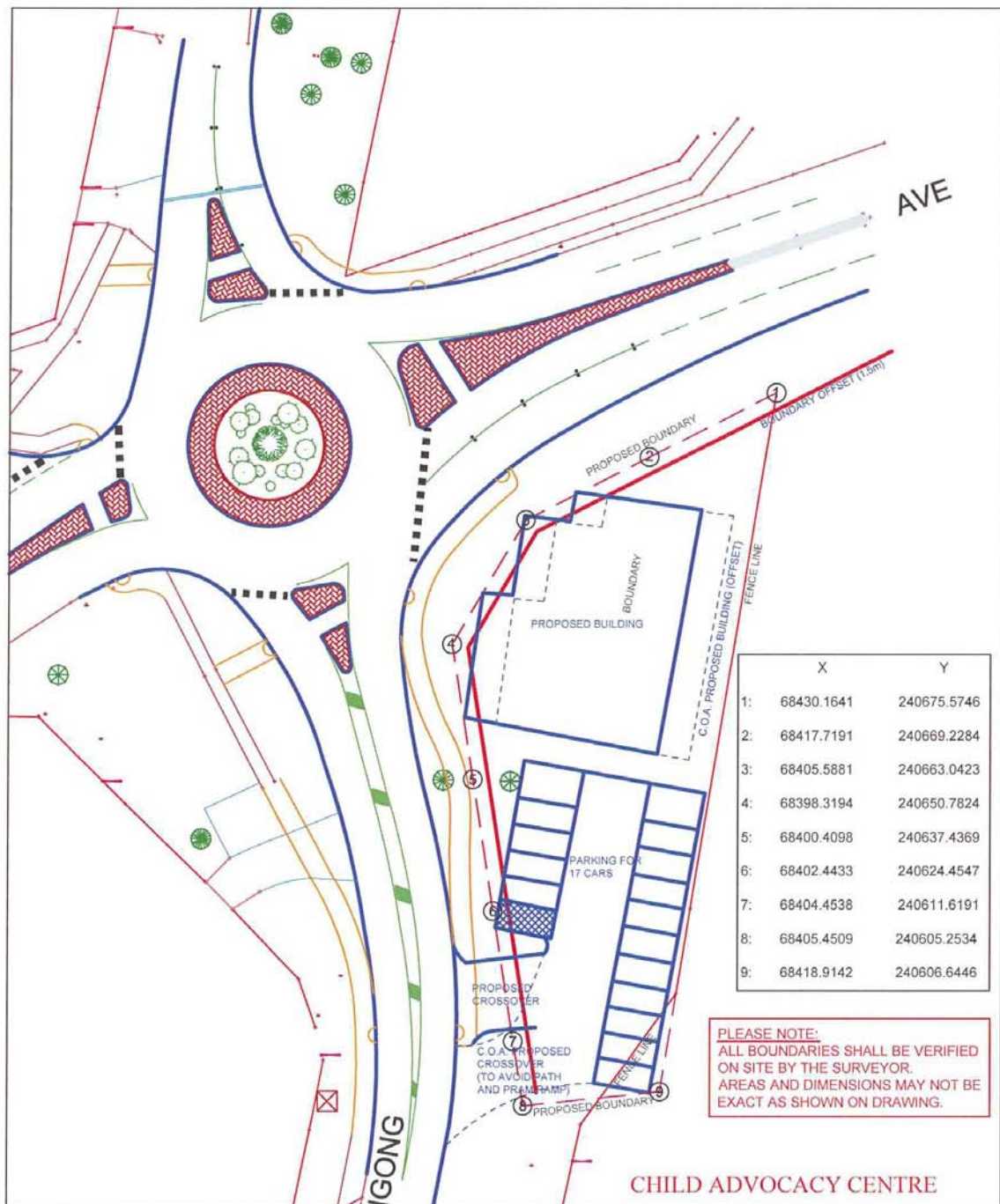
CONCLUSION

The land to be acquired from the City does not compromise the road functions of Wungong Road, Church Avenue or their intersection including the roundabout. Indeed the disposal of the land removes this area from the City's maintenance regime, which would have to be substantially increased on completion of opening Green Avenue to through traffic. Therefore it is recommended that the land be provided to the ARA at no cost for use by Parkerville provided ARA meet the costs of transfer and place a memorial requiring community input for profit use in perpetuity on the title.

RECOMMEND

That Council provide 1006m² of Lot 100 Wungong Road as shown on Drawing No 08-38-B to the Armadale Redevelopment Authority for consolidation with Perth Transport Authority and for the Parkerville Child Advocacy Centre at no cost provided all transfer costs are met by the Authority and a memorial requiring the land's use in perpetuity for "community/not for profit" use be placed on the title

MOVED Cr
MOTION CARRIED/LOST



CHILD ADVOCACY CENTRE

CHURCH, SIXTH, GREEN AND
 WUNGONG ROAD
 ROUNDABOUT CONSTRUCTION



NORTH POINT

JOB 1

DRAWN: ANDREW GONCALVES

SCALE: 1:500 (A4)

DATE: 25-02-09

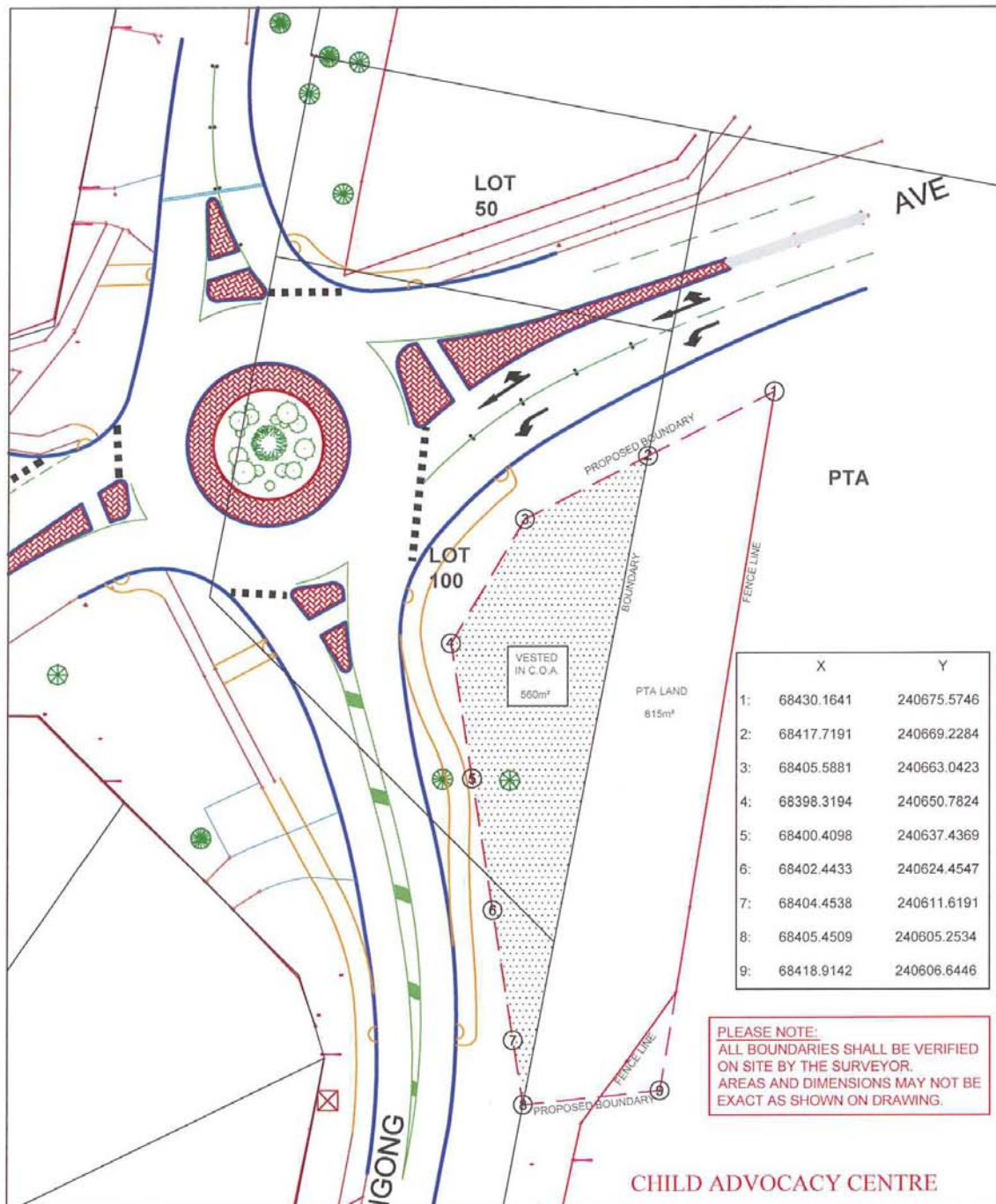
DRAWING No.

DATUM: PCG

08-38-A

APPROVED:

SHEET 1 of 2



PLEASE NOTE:
 ALL BOUNDARIES SHALL BE VERIFIED
 ON SITE BY THE SURVEYOR.
 AREAS AND DIMENSIONS MAY NOT BE
 EXACT AS SHOWN ON DRAWING.

CHILD ADVOCACY CENTRE

**CHURCH, SIXTH, GREEN AND
 WUNGONG ROAD
 ROUNDABOUT CONSTRUCTION**

<p>CITY OF Armadale</p>	<p>NORTH POINT</p>	JOB :	
		DRAWN: ANDREW GONCALVES	SCALE: 1:500 (A4)
		DATE: 25-02-09	DRAWING No.
		DATUMN: PCG	08-38-B
APPROVED:		SHEET 2 of 2	

REVIEW OF 2008/09 CARRY FORWARDS

WARD All
FILE REF
DATE 24 February 2009
REF WAB
RESPONSIBLE CEO
MANAGER

In Brief:

- Review of the Technical Services Directorate Carry Forwards.
- **Recommend**
That Council note:
 1. The amended carry forwards for the operating departments within the Technical Services Directorate.
 2. The many drivers for changes to the Directorate's capital expenditure programme such as grant variations, programmed changes arising from infrastructure provider delays, site access, environmental and other agency approvals.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Developing our Organisation

Improve the overall financial viability of Council, by:

Developing processes to measure and allocate costs of Council services

Developing improved financial management reports

Legislation Implications

Assessment of legislation indicates that the following regulations apply:

Local Government Act 1995

Part 6 Financial management – Division 2 – Annual Budget – Section 6.2

Local Government (Financial Management) Regulations

Review of Budget – regulation 33A.

Council Policy/Local Law Implications

Nil.

Budget/Financial Implications

Carry Forwards impact on the end of year position and the Works Programme for the following year. In the City Strategy Committee report to the Ordinary Meeting of Council on 23rd February 2009, the projected Carry Forwards for the Technical Services Directorate were reduced by \$2.7m.

Consultation

MANEX

BACKGROUND

As a result of changed technology in road pavements and wearing surfaces, changes to development programmes by other agencies, timing of revenues from sale of land (which must occur prior to consequential parks works) and the lead times for larger road projects, usually largely funded by grants, development contributions or neighbouring Councils, the Technical Services Directorate Capital Expenditure programme has been reviewed. In particular the impact of end of year accounting requirements, changes to development

programmes funded by others such as the Gilwell Avenue, Kelmscott extension funded by the Armadale Redevelopment Authority (ARA), the capacity to reschedule drainage works in Banyard Street, Kelmscott to take advantage of potential developer contributions, the delay in completion of the traffic lights at the Bedforddale Road / South West Highway / William Street intersection (due to Western Power infrastructure delays) has provided the opportunity to reduce the Civil Works Capital Expenditure programme by \$3.2m in the 2008/09 Financial Year, and to re-programme and re-budget these works to later years.

COMMENT

The Directorate's Capital Expenditure is funded from a number of sources:-

- Grants for road works from State and Federal Governments, both as general contributions – Grants commission and Roads to Recovery funds – and project specific funds from State Government as well as Blackspot funding both State and Federal.
- Development funding from Development Contribution Schemes and other development activities.
- Revenues derived from the City's POS and Freehold Land Sale.
- Municipal Funds.

Project specific and programme specific grants usually have tight timelines associated with them which are tied, to the "granting agencies" own funding timelines. Consequently priority is given to completing these works as soon as practical, with Municipal Funded projects following.

Large construction projects for new assets have increasing lead times, eg. environmental approvals including offsets, clearing permits, land acquisition, utility infrastructure relocations, micro-management by associated agencies, concept and detail design in building projects, construction complexities and trade coordination. All have an impact on project duration and hence the need to carry forward funds from one financial year to the next.

End of year Accounting processes impact on carry forwards. Also, on-going obligations – particularly revenues to be paid for future works – are often better tracked through the carry forward process rather than lost to corporate memory by keeping such arrangements away from the Balance Sheet alone.

The purpose of this report is to inform Council of the increasing demand upon the Directorate in order to accomplish its day to day operational tasks as well as to meet the strategic initiatives and objectives of Council.

Council will be already aware of the consistent increase in construction activity over the past 3 to 4 years. This coupled with the lack of an available experienced professional work force (mainly due to the demands of the mining area) has restricted the Directorate across its activities.

At the same time Council has benefited from a number of additional grants from both the Commonwealth and State Government sectors that have allowed the City to commence a number of additional projects (remembering the conditions of these grants require the works to be completed within that financial year). These additional works however have required re-programming of some works. There have also been many occasions where programmed works have been delayed awaiting action from other State Government agencies.

The Directorate salaried work force has remained constant for the past two years however the annual expenditure budget has increased by 50.4% since 2006/07 with carry forwards increasing by 16.1% for the same period. It should be noted however that the carry forwards amount has decreased from 2007/08 by 29.5%.

This shows that the Directorate has taken significant steps in meeting the criteria for the additional grants, continue to maintain its operational requirements as well as make inroads in reducing the carry forwards amount from the last financial year with a professional and administrative work force that has remained stable for the past two years.

The Carry Forward amount of \$6.96m, is summarised by Department and cause for delays to progress:

Departments	Works In Progress	Works delayed by others	Works Programme Adjustments	Total
Client Services	\$476,800	\$360,000	\$416,800	\$1,253,600
Civil Works	\$1,168,500	\$1,396,500	\$136,200	\$2,701,200
Parks	\$150,000	\$840,000		\$990,000
Property	\$151,370		\$164,000	\$315,370
Project		\$1,700,000		\$1,700,000
Total \$	\$1,946,670	\$4,296,500	\$717,000	\$6,960,170
Percentage	27.9%	61.7%	10.3%	100%

To break this down further into percentages by Department:-

Departments	Carry Forwards	Percentage
Client Services	\$1,253,600	18.0%
Civil Works	\$2,701,200	38.8%
Parks	\$990,000	14.2%
Property	\$315,370	4.6%
Projects	\$1,700,000	24.4%
Total	\$6,960,170	100%

Detailed breakdown of the Carry Forward works are as follows:

Client Services

Works associated with the Roleystone Revitalisation Project	\$340,000*
CCTV	\$197,900
Crossovers	\$260,000
Asset Management Software & Data Collection	\$255,600#
Various Consultancy Studies	\$141,300#
Street lighting	\$20,000*
Anti Graffiti	\$19,900#
Minor works	\$18,900
Sub Total	\$1,253,600

Civil Works

Ranford Road (Southern River Road / Warton Road)	\$1,266,500*
Ranford Road (Tonkin Hwy / Southern Rover Road)	\$420,000
Champion Drive	\$398,000
Champion Drive Resource Centre	\$136,200#

Armadale Road	\$130,000*
Municipal Street	\$97,800
Slabgully Road	\$94,400
Streich Avenue	\$73,300
Armitage Road	\$55,000
Lefroy Road	\$30,000
Sub Total	\$2,701,200

Parks

Gwynne Park – POS Strategy	\$300,000*
Reg Williams – POS Strategy	\$540,000*
Pries Park	\$100,000
Memorial Park	\$50,000
Sub Total	\$990,000

Property

Asset Preservation works – various buildings	\$151,370
Roof & Gutters preservation – various works	\$164,000#
Sub Total	\$315,370

Projects

Armadale Library Fitout	\$1,000,000*
Old Armadale Library Conversion	\$700,000*
Sub Total	\$1,700,000

TOTAL CARRY FORWARDS

\$6,960,170

Note

	Carry Forwards	%	Reason for carry Forwards
*	\$4,296,500	61.7	Works delayed / held up by others
#	\$717,000	10.3	Changes in works programme
	\$1,946,670	28.0	Works still in progress.
	\$6,960,170	100.0	

As reported at the City Strategy Meeting of 17 February 2009, Civil Works expenses are forecasted to be down on budget by \$3.2m due to reduced grants and contributions and changes to the works programme. At the same time Property Services are expected to be up by \$0.478m because of increase costs associated with the New Armadale Library and the public entrance area of the Administration Building. The net forecast for Technical Services Directorate is expected to be \$2.7m down on budget in capital expenses. This then has a direct impact on capital projects such as:

Ranford Road	\$1,200,000 – variations due to accounting processes
Gilwell Ave	\$782,300 – ARA funded and not yet ready for construction
William Road	\$297,400 – Delay in SW Hwy traffic lights makes project premature.
Wright Road	\$292,400 – Funded by DCP
Banyard Ave	\$115,100 – potential for Developer contribution as works not immediately necessary.
Total	\$2,687,200

Accordingly by reducing the Civil Works adopted expenditure by \$3.2m from \$14.8m to \$11.6m and with a expenditure forecast of \$9.0m to 30 June 2009 leaves a realistic carry

forward amount of \$2.6m. It should be noted that this represents approximately 22.4% of the Civil Works budget and that 80% of Civil Works expenditure is carried out by contractors and other agencies. It should also be noted that the 2009/10 Budget will not be approved until mid August and the works encompassed in the Budget are generally not mobilised until the end of September ie. 25% of the way into the Financial Year.

SUMMARY

In summary it can be seen of the \$6.96m carry forwards, \$4.29m (61.7%) is dependent upon external agencies and is out of the Directorate's immediate control. \$717,000 or (10.3%) is a result of adjustment to the works programme whilst the remaining \$1.94m (28.0%) of works in progress.

RECOMMEND

That Council note:

- 1. The amended carry forwards for the operating departments within the Technical Services Directorate.**
- 2. The many drivers for changes to the Directorate's capital expenditure programme such as grant variations, programmed changes arising from infrastructure provider delays, site access, environmental and other agency approvals.**

MOVED Cr
MOTION CARRIED/LOST

TENDER NO. 1/09- SUPPLY OF ONE BACKHOE LOADER

WARD All
FILE REF TEN/1/09
DATE 16 February
2009
REF JMC
RESPONSIBLE
MANAGER EDTS

In Brief:

- Tender No. 1/09 was recently called for Supply of One Backhoe Loader
- Six tenders were received by the specified closing time.
- The tender from Westrac Pty Ltd has been assessed as being the most advantageous to Council.
- **Recommend**
That with Tender No.1/09, for the Supply of One Backhoe Loader, Council accept the tender of Westrac Pty Ltd, for the supply of:
One Backhoe Loader for \$150172 less Trade-in \$34100 (\$116072 inclusive GST)

Tabled Items

Nil.

Officer Interest Declaration

Nil

Strategic Implications

Corporate Services

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

Legislation Implications

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

Council Policy/Local Law Implications

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

Budget/Financial Implications

Total current budget allocation \$150,000

Consultation

Departmental Manager /Supervisor/Operator

BACKGROUND

Council currently has a John Deere Backhoe loader that is due for replacement. Civil Construction uses the backhoe for drainage projects. Tenders were called for the Supply of One Backhoe Loader, P188 John Deere is offered for trade or outright purchase.

Six tenders were received which met the selection criteria.

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

Table 1 : Selection Criteria

Item No.	Description	Weighting
1.	Tender Proposal	10%
2.	Operational Assessment	20%
3.	Mechanical Assessment	20%
4.	Whole of Life Costs	50%
	TOTAL	100%

DETAILS OF TENDERS RECEIVED

Six companies submitted tenders for the Supply of One Backhoe Loader. They are JCB Constuction Equipment, CJD Equipment, Komatsu Aust Pty Ltd, Westrac Equipment Pty Ltd, Hitachi Constuction Machinery Aust Pty Ltd and Semco Equipment Sales

Table 2 : Tenders Received

Backhoe	CJD Equipment Pty Ltd	Westrac	Hitachi Constuction Machinery	Komatsu	JCB Constuction Equipment	Semco Equipment Sales
MODEL	Volvo BL71	Cat 422E	John Deere 315SJ	Wb97R-5EO		
PRICE	\$161,700	\$150,172	\$156,200	\$166,131	\$165,527	\$123,500
TRADE	\$44,000	\$34,100	\$60,500	\$45,000	\$49,500	\$28,000
* Net Price	\$117,700	\$116,072	\$95,700	\$121,131	\$116,027	\$95,500

TENDER EVALUATION

Six backhoe loaders were tendered; of these five were inspected and assessed by Council operational and mechanical staff. The Backhoe Loader from Semco Equipment Sales was not available for assessment.

All five machines inspected were of a high standard and met Council requirements. Operational staff assessed the Cat 422E as being the best backhoe loader for ergonomics and features. Mechanical staff rated the Cat 422E highest for ease of maintenance and for vehicle design and construction.

The Cat 422E has higher breakout power than the other backhoes tested, which gives the ability to dig out with greater force, which would be beneficial in the type of terrain in the Hills and surrounding areas. An extra feature of this backhoe is “Ride Control” that offers a stable ride over rough or uneven ground, reducing operator fatigue.

Westrac Pty Ltd has a large workshop and spare parts facility, with 24 hours 7 days a week service. In the event of a part not being available, Westrac Pty Ltd will loan Council a backhoe where available free of charge for the required time.

Westrac Pty Ltd has a laboratory that tests oil samples taken at service intervals in order to monitor the state of the machine. Early detection of faults and failures will save on downtime and maximise the life and reliability of the backhoe.

TENDER RANKINGS

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

Table 3 : Tender Rankings

Company	Make	Model	Ranking
Westrac Equipment Pty Ltd	Westrac	422E	1
Komatsu Aust Pty Ltd	Komatsu	WB97R-2	2
CJD Equipment	Volvo	BL71	3
JCB Construction Equipment Australia	JCB	3CX	4
Hitachi Construction Machinery Pty Ltd	John Deere	315SG	5
Semco Equipment Sales	Terex	760	6

CONCLUSION

It is thus recommended that the tender be awarded to Westrac Pty Ltd who have satisfied the selection criteria and are ranked number one in the tender evaluation.

RECOMMEND

That with Tender No.1/09, for the Supply of One Backhoe Loader, Council accept the tender of Westrac Pty Ltd, with their submitted tender for the supply of: One Backhoe Loader for \$150,172 less Trade-in \$34,100 (\$116,072 inclusive GST).

MOVED CR
MOTION CARRIED/LOST

TENDER NO.2/09 – SUPPLY OF ONE 6 X 4 SIDE LOADING WASTE TRUCK

WARD All
FILE REF TEN/2/09
DATE 6 February 2009
REF JMC
RESPONSIBLE MANAGER MTS

In Brief:

- Tender No. 2/09 was called for the Supply of One Side Loading Waste Truck
- International Acco P531 was offered for trade or outright purchase.
- Three tenders were received by the specified closing time.
- The tender from Skipper Trucks has been assessed as being the most advantageous to Council
- **Recommend**
That with Tender No.2/09, for the Supply of One 6 x 4 Side Loading Waste Trucks, Council accept the tender of Skipper Trucks, for the supply of:
One 6 x 4 Side Loading Waste Truck with a McDonald Johnston body for \$369,710 less Trade-in \$58,003 (\$311,707 inclusive GST

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Corporate Services

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

Legislation Implications

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

Council Policy/Local Law Implications

Assessment of Policies/Local Laws indicates that the following are applicable: -

Policy ENG-5 – Tendering and Purchasing

Budget/Financial Implications

Current budget allocation \$320,000

Consultation

Departmental Coordinator/Operators/Mechanical staff

BACKGROUND

Council currently owns six waste trucks that are utilised by Waste Services for waste collection. One of these trucks, an International Acco P531 is due for replacement, and was offered for trade or outright purchase.

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

SELECTION CRITERIA

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

Table 1: Selection Criteria – Purchase

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

DETAILS OF TENDERS RECEIVED

Two companies submitted conforming tenders for the supply of one 6 x 4 side loading waste truck with the option of a compactor body.

- Skipper Trucks
- Major Motors

One non-conforming tender was received for supply of body only from Wastemaster. The two conforming tenders for truck and body were assessed.

Tender Evaluation

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

Table 2: Tenders Received

TENDERER	SKIPPER TRUCKS	MAJOR MOTORS
MODEL	IVECO ACCOF2350G/260	ISUZU FH FVY1400
BODY TYPE	MCDONALD JOHNSTON	WASTEMASTER
PRICE	\$369,710	\$375,287
TRADE	\$58,003	Nil
NET PRICE	\$311,707	\$375,287

TENDER EVALUATION

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

Major Motors do not have a truck that is a purpose built with dual controls and instrumentation, these items are after market fitted. Isuzu trucks also have Rear Airbag suspension which has proven not to stand up well to wear and tear when trucks unload at the landfill site.

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

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

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

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

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

Table 4: Tender Rankings

Company	Make	Model	Body	Ranking
Skipper Trucks	Iveco Acco	F2350G	McDonald Johnston	1
Major Motors	Isuzu	FH FVY1400	Wastemaster	2

CONCLUSION

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

RECOMMEND

That with Tender No.2/09, for the Supply of One 6 x 4 Side Loading Waste Truck, Council accept the tender of Skipper Trucks, with their submitted tender for the supply of: One 6 x 4 Side Loading Waste Truck with McDonald Johnston Body for \$369,710.00 less Trade-ins \$58,003.00 (\$311,707.00 inclusive GST).

MOVED Cr
MOTION CARRIED/LOST

POLICY REVIEW

WARD ALL
FILE REF: PCY/1
DATE 15 January 2009
REF CB
RESPONSIBLE EDTS
MANAGER

In Brief:

- At its meeting of 4 March 2003 Council formally adopted the Policy Manual and endorsed the associated Procedures for Developing Amending and Reviewing Policies.
- It is recommended that the policies as reviewed continue to apply and operate until March 2012 or such earlier date as Council may determine from time to time.

Tabled Items

Nil.

Officer Interest Declaration

Nil

Strategic Implications

To foster an effective professional environment for the governance and administration of the City's services.

Legislation Implications

Local Government Act 1995

Council Policy/Local Law Implications

Policy Manual

Budget/Financial Implications

Nil

Consultation

Technical Services Administration

BACKGROUND

At its meeting of 4 March 2003 Council formally adopted the Policy Manual and endorsed the associated Procedures for Developing Amending and Reviewing Policies.

Part 3 of the Procedures states:

“A review of every policy is to be made every 3 years by the relevant Executive Director, with a third of the policies reviewed each year”.

DETAILS OF PROPOSAL

As per the Procedure for Developing Amending and Reviewing Policies a third of the policies that relate to the Technical Services Directorate have been presented for review. These are presented as *attachment “A-2” of the Agenda (see Summary of Attachments – Green Page)*.

COMMENT

Having reviewed and confirmed the continuing relevancy of each of the following Policies, no alterations is required.

ENG 3	Road Closure for Events
ENG 12	Resumptions
ENG 14	Landscaping
ENG 15	Constructed Waterbodies

The following policy has been reviewed and amended.

ENG 2	Standard Crossover
ENG 13	Asset Management

Changes are as follows:

Standard Crossover

Current Policy states: A standard crossover for calculating the City's financial contribution is one 3.0 metres wide at the property line, 6.0 metres from the property line to the pavement edge, 5.0 metres wide at the pavement edge and construction in a minimum of 100 mm thickness concrete for residential crossovers and a minimum of 150mm thickness for commercial crossovers (where the use is clearly above residential standard).

Amended Policy to state: A standard crossover for calculating the City's financial contribution is 3.0 metres wide at the property line and 5.0 metres wide at the pavement edge and the length is determined between these two boundaries.

Council's contribution shall be up to 50% of the cost of construction based on the above parameters and on the accepted tendered price for the construction of concrete crossovers.

Asset Management

Current Policy states: The City will undertake to provide the required level of service of the assets and services it is responsible for, in a whole-of-life and economically sustainable manner. Budgeting priority will be given to the maintenance of existing assets and services, and adequate resources will be provided to manage them in a cost effective manner.

Amended Policy to state: The City will undertake to provide the required level of service of the assets and services it is responsible for, in a whole-of-life and economically sustainable manner. Budgeting priority will be given to the operation, maintenance and renewal of existing assets and services, and adequate resources will be provided to manage them in a cost effective manner.

Conclusion

It is recommended that the policies as reviewed continue to apply and operate until March 2012 or such earlier date as Council may determine from time to time.

RECOMMEND

That Council endorse the following policies as detailed in Attachment A- 2 to the report:

ENG 2	Standard Crossovers
ENG 3	Road Closure for Events
ENG 12	Resumptions
ENG 13	Asset Management
ENG 14	Landscaping
ENG 15	Waterbodies

MOVED CR
MOTION CARRIED/LOST

LATE ITEMS

COUNCILLORS' ITEMS

MEETING CLOSED _____ PM.

TECHNICAL SERVICES COMMITTEE

SUMMARY OF “A” ATTACHMENTS

4 MARCH 2009

Attachment No.	Subject	Page
A1	Submissions and recommended responses on the Neerigen Brook Reserve Management Plan	52
A2	ENG 2 – Crossovers	56
A2	ENG 3 – Road Closures for Events	58
A2	ENG 12 – Resumptions	59
A2	ENG 13 – Asset Management Vision	60
A2	ENG 14 – Landscaping	61
A2	ENG 15 – Constructed Waterbodies	62

Section of Plan	Comment Summary	Recommended Response	Recommended Change to the Plan
Reserve Boundary (section 3.1)	Disagree with the proposed high density bollards at 1.5m adjacent to their property, the boundary is clear and adequately marked as previously installed by the City.	Site inspections will be undertaken of the property boundary. If the boundary is adequately marked and delineated the high density bollards will not be installed.	Recommendation 1 amended to: Delineate the Reserve from private properties, <i>where boundary demarcation is assessed to not be adequate</i> , by installing bollards at approximately 1.5 metre intervals along sections of the Reserve boundary that are not already clearly defined.
	Enquiry as to who will pay for the removal of fences and other obstructions.	The City will pay for the removal of fences on the Reserve.	No change to plan.
	Enquiry into the obstructions which have been erected within the Reserve and whether the land will be gifted to the illegal occupants.	Obstructions will be treated on a case by case basis and the land will not be gifted to anybody.	No change to plan.
Weeds and revegetation (section 3.2.3)	Landholders adjacent to the Landcare demonstration site would appreciate further discussion of the project to ensure it does not adversely affect the security and lifestyle of the property.	The Landcare demonstration sites will be discussed with adjacent land owners at the appropriate time.	Recommendation 8 amended to: Develop a demonstration site within the Reserve, <i>after consultation with affected adjacent landholders</i> . Potential demonstration site locations are shown in Figure 8.
Reserve Maintenance (section 3.2.3 and 3.5)	The Plan proposes that Reserve maintenance will be undertaken by the City, which will become an unnecessary expense as it is currently done by residents adjacent to the Reserve.	Whilst some residents maintain parts of the Reserve, others do not, and are not obliged to do so. In line with the City's Friends of Group Manual, Officers encourage residents to look after and maintain the areas of the Reserve abutting their property.	No change to plan.
Fire risk (section 3.5)	Object to controlled burning, as a fuel loading reduction method, being carried out along the stream as the smoke will force people to remain indoors. Request only slashing & weeding to be carried out.	With improved vehicle access, maintenance of the reserve will be increased and the need to burn will be reduced over time. Appropriate fire management will be undertaken, including slashing and weeding as necessary, as stated in Recommendation 18 of the Plan.	No change to plan.
	Fire and Emergency Services should be included in the plan as bushfire management is their responsibility.	The Management Plan has been circulated to the relevant fire authority. On lands vested in the City of Armadale, fire management is the responsibility of the City.	No change to plan.
History and heritage	The historical significance does not seem of any great interest or concern and has not impacted the	As stated in Section 3.6 and Appendix B of the Management Plan, the Reserve holds historical and	No change to plan.

Section of Plan	Comment Summary	Recommended Response	Recommended Change to the Plan
(section 3.6)	development of the community. Trail used for a limited time will now have been lost to the natural growth of the bush.	heritage values and parts of the trail still exist at the northern end of the Reserve.	
Use of Reserve (section 3.7)	Concern proposed vehicle access tracks will provide greater penetration into the reserve, enhance its appeal to unauthorised vehicle users and increase safety concerns of pedestrians on these vehicle access tracks.	Vehicle access, designed for service vehicles to undertake maintenance activities in the Reserve, will be from PAW 1 and 4 only, and will have locked gates at the entrance to prevent unauthorised vehicular access. The vehicle access tracks are confirmed to a small section at the southern end and a section between PAW 4 and 5. The remainder of the proposed tracks will be for a pedestrian trail which will not be sufficient in size and construction for vehicles.	No change to plan.
	Recommend installation of locked gates at PAW1 to ensure access is restricted to authorised vehicles and pedestrians only.	Required gates for service vehicle access will be installed at the appropriate time.	Recommendation 27 amended to: Construct two vehicle tracks <i>and appropriate gates to prohibit unauthorised vehicle access</i> , within the Reserve, as shown in Figure 8.
	The ramp at PAW4 will impact privacy and allow access by neighbourhood children who could potentially use it as a skateboard ramp creating unwanted disturbances and public nuisance. The steep decline could also cause injury to those individuals.	The PAW ramp will be properly constructed at a safe angle using materials such as limestone which are predominantly not suitable for skateboards.	No change to plan.
	The security of residents will be compromised by increasing accessibility, increasing antisocial behaviour and rubbish dumping. It gives undesirable persons [persons doing maintenance as community service] time to "case" all suitable homes along the reserve granting easy entry to properties for the purposes of theft & possible assault on residents.	The Ministry of Justice teams are properly supervised at all times and have been working in the Reserve since 1998 without incident. If owners adjacent to the Reserve feel added security is needed they are able to install screening plants or increase the height of the fence on their property in line with the Fencing Local Laws.	No change to plan.
	Will consider legal action against the City for unspecified damages and injury - most affected homes have post & wire fences, providing easy access for potential criminals. If council will pay for	Crown land is not bound by the <i>Dividing Fences Act 1961</i> , as such it is the responsibility of the property owners adjacent to Crown Land to erect adequate fencing under the Fencing Local Law.	No change to plan.

Section of Plan	Comment Summary	Recommended Response	Recommended Change to the Plan
	suitable fencing to increase security will reconsider views, but will impede current view and reduce property value.		
	Object to pathways course along the northern part of their property which is steep and narrow. The distance from the garden is 1 meter from the proposed path. Path would need to be dug into steep slope which could undermine the embankment and would require clearing of blackberry bushes which is a source of cover and food for animals.	The feasibility of the proposed pathway alignment was investigated during the writing of the Management Plan. Due to the inaccessibility of certain areas of the Reserve, the proposed pathway was identified as the most appropriate option.	No change to plan.
	Eco-system values will be damaged by the development, indifferent users and will cause rubbish dumping problems.	All efforts will be made to ensure the ecological values of the Reserve are protected. All proposed tracks are intended on being constructed in a low impact manner, where tracks already exist, in already cleared areas, or where the vegetation consists entirely of weeds.	No change to plan.
	Concerns over the construction of pathway and bridge structures being compromised due to documented flooding of the Reserve.	As stated in the Management Plan, pathways and bridges will be constructed to the appropriate standard to carry emergency and maintenance vehicles and to prevent erosion.	No change to plan.
Public use and access (section 3.7.1)	Owners of Lot 144, 145, 146, 147 refuse entry and rescind any agreements for access to their conjoined battleaxe driveway to all unauthorised persons, including pedestrians, walkers, runners, bicycle riders and all motor vehicles. City of Armadale staff in council cars and utes (not trucks) are welcome to use driveway provided they drive slowly and safely. Public liability concerns over potential accidents which may occur on the driveway.	The City reserves the right to clear PAW 3. In the interim other PAW's will be upgraded and access to the reserve will be monitored to ensure it is adequate. Public access to the front door can not be refused. This matter will be taken up directly with the affected landholders.	Plan amended to reflect these statements.
	Public should be excluded from the Reserve, and agree with the recommendations which achieve this and make the Reserve a managed nature reserve.	As the Reserve is vested for the purpose of "Public Recreation and Drainage" the Reserve should be open to the public for the benefit of the public for recreation without charge or restriction.	No change to plan.

Section of Plan	Comment Summary	Recommended Response	Recommended Change to the Plan
Water use (section 3.7.3)	<p>Enquiries regarding the implementation of the Neerigen Brook Access Agreement (legal agreement between Main Roads, Water & Rivers Commission, City of Armadale, and a number of named property owners), the rights under this agreement to pump water across the Reserve and how it is effected by changes in property ownership.</p>	<p>While the Neerigen Brook Access Agreement is in place, the responsibilities and covenants of each Landowner will pass onto subsequent owners for the purposes of the agreement. Only the properties in the Neerigen Brook Access Agreement have right under the agreement to pipe water across the Reserve. The City's permission is required before pipes can be run across the Reserve. The Access Agreement was put in place by the former Water and Rivers Commission (now the Department of Water) to restrict future access. Riparian rights are administered by the Department of Water under the <i>Rights in Water and Irrigation Act 1914</i>.</p>	<p>No change to plan.</p>
	<p>Question whether the City will make people above Bedforddale Hill Road remove the dams and pumps.</p>	<p>If people are illegally taking water the City will investigate the removal of unauthorised pumps or dams or pipes on land vested in the City.</p>	<p>No change to plan.</p>
Additional Land (section 3.8)	<p>Property owners adjacent to Plot 150 (vested with Main Roads Department) state they have been informed that they would have first right of refusal to buy land as their access is on this land and a legal agreement to this effect may be in place.</p>	<p>This will be investigated at the appropriate time.</p>	<p>No change to plan.</p>



POLICY

ENG 2 – CROSSOVERS

Management Practice

N/A

Relevant Delegation

N/A

RATIONALE

To clearly determine the type and material that will be accepted by Council in the construction of crossovers.

To clearly identify a standard crossover upon which Council will base its contribution as required by Regulation 15 of the Local Government (Uniform Local Provisions) Regulations.

POLICY

Construction of the crossover shall be:

- For concrete a minimum of 100 mm thickness concrete for residential crossovers and a minimum of 150mm thickness for commercial crossovers (where the use is clearly above residential standard).
- For brick/block paved the minimum brick thickness shall be 60mm for residential crossovers and 75mm for commercial business.
- For asphalt the minimum thickness shall be 150mm thick compacted road base with 25mm thickness asphalt for residential crossovers and 200mm thick compacted road base with 40mm thickness asphalt for commercial crossovers.

Unless otherwise approved all existing paths shall be cut and removed and the crossover designed to tie in vertically with the cut edge of the path.

Standard Crossover

A standard crossover for calculating the City's financial contribution is 3.0 metres wide at the property line and 5.0 metres wide at the pavement edge and the length is determined between these two edges.

Council's contribution shall be up to 50% of the cost of construction based on the above parameters and on the accepted tendered price for the construction of concrete crossovers.

Related Local Law

Activities and Trading in Thoroughfares and Public Places Local Law

Related Policies

N/A

Related Budget Schedule

N/A

Last Reviewed

7 March 2006

Next Review Date

4 March 2009

Authority

Council Meeting of 4 March 2003
(C6/2/03)

Council Meeting of 7 March 2006
(T12/02/06)



POLICY

ENG 3 – ROAD CLOSURES FOR EVENTS

Management Practice

N/A

Relevant Delegation

Chief Executive Officer

RATIONALE

To ensure that Council is aware of activities being conducted on roads under its care and management.

POLICY

Prior to Council's approval of an application for road closures for events other than for the Minnowarra Festival, Australia Day and Armadale Classic, applicants be required to lodge appropriate fees and charges as determined and advertised by Council in its annual budget.

Related Local Law

Activities and Trading in Thoroughfares and Public Places Local Law

Related Policies

N/A

Related Budget Schedule

M141

Last Reviewed

7 March 2006

Next Review Date

4 March 2009

Authority

Council Meeting of 4 March 2003 (C6/2/03)
Council Meeting of 7 March 2006
(T12/02/06)



POLICY

ENG 12 – RESUMPTIONS

Management Practice

N/A

Relevant Delegation

N/A

RATIONALE

To provide an effective administrative process for the timely acquisition of land for approved Council projects.

POLICY

Where land is required to be resumed for approved Council projects, officers may negotiate acquisition up to its taxation valuation without reference to Council.

Related Local Law

N/A

Related Policies

N/A

Related Budget Schedule

M81

Last Reviewed

7 March 2006

Next Review Date

4 March 2009

Authority

Council Meeting of 4 March 2003 (C6/2/03)

Council Meeting of 7 March 2006

(T12/02/06)



POLICY

ENG 13 – ASSET MANAGEMENT VISION

Management Practice

ENG 13

Relevant Delegation

N/A

RATIONALE

To provide clear direction in the provision and management of all Council's assets that ensures sustainable outcomes and appropriate levels of service, for present and future stakeholders.

POLICY

The City will undertake to provide the required level of service of the assets and services it is responsible for, in a whole-of-life and economically sustainable manner. Budgeting priority will be given to the operation, maintenance and renewal of existing assets and services, and adequate resources will be provided to manage them in a cost effective manner.

The Policy considers an "Asset", by definition, to be:

"A physical component of a facility which has value, enables services to be provided and has an economic life of greater than twelve (12) months."

Related Local Law

N/A

Related Policies

ADM2 – Property Lease Rentals

Related Budget Schedule

N/A

Last Reviewed

15 May 2006

Next Review Date

4 March 2009

Authority

Council Meeting of 15 May 2006 (CS48/5/06)



POLICY

ENG 14 – LANDSCAPING

Management Practice

ENG 14

Relevant Delegation

N/A

RATIONALE

The City's vision is for a place combining city living with a beautiful bushland setting, with the associated aim of enhancing the qualities and benefits of our natural and built environment.

A landscaping policy provides a mechanism to enhance environmental amenity and civic pride, create a sense of place, return aspects of biodiversity to local areas, and has significant effects in respect to water and fertiliser requirements and subsequent off-site impacts such as nutrient loads that reach our rivers.

POLICY

By providing guidance on landscape design the City seeks to:

1. Meet or exceed the recommended the Urban Water Management Strategy target of the use of 30% native plantings in public open space in the Southern River/ Forrestdale/ Brookdale/ Wungong District Structure Plan area as part of an overall effort to reduce nutrient export to rivers, whilst providing a planting theme that permits diversity.
2. Establish a common landscaping theme for industrial areas using local plants and plants from drier coastal sandplain areas of Western Australia; and
3. Maintain Roleystone, Karragullen and Bedfordale's bushland setting and sense of place by using of local bushland species in landscaping.

Related Local Law

N/A

Related Policies

ENG 6, ENG 9

Related Budget Schedule

N/A

Last Reviewed

December 2006

Next Review Date

March 2008

Authority

Council Meeting of 5 February 2007 (T7/01/07)



POLICY

**ENG 15 - CONSTRUCTED
WATERBODIES**

Management Practice

ENG 15

Relevant Delegation

N/A

RATIONALE

Constructed waterbodies that are not designed properly or which have water of poor quality flowing into them present costly ongoing management problems such as mosquitoes and midge, algal blooms toxic to wildlife and foul odours that are a nuisance to surrounding residents and potential significant cost to Council which should be incurred by the developer.

POLICY

Constructed waterbodies in existing or proposed public open space areas should only be approved where they satisfy a district recreation need (as per Local Planning Policy PLN 2.9 Landscaping) and are required for irrigation purposes. When considering constructed waterbodies the City will ensure that prior to their construction that they are designed and can be managed to so that costly ongoing management problems will not arise.

Constructed waterbodies will be evaluated in accordance with the current management practice

Related Local Law

N/A

Related Policies

ENG 13 Asset Management Vision, ENG 14 Landscaping, Local Planning Policy PLN 2.9 Landscaping

Related Budget Schedule

N/A

Last Reviewed

18 December 2006

Next Review Date

December 2008

Authority

Council Meeting of 2 February 2007 (T8/1/07)