

Development & Infrastructure Services Committee Meeting

Agenda for Monday 8 August 2016



**shire of
kalamunda**

NOTICE OF MEETING DEVELOPMENT & INFRASTRUCTURE SERVICES COMMITTEE

Dear Councillors

Notice is hereby given that the next meeting of the Development & Infrastructure Services Committee will be held in the Council Chambers, Administration Centre, 2 Railway Road, Kalamunda on **Monday 8 August 2016 following the Corporate & Community Services Meeting which commences at 6:00pm.**

Dinner will be served prior to the meeting from 5.15pm.



Rhonda Hardy
Chief Executive Officer
3 August 2016

Our Vision and Our Values

Our Vision

The Shire will have a diversity of lifestyle and people. It will take pride in caring for the natural, social, cultural and built environments and provide opportunities for people of all ages.

Our Core Values

Service – We deliver excellent service by actively engaging and listening to each other.

Respect – We trust and respect each other by valuing our difference, communicating openly and showing integrity in all we do.

Diversity – We challenge ourselves by keeping our minds open and looking for all possibilities and opportunities.

Ethics – We provide honest, open, equitable and responsive leadership by demonstrating high standards of ethical behavior.

Our Aspirational Values

Prosperity – We will ensure our Shire has a robust economy through a mixture of industrial and commercial development.

Harmony – We will retain our natural assets in balance with our built environment.

Courage – We take risks that are calculated to lead us to a bold new future.

Creativity – We create and innovate to improve all we do.

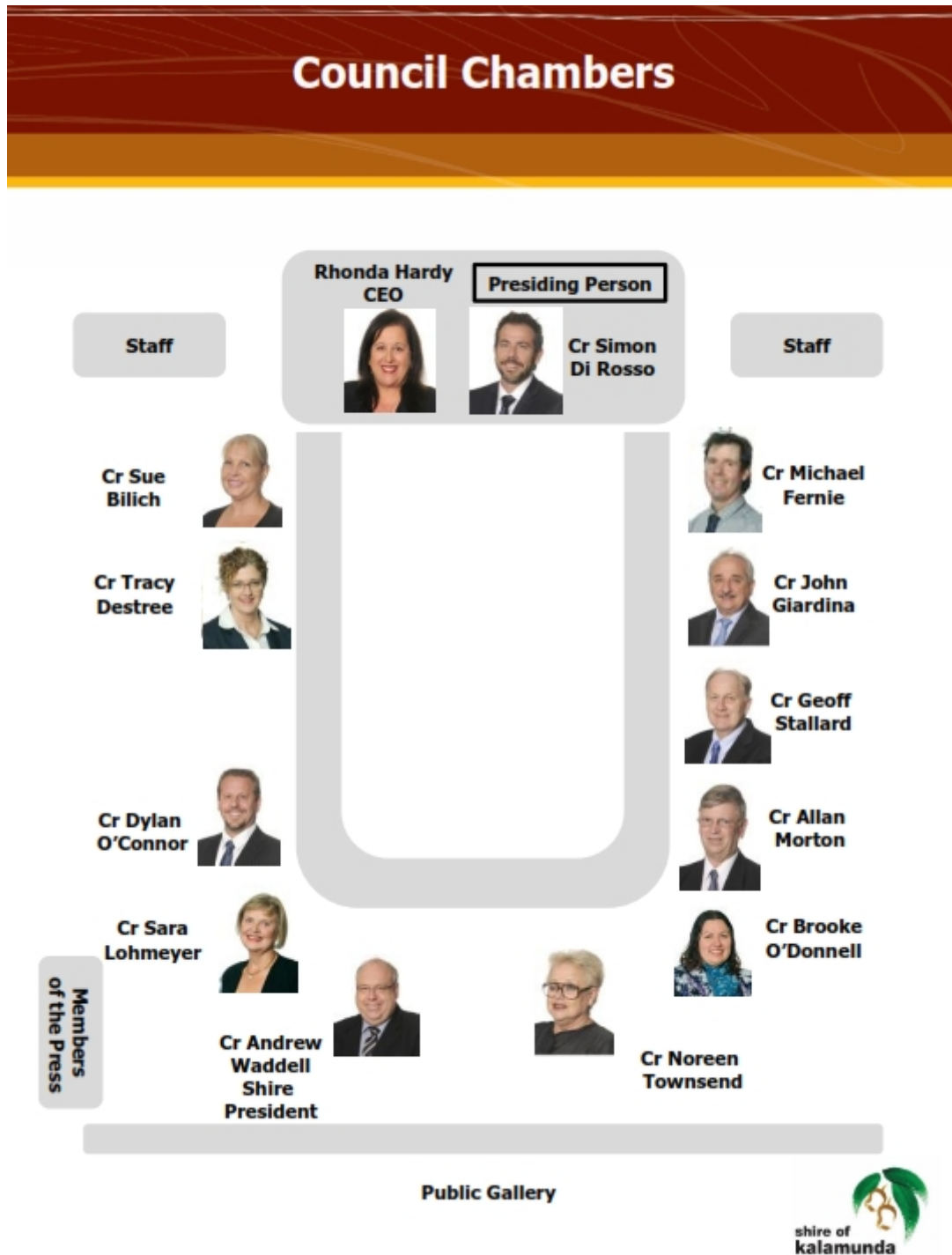


INFORMATION FOR THE PUBLIC ATTENDING COMMITTEE OR COUNCIL MEETINGS

Welcome to this evening's meeting. The following information is provided on the meeting and matters which may affect members of the public.

If you have any queries related to procedural matters, please contact a member of staff.

Council Chambers – Seating Layout



Standing Committee Meetings – Procedures

1. Standing Committees are open to the public, except for Confidential Items listed on the Agenda.
2. Shire of Kalamunda Standing Committees have a membership of all 12 Councillors.
3. Unless otherwise advised a Standing Committee makes recommendations only to the next scheduled Ordinary Council Meeting.
4. Members of the public who are unfamiliar with meeting proceedings are invited to seek advice prior to the meeting from a Shire Staff Member.
5. Members of the public are able to ask questions at a Standing Committee Meeting during Public Question Time. The questions should be related to the purposes of the Standing Committee.
6. Members of the public wishing to make a comment on any Agenda item may request to do so by advising staff prior to commencement of the Standing Committee Meeting.
7. Comment from members of the public on any item of the Agenda is usually limited to three minutes and should address the Recommendations at the conclusion of the report.
8. To facilitate the smooth running of the meeting, silence is to be observed in the public gallery at all times except for Public Question Time.
9. All other arrangements are in general accordance with Council's Standing Orders, the Policies and decision of person chairing the Committee Meeting.

Emergency Procedures

Please view the position of the Exits, Fire Extinguishers and Outdoor Assembly Area as displayed on the wall of Council Chambers.

In case of an emergency follow the instructions given by Council Personnel.

We ask that you do not move your vehicle as this could potentially block access for emergency services vehicles.

Please remain at the assembly point until advised it is safe to leave.

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AGENDA

1.0 OFFICIAL OPENING

2.0 ATTENDANCE, APOLOGIES AND LEAVE OF ABSENCE PREVIOUSLY APPROVED

3.0 PUBLIC QUESTION TIME

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

3.1 Questions from Development & Infrastructure Committee Meeting 11 July 2016.

3.1.1 Peter Forrest, Kalamunda – Commercial Development on Central Road and Mead Street

Will this Committee now please revisit the conditional approval and carefully consider the outstanding implications of the conditions that were not fully resolved which are:

Q1. Kalamunda Town Centre car parking capacity that this area can service is already known to be insufficient. It is also needed for the substantially increasing demand for Park and Rise from the already cramped Bus Station when the new Rail Station opens soon. Neither of those were taken fully into account in the Officer advice or the proponent's Traffic Report, but together will in reality, leave no spare capacity to allow a commercial use. (roadside parking is already mentioned.)

A1. The previous car parking study undertaken for the Kalamunda Town Centre in 2011 by external consultants found the town centre was well serviced by parking, with on the vast majority of occasions, supply outstripping demand. Of the parking areas identified in the town centre, only three had an average use of over 50%. In regard to the proposed bus station at the future Forrestfield Train Station, this station is expected to be a similar size to the station in Kalamunda, however the Forrestfield station will cater for a much larger number of bus movements and passengers. The construction of additional car parking area at 20 Central Road, Kalamunda will provide additional areas for, however is not considered to unduly interfere with, those wishing to 'park and ride' from the Kalamunda Bus Station.

- Q2. The Kalamunda Community (with an ageing demographic) has much to gain from enhancement of the adjoining Bus station – to assist not only Kalamunda citizens but also incoming visitors that will assist the local economy. Giving away or freezing the public car park area by a 25 year lease and so reducing free public car park capacity, (for a private commercial purpose) is obviously not in the public interest, when it must be kept available to service the Town Centre generally. (The exact terms of vesting that Crown Land to the Council are relevant)
- A2. The parking area identified over Lot 611 Central Road comprising part of the Aldi development is reserved for public purpose car park and the adjoining Lot 612 is reserved for public purpose and used for public car parking. The proposal will provide for a properly sealed, drained and landscaped area of parking for use by the general public.
- Q3. The very high risk to Pedestrian Public Safety is unresolved – In the existing public car park, by allowing very heavy vehicles to cross through and even stop, turn and reverse within it. That is due to a poorly located Stock Reveal and Waste Disposal point – that should obviously have its own Direct Road Entry.
- A3. The planning approval for the Aldi development was conditional on the applicant providing a revised plan detailing safe pedestrian movements through the site. The Shire will ensure compliance with this condition throughout the development process.
- Q4. Traffic growth – The CEO was asked by this Committee for an independent Traffic study – but that was not completed until after the Council meeting on 27th June – so that has not yet been assessed by Councillors – that also seems to have been only an existing local traffic count – that isn't of much future value.
- A4. The engineering consultant firm which completed a traffic study of the main streets in the Kalamunda Town Centre has been given a variation to its commission to address the streets adjoining the Aldi development. The outcomes will be presented to Council in due course.
- Q5. Environmental – Under current arrangement, bearing in mind the Commercial proposal involves apparent Council condoned destruction of at least four, but probably more – healthy mature Marri trees that are known Cockatoo habitat – between 100 and 230 years old. Will the proposal be referred to the Commonwealth under EPBC legislation. If not how will the Council proceed on this and how has the proponent been advised regarding that matter?
- A5. The planning approval for the Aldi development was conditional on the applicant taking measures to ensure the identification and protection of existing trees on the site prior to development proceeding.

4.0 PETITIONS/DEPUTATIONS

5.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETING

Voting Requirements: Simple Majority

- 5.1 That the Minutes of the Development & Infrastructure Services Committee Meeting held on 11 July 2016, as published and circulated, are confirmed as a true and accurate record of the proceedings.

Moved:

Seconded:

Vote:

Statement by Presiding Member

"On the basis of the above Motion, I now sign the minutes as a true and accurate record of the meeting of 11 July 2016".

6.0 ANNOUNCEMENTS BY THE PRESIDING MEMBER WITHOUT DISCUSSION

7.0 MATTERS FOR WHICH MEETING MAY BE CLOSED

- 7.1 **50. Consideration of Tenders – Provision of Cleaning Services in Various Council Buildings and Facilities (RFT1610)** - (Attachment 1) (Attachment 2) Reason for Confidentiality *Local Government Act 1995* S5.23 (2) (c) – "a contract entered into, or which may be entered into, by the local government which relates to a matter to be discussed at the meeting."

8.0 DISCLOSURE OF INTERESTS

8.1 Disclosure of Financial and Proximity Interests

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

8.2 Disclosure of Interest Affecting Impartiality

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

9.0 REPORTS TO COUNCIL

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

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

47. Proposed Local Development Plan – Lots 5 and 6 (280 and 276) Hale Road, Wattle Grove

Previous Items	OCM 41/2015; OCM 112/2016
Responsible Officer	Director Development Services
Service Area	Development Services
File Reference	149020 and 809-14
Applicant	Harley Dykstra Planning and Survey Solutions
Owner	CK Nominees Australia Pty Ltd Shimmer Holdings Pty Ltd
Attachment 1	Proposed Local Development Plan
Attachment 2	Cell 9 Wattle Grove Structure Plan

PURPOSE

1. To consider the adoption of a Local Development Plan (LDP) (previously known as a Detailed Area Plan) for Lots 5 and 6 (278 and 280) Hale Road, Wattle Grove. Refer to (Attachment 1).

BACKGROUND

2. On 1 December 2015, the Western Australian Planning Commission (WAPC) granted conditional approval for a 26 lot subdivision over the subject site.
3. On 15 December 2015, the WAPC granted conditional approval for a six (6) lot survey-strata subdivision over the subject site.
4. At its Ordinary Council Meeting held on 27 June 2016, Council resolved to adopt an LDP for the north-west portion of the subject site. While the LDP which is currently being considered is located on the same lot, it relates to a separate grouping of lots of the approved subdivision over the land. The LDP which is the subject of this report relates to 19 freehold lots and six (6) survey-strata lots in the southern portion of the site.

5. Land Details:

Land Area:	Lot 5: 1.04ha (10,414m ²) Lot 6: 1.04ha (10,414m ²)
Local Planning Scheme Zone	Urban Development
Metropolitan Regional Scheme Zone:	Urban
Structure Plan density:	Residential R30

Locality Plan

6.



DETAILS

7. A LDP is defined under the *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations) as follows:

“Local development plan means a plan setting out specific and detailed guidance for a future development including one or more of the following —
 (a) *site and development standards that are to apply to the development;*
 (b) *Specifying exemptions from the requirement to obtain development approval for development in the area to which the plan relates.”*

8. The proposed LDP incorporates variations to the Residential Design Codes (R-Codes) deemed-to-comply requirements, as detailed in the below table:

R-Codes Provision	R30 Deemed-to-Comply requirement	Proposed LDP requirement
5.1.2 Street setback	Primary Street: 2m minimum, 4m average Secondary Street: 1.5m	Primary Street: 2m minimum Secondary Street: 1m
5.2.4 Street walls and fences	1.8m maximum height, visually permeable above 1.2m	0.9m maximum height

R-Codes Provision	R30 Deemed-to-Comply requirement	Proposed LDP requirement
5.3.5 Vehicular access	Provided from a secondary street where available	Restricted access to safe and accessible locations and on the secondary street
5.1.3 Lot boundary setback	Side setbacks: generally 1m – 1.5m for single storey development.	Side setbacks: 1.2m for single storey walls with major openings, 1m for single storey walls without major openings.

9. All other deemed-to-comply requirements of the R-Codes are applicable to development on these lots.
10. The effect of the LDP will be that any development which demonstrates compliance with the LDP provisions, and all other requirements of the R-Codes, are exempt from the requirement to obtain development approval from the Shire, and may proceed directly to a building permit application.

STATUTORY AND LEGAL CONSIDERATIONS

Planning and Development (Local Planning Schemes) Regulations 2015

11. The Regulations stipulate that an LDP may be prepared to address a condition of subdivision approval, under the requirements of a structure plan or activity centre plan, or where the WAPC and the Shire considers that an LDP is required for the purposes of orderly and proper planning.
12. In making a decision in relation to the LDP, Council is required to:
 - i) Approve the LDP; or
 - ii) Require the person who prepared the LDP to –
 - i. modify the plan in the manner specified by the Shire; and
 - ii. Resubmit the modified plan to the Shire for approval;
 or
 - iii) Refuse to approve the plan.
13. In the event that Council resolves not to approve the LDP, the applicant may apply to the State Administrative Tribunal for a review, in accordance with the *Planning and Development Act 2005* Part 14.

Local Planning Scheme No. 3

14. The subject lots are zoned 'Urban Development' under the Local Planning Scheme No. 3 (Scheme), which includes the following objectives under Part 4.2.1 (Residential Zones):
- *"To provide orderly and proper planning through the preparation and adoption of a Structure Plan setting the overall design principles for the area.*
 - *To permit the development of land for residential purposes and for commercial and other uses normally associated with residential development."*

POLICY CONSIDERATIONS

Liveable Neighbourhoods

15. Liveable Neighbourhoods is a WAPC operational policy that guides the structure planning and subdivision for greenfield and large brownfield (urban infill) sites.
16. The policy recommends the use of LDPs for a particular lot or group of lots to vary the requirements of the R-Codes, and deliver lot diversity and housing choice, particularly for small lots where design coordination is required to ensure that buildings work both for the occupier and the streetscape.

COMMUNITY ENGAGEMENT REQUIREMENTS

17. Under the Regulations, advertising is generally required for 14 days. However the Shire may elect to not advertise the modified LDP where the plan is not likely to adversely affect any owners or occupiers within the area covered by the plan or adjoining area.
18. Given that the only discernable externalities proposed by the LDP relates to setbacks, which are considered to be closely aligned with the deemed-to-comply requirements of the R-Codes, the likely resultant impact of the proposal on adjoining properties is considered minor and accordingly, advertising was not considered necessary in this instance.

FINANCIAL CONSIDERATIONS

19. Any costs associated with the preparation of an LDP are to be borne by the applicant.

STRATEGIC COMMUNITY PLAN

Strategic Planning Alignment

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

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

Strategy 4.3.2 – Undertake efficient monitoring and compliance of building developments within the Shire.

SUSTAINABILITY

Social Implications

21. Nil.

Economic Implications

22. Nil.

Environmental Implications

23. Nil.

RISK MANAGEMENT CONSIDERATIONS

24.

Risk	Likelihood	Consequence	Rating	Action/Strategy
The proposed LDP will allow development which will have an undue impact on the amenity of the area.	Unlikely	Minor	Low	Ensure some flexibility in the built form design to allow for effective use of space with minimal impact on the amenity of the area.

OFFICER COMMENT

25. The proposed LDP allows some flexibility for housing design at the subject properties. For example, the LDP would allow a house to have boundary walls to both side boundaries to make effective use of space and facilitate a larger rear outdoor living area and yard.
26. The proposed variations in the LDP are considered reasonable as they will facilitate development of contemporary house designs on relatively constrained lots, particularly with respect to the setback and boundary wall requirements.

27. If this LDP is adopted, any proposed development for a single house will not require planning approval if the development demonstrates compliance with the requirements of the LDP (unless approval is otherwise required due to Bushfire Protection).
28. As noted above, a LDP may only be prepared in the following circumstances:
 - 1) To address a condition of subdivision approval;
 - 2) A structure plan requires the preparation of an LDP;
 - 3) An activity centre plan requires the preparation of an LDP; or
 - 4) The WAPC and the Shire considers that an LDP is required for the purposes of orderly and proper planning.
29. Given the Cell 9 Wattle Grove Structure Plan and relevant subdivision approval does not specifically require the preparation of an LDP, and that the site does not fall within an activity centre plan, the applicant is seeking consideration of the LDP under item 4 above, which requires both the Shire and the WAPC to support the preparation of the LDP. In the event that Council resolves to support the proposal, it is recommended that the LDP be forwarded to the WAPC for consideration prior to final adoption.

Voting Requirements: Simple Majority

OFFICER RECOMMENDATION (D&I 47/2016)

That Council:

1. Forwards the proposed Local Development Plan for Lots 5 and 6 (278 and 280) Hale Road, Wattle Grove (Attachment 1) to the Western Australian Planning Commission for its consideration and comment.
2. Subject to the Western Australian Planning Commission considering the proposed Local Development Plan for Lots 5 and 6 (278 and 280) Hale Road, Wattle Grove (Attachment 1) is required for the purposes of orderly and proper planning, approves the Local Development Plan pursuant to Clause 51 (1) (a) of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Moved:

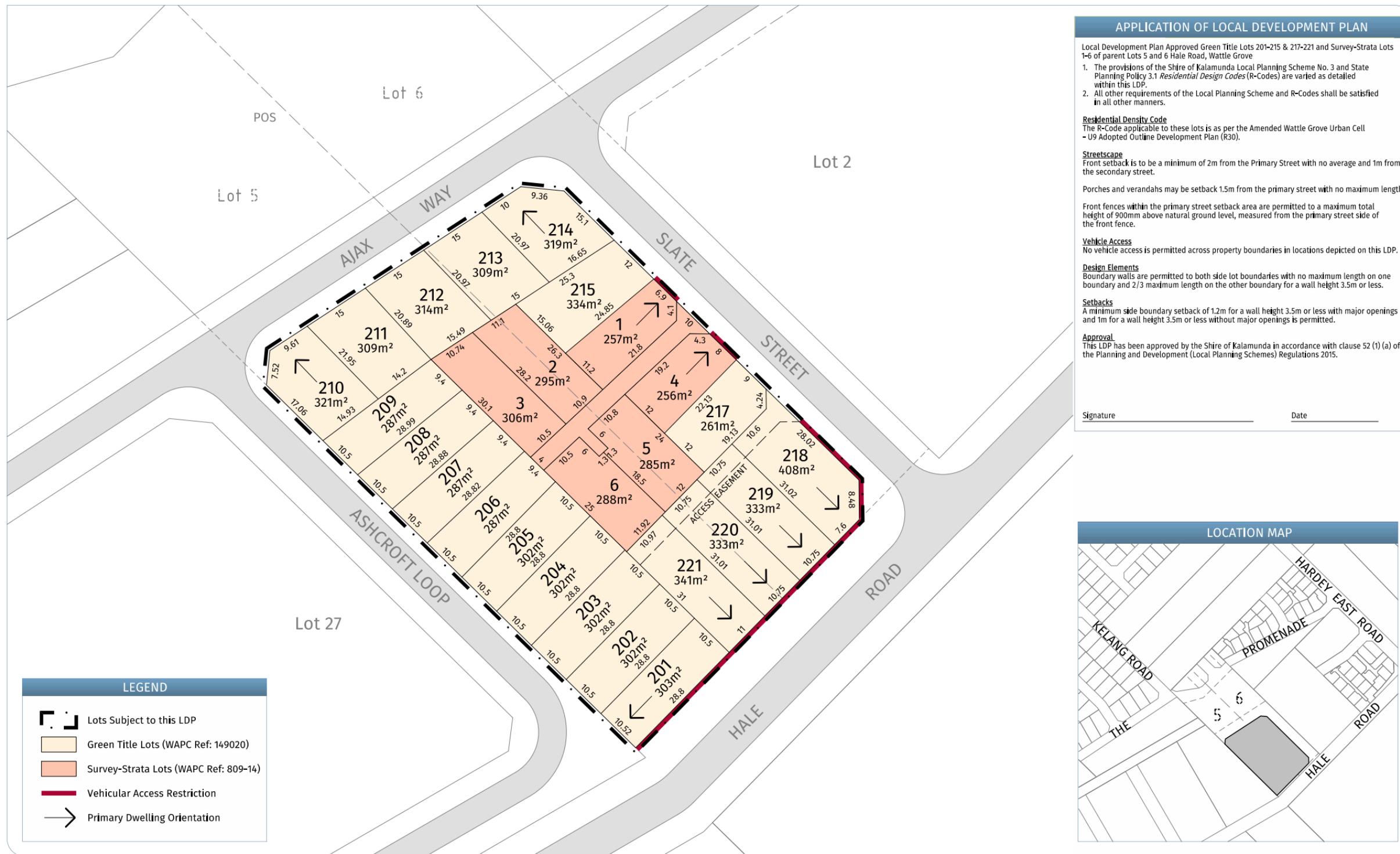
Seconded:

Vote:

Attachment 1

Proposed Local Development Plan – Lots 5 and 6 (280 and 276) Hale Road, Wattle Grove

Proposed Local Development Plan



LOCAL DEVELOPMENT PLAN STAGES 2 - 4
 Lots 5 & 6 Hale Road, WATTLE GROVE

Plan No. | 09684-LDP_Stage2-4
 Date | 24/06/16
 Drawn | JV
 Checked | DM
 Revision | B

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Scale | 1:750@A3

0 10m 20m

NOTE: This plan has been prepared for planning purposes. Areas, Contours and Dimensions shown are subject to survey.

Harley Dykstra
 PLANNING & SURVEY SOLUTIONS

Attachment 2
 Proposed Local Development Plan – Lots 5 and 6 (280 and 276) Hale Road, Wattle Grove
Cell 9 Wattle Grove Structure Plan



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

48. State and Australian Government Black Spot Programs Submissions 2017/2018

Previous Items	N/A
Responsible Officer	Director Asset Services
Service Area	Asset Services
File Reference	EG-RDM-004
Applicant	N/A
Owner	N/A

PURPOSE

1. To consider the endorsement of submissions for funding from the 2017/2018 State and Australian Government Black Spot Programs.

BACKGROUND

2. The State and Federal Governments have both committed to reductions in casualty crashes on Australian roads through Black Spot Programs. These programs are primarily reactive and target road locations where crashes have occurred, although some allowance is made for proactive submissions supported by a formal Road Safety Audit (RSA).
3. An invitation for submissions for the 2017/2018 State and Australian Government Black Spot Programs was issued by Main Roads WA (MRWA) in April 2015, with a closing date of 29 July 2016. The resulting submissions are evaluated by MRWA against criteria set out in the Black Spot Program Development and Management Guidelines. To assist with the preparation of submissions, MRWA provided access to the Crash Analysis Reporting System and the crash data for the five-year period 2011 to 2015. The crash data is provided to MRWA by the WA Police and the Insurance Council of Australia.
4. The Black Spot Program Development and Management Guidelines require Black Spot projects based on crash data to meet a minimum Benefit Cost Ratio (BCR) to ensure the proposed remedial works are both cost effective and treatment is considered appropriate for the safety concerns. The BCR is the ratio of the benefit to the community of the expected reduction in crashes versus the cost of the proposed remedial treatment.
5. Successful State Government Black Spot projects are funded two-thirds by the Program and one-third by the Shire and are based on all recorded crashes, fatalities, casualties and property damage. The criteria for the program are as follows:
 - For intersections, mid-block or short road section (<3kms), the crash criterion is five crashes over a five-year period.
 - For road lengths (>3kms), the crash criterion is average of two crashes per kilometre per five-year period.
 - Value of works between \$2,000 and \$3,000,000.
 - Minimum Benefit Cost Ratio (BCR) = 1.0.

-
6. Successful Australian Government Black Spot projects are fully funded by the Program and are based on casualty crashes, fatalities or personal injury and their associated crash cost for each. The criteria for the program are as follows:
- For intersections, mid-block or short road sections (<3kms), the crash criterion is two casualty crashes over a five-year period.
 - For road lengths (>3kms), the crash criterion is 0.13 casualty crashes per kilometre per five-year period.
 - Value of works between \$2,000 and \$2,000,000.
 - Minimum Benefit Cost Ratio (BCR) = 1.0. (reduced from 2 for 2015/2016 and 2016/2017).

DETAILS

7. Administration investigated the qualifying crash locations for both programs to determine the appropriate remedial treatments and associated costs. Dependent on the proposed treatment, cost and the resultant BCR, projects are nominated for either or both the State and Australian Government Black Spot programs.
8. Funding for proactive projects, where potential hazards exist and supported by a Road Safety Audit is also available.
9. It is anticipated that the Metropolitan Regional Road Group (MRRG) will assess nominations in December 2016 and that the State's Minister for Transport will announce the approved projects by May 2017 to allow sufficient time to finalise the 2017/2018 budget.
10. Five projects have been identified from the available crash history data provided to the Shire by MRWA for the 5 year period 2011 to 2015 and submitted for funding consideration by the 29 July 2016 deadline. The projects are summarised below, detailing the identified crash summary and proposed treatment for each:

Kalamunda Road/Newburn Road intersection

Crash Summary:

Rear end crashes, significantly over represented for this intersection. This is considered to be a result of the intersection geometry on the Kalamunda Road approaches.

Proposed Treatment:

Reduce the western approach on Kalamunda Road from 2 lanes to 1 lane. Remove the right dedicated turn lane, with pre-deflection nibs installed on both the Kalamunda Road approaches to the roundabout.

BCR : 2.61

Kalamunda Road/Roe Highway intersection

Crash Summary:

Rear end crashes, significantly over represented for this intersection. A contributing factor to this is considered to be the rising and setting sun.

Proposed Treatment:

Provision of overhead mast arms on Kalamunda Road approaches.

BCR : 3.74

Canning Road, between Pomeroy Road to Welshpool Road

Crash Summary:

Hit object crashes, significantly over represented for this section of road. This is considered to be a result of the proximity of vegetation (including trees) to the road carriageway. This vegetation is considered to be a contributing factor resulting in the reduced vehicle runoff recovery area.

Proposed Treatment:

Improvement of the roadside clear zones with the pruning of sections of vegetation, provision of a 0.6-1.2m wide sealed shoulder, installation of curve warning signage and the installation of a short section of guard rail. This may contribute to reducing the frequency and severity of off carriageway crashes.

BCR : 1.52

Mundaring Weir Road, between Fern Road to Shire Boundary (Vegetation Removed)

Crash Summary:

Hit Object crashes, significantly over represented for this section of road. This is considered to be a result of the proximity of vegetation (including trees) to the road carriageway. This is a popular route for motorcyclists due to its hilly and winding terrain. It is considered that vegetation is a contributing factor, resulting in the reduced vehicle runoff recovery area.

Proposed Treatment:

Improvement of the roadside clear zones with the removal of sections of vegetation. This may contribute to reducing the frequency and severity of off carriageway crashes.

BCR : 5.50

Mundaring Weir Road, between Fern Road to Shire Boundary (Road Widening)

Crash Summary:

Pending the completion of roadside vegetation works as presented in the vegetation clearing submission for Mundaring Weir Road, it is also considered that the existing lane widths compromises motorists' ability to maintain control.

Proposed Treatment:

The completion of the abovementioned roadside vegetation works will facilitate the installation of a sealed shoulder and improved delineation devices. This may contribute to reducing the frequency and severity of off carriageway crashes.

BCR : 2.05

STATUTORY AND LEGAL CONSIDERATIONS

11. Nil.

POLICY CONSIDERATIONS

12. Nil.

COMMUNITY ENGAGEMENT REQUIREMENTS

13. Residents affected by any approved Black Spot project will be consulted during the design and construction phases of the project.

FINANCIAL CONSIDERATIONS

14. Subject to State and Australian Government review/approval, the financial impact for the Shire is summarised in the following table.

Location	Proposed treatments	Funding Source	BCR	Estimated construction cost	Shire 1/3 contribution
Kalamunda & Newburn Rd & Chipping Dr, High Wycombe	1) Enlarge and reposition the existing roundabout. 2) Install pre-deflection nibs on Kalamunda Rd legs.	State + Australian	2.61	\$181,620	\$60,540
Kalamunda Road intersection with Roe Hwy	Install overhead mast arms on Kalamunda Rd legs to improve drivers' visibility of traffic signals.	Australian	3.74	\$80,000	Nil
Canning Rd - Pomeroy Rd to Welshpool Rd	Provide 0.8 to 1.2m sealed shoulder. Install 110m of W beam barrier on curve & install signage and RRPM's	State	1.52	\$394,408	\$131,470
Mundaring Weir Rd - from Fern Rd to Shire Boundary	Remove up to 1.2m of vegetation on straight sections and up to 2-3m on curves to improve the clearzone and remove hazards. Install RRPM's and curve advisory signage to increase delineation and forward visibility	State + Australian	5.50	\$412,500	\$137,500
Mundaring Weir Rd - from Fern Rd to Shire Boundary	Provide sealed shoulder (0.6m on straight sections, 1.2m on curves) for a recovery area. Install edge lines and guide posts to delineation for vehicles and motorbikes.	State + Australian	2.05	\$1,769,000	\$589,667
Total:				\$2,837,528	\$919,177

15. Should the Shire be successful in securing funding for all five nominated projects at the higher level of funding (Australian Government Black Spot), the Shire's municipal funding component will equate to \$131,470. However, if Black Spot funding is not secured at the higher level for the three submissions (either State or Australian Government Black Spot) then the municipal component will equate to \$919,177.

-
16. The Long Term Financial Plan has included an annual amount of \$450,000 for Black Spot Projects, comprising \$300,000 grant funding and \$150,000 municipal funding. The 2017/2018 amount will require amendment to reflect approval of funding for part/all submissions.

STRATEGIC COMMUNITY PLAN

Strategic Planning Alignment

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

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

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

OBJECTIVE 6.8 – To ensure financial sustainability through the implementation of effective financial management, systems and plans.

Strategy 6.8.3 Access maximum levels of grants funding available through government and non-government sources.

Strategy 6.8.4 Provide effective financial services to support the Shire's operations and to meet sustainability, planning, reporting and accountability requirements.

SUSTAINABILITY

Social Implications

18. Nil.

Economic Implications

19. The approval of State or Australian Government funds as part of this program will reduce the requirement for municipal funding to address Black Spots in the Shire's road network.

Environmental Implications

20. A clearing permit has been prepared and submitted to Department of Environment and Regulation in preparation for the proposed Mundaring Weir Road project relating to vegetation removal. Prompt submission of this permit to the Department will confirm the viability of this project and assist in the early commencement of design pending MRWA Black Spot and Department of Environment and Regulation approvals.

RISK MANAGEMENT CONSIDERATIONS

21.

Risk	Likelihood	Consequence	Rating	Action/Strategy
The submissions are not endorsed and the opportunity is lost for government funding contributions towards treatment of Black Spots on the Shire's road network.	Unlikely	Major	Medium	Provide detailed project submissions in accordance with the grant conditions.
A submission is not approved for government Black Spot funding.	Possible	Major	High	Each unsuccessful project will need to be incorporated into the Shire's Long Term Financial Plan for future funding consideration.

OFFICER COMMENT

22. As a part of the preparation of the 2017/2018 Black Spot project submissions, officers have reviewed the available crash data across the Shire to determine suitable engineering treatments available that will address the crash types identified. The resultant treatment is aimed at eliminating crash types where practicable, or to reduce severity and likelihood through the application of improved road design.
23. Other than the Kalamunda Road/Roe Highway project, all remaining projects identified were subjected to a detailed Road Safety Audit, carried out by an independent Traffic Engineering Consultant. This process involves the consultant leading a team that included Shire officers, along with other suitably qualified representatives, including one from MRWA. A copy of the final report arising from the audit was included with each relevant submission to MRWA.
24. The proposed grant funding submissions for the 2017/2018 Black Spot Program have undergone stringent engineering reviews that ensure each treatment proposed is feasible and can be progressed to detailed design and delivery, pending MRWA review/approval of each submission.

25. As the closing date for submissions was 29 July 2016, the completed submissions were delivered to MRWA to commence assessment. This report is therefore submitted on a retrospective basis, with Council's endorsement of the submissions able to be provided in writing at the earliest available opportunity.
26. Council approved an amount of \$105,000 in the 2016/2017 Roadworks (Renew) Program for modifications to the roundabout at the Kalamunda Road/Newburn Road intersection (Job No 3327). These works need to be put on hold until a decision is made on the submission for Black Spot funding towards the upgrade of this intersection.

Voting Requirements: Simple Majority

OFFICER RECOMMENDATION (D&I 48/2016)

That Council:

1. Endorses the submission of the following projects to Main Roads WA for grant funding consideration as part of the 2017/2018 State and National Government Black Spot Program:
 - Kalamunda Road/Newburn Road intersection – Provision of pre-deflection to the existing roundabout on Kalamunda Road approaches.
 - Kalamunda Road/Roe Highway intersection – Provision of overhead mast arms on Kalamunda Road approaches.
 - Canning Road, between Pomeroy Road to Welshpool Road – Provision of a sealed shoulder and short section of guard rail.
 - Mundaring Weir Road, between Fern Road to Shire boundary – Improvement of clear zones with removal of sections of vegetation.
 - Mundaring Weir Road, between Fern Road to Shire boundary – Provision of a sealed shoulder and improved delineation devices.
2. Requests the Chief Executive Officer to advise Main Roads WA of its endorsement of these projects.
3. Defers the Kalamunda Road/Newburn Road intersection upgrade works (Job No 3327) approved in the 2016/2017 Roadworks (Renewal) Program subject to the outcome of the submission for Black Spot funding towards this project.

Moved:

Seconded:

Vote:

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

49. Bush Fire Advisory Committee – Telecommunications Infrastructure Recommendation

Previous Items	Nil.
Responsible Officer	Director Development Services
Service Area	Development Services
File Reference	N/A
Applicant	N/A
Owner	N/A

PURPOSE

1. To consider the recommendation of the Bush Fire Advisory Committee (BFAC).

BACKGROUND

2. The Council has approved the establishment, pursuant to the provisions of section 5.8 of the *Local Government Act 1995* (the Act) and section 67 of the *Bush Fires Act 1954*, of the BFAC including its Terms Of Reference.
3. A Committee of Council is required to comply with the standing orders of the Shire of Kalamunda and may make recommendations to Council. The Chief Executive Officer is responsible for preparing all reports to Council and may decide to alter recommendations if required.

DETAILS

4. At the meeting of the BFAC held on 21 July 2016 the Committee unanimously passed the following motion:-

Motion

“Council are to take action and support the installation of additional telecommunications infrastructure throughout the Shire, to improve the communications to the Community and improve the response to emergency situations”.

STATUTORY AND LEGAL CONSIDERATIONS

5. Telecommunications infrastructure is considered ‘development’ under the *Planning and Development Act 2005*, which means that development approval may be required under the Local Planning Scheme (for zoned land) or the Metropolitan Region Scheme (for reserved land).
6. However, under the *Telecommunications Act 1997* some telecommunications facilities are exempted from the requirement to obtain development approval, including ‘low-impact facilities’, which are generally smaller facilities that are attached to an existing building or tower.
7. In respect to the Shire’s Local Planning Scheme No. 3, the development of telecommunications infrastructure is able to be considered in all zones.

However, each application for telecommunications infrastructure is assessed on the merits of the proposal, primarily having regard to the visual impact of a facility on the amenity of the area. In this respect, it is important to note that telecommunications infrastructure may not be appropriate in all locations.

POLICY CONSIDERATIONS

State Planning Policy 5.2 – Telecommunications Infrastructure (2015)

8. State Planning Policy 5.2 – Telecommunications Infrastructure (SPP 5.2) recognises that adequate and reliable telecommunications are essential for all aspects of contemporary and community life, including for contact between emergency services and the community.
9. SPP 5.2 aims to balance the need for effective telecommunications services and effective roll-out of networks, with the community interest in protecting the visual character of local areas. Using a set of land use planning policy measures, the policy intends to provide clear guidance pertaining to the siting, location and design of telecommunications infrastructure.

Local Planning Policy P-DEV 52 – Telecommunications Infrastructure

10. Council at its meeting held 25 July 2016 resolved to adopt Local Planning Policy P-DEV 52 – Telecommunications Infrastructure. P-DEV 52 supports low-impact facilities and co-location of facilities where appropriate, and discourages telecommunications infrastructure for which, in the opinion of the Shire, the visual impact outweighs the public benefit that the infrastructure would bring.
11. P-DEV 52 sets out public advertising protocols for telecommunications facilities that are subject to a development application. Furthermore it establishes that the potential health impacts of telecommunications facilities are not within the scope of development control through Local Planning Schemes or Local Planning Policies.

COMMUNITY ENGAGEMENT REQUIREMENTS

12. Community engagement has not been undertaken with respect to this report.

FINANCIAL CONSIDERATIONS

13. Nil.

STRATEGIC COMMUNITY PLAN

Strategic Planning Alignment

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

OBJECTIVE 1:1 To ensure the community has the resilience to respond and protect itself from danger and disasters.

Strategy 1.4.1 The Shire is well prepared and has plans and resources ready to respond to any disaster or danger that may confront the community.

SUSTAINABILITY

Social Implications

15. The community generally expect quality mobile phone coverage throughout the Shire.

Economic Implications

16. Nil.

Environmental Implications

17. Nil.

RISK MANAGEMENT CONSIDERATIONS

18.

Risk	Likelihood	Consequence	Rating	Action/Strategy
Recommendation is not supported.	Likely	Minor	High	Report details the importance of effective communications through the Shire, especially for emergency management.

OFFICER COMMENT

19. The BFAC recommendation requesting the 'Council are to take action and support the installation of additional telecommunications infrastructure throughout the Shire, to improve the communications to the Community and improve the response to emergency situations' is intended to seek and obtain Councils support for future telecommunications facilities in the Shire.
20. This recommendation is supported by the Shire's Local Planning Policy P-DEV 52 for the installation of 'low-impact facilities', where development approval is not required for the telecommunications facility.

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21. It is acknowledged however that some telecommunications facilities require development approval, and that consideration needs to be given to the siting, location and design of the infrastructure with a view of protecting visual amenity and character. Consideration should also be given to comments received from the community during advertising.
 22. Members of the BFAC have indicated that there are cases where the lack of effective mobile phone coverage have hampered communications during emergency situations.

Voting Requirements: Simple Majority

OFFICER RECOMMENDATION (D&I 49/2016)

That Council:

1. Resolves in-principal to support the installation of additional 'low-impact' telecommunications infrastructure throughout the Shire that will result in improving communications to the community and improve response to emergency situations.
2. Notes that some telecommunications facilities require development approval, and that due regard needs to be given to the objectives of the Local Planning Scheme No. 3, State Planning Policy 5.2 – Telecommunications Infrastructure, and Local Planning Policy P-DEV 52 – Telecommunications Infrastructure, when considering proposals for telecommunications infrastructure.

Moved:

Seconded:

Vote:

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

50. CONFIDENTIAL ITEM – Consideration of Tenders – Provision of Cleaning Services in Various Council Buildings and Facilities (RFT1610)

Reason for Confidentiality Local Government Act 1995 S5.23 (2) (c) – “a contract entered into, or which may be entered into, by the local government which relates to a matter to be discussed at the meeting.”

Previous Items	OCM 71/2012
Responsible Officer	Director Asset Services
Service Area	Asset Services
File Reference	RFT1610
Applicant	N/A
Owner	N/A
Confidential Attachment 1 <u>Reason for Confidentiality</u> <i>Local Government Act 1995 S5.23 (2) (c) – “a contract entered into, or which may be entered into, by the local government which relates to a matter to be discussed at the meeting.”</i>	Tender Evaluation Report
Confidential Attachment 2 <u>Reason for Confidentiality</u> <i>Local Government Act 1995 S5.23 (2) (c) – “a contract entered into, or which may be entered into, by the local government which relates to a matter to be discussed at the meeting.”</i>	Price Schedule

This report item has been circulated to all Councillors under separate cover.

10.0 MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

11.0 QUESTIONS BY MEMBERS WITHOUT NOTICE

12.0 QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN

12.1 Cr Noreen Townsend – Garden Maintenance of a Property in Kalamunda

Q1. Is it possible for the Shire to contact the owners of what used to be St Emilie's and request that they do some maintenance works around the garden, as it is in a terrible state looking very neglected and it is the entry point into Kalamunda. Could the Shire encourage them to tidy the place up a bit?

A1. Staff have spoken with the Ester Foundation and it is understood that work to the gardens would occur by the 1 August 2016.

13.0 URGENT BUSINESS APPROVED BY THE PRESIDING MEMBER OR BY DECISION

14.0 TABLED DOCUMENTS

15.0 MEETING CLOSED TO THE PUBLIC

16.0 CLOSURE