



TOWN OF CLAREMONT
ORDINARY COUNCIL MEETING
MINUTES
TUESDAY 18 AUGUST, 2015

Stephen Goode
CHIEF EXECUTIVE OFFICER
Date: 19 August 2015

DISCLAIMER:

No responsibility whatsoever is implied or accepted by the Town of Claremont ('Town') for any act, omission, statement or intimation occurring during Council Meetings. The Town disclaims any liability for any loss however caused arising out of reliance by any person or legal entity on any such act, omission, statement or intimation occurring during Council Meetings. Any person or legal entity who acts or fails to act in reliance upon any statement, act or omission made in a Council Briefing or Council Meeting does so at their own risk.

The Town advises that anyone who has any application lodged with the Town must obtain and should only rely on WRITTEN CONFIRMATION of the outcome of the application, and any conditions attaching to the decision made by the Council in respect of the application.

PROCEDURE FOR PUBLIC SPEAKING TIME:

The Town of Claremont Standing Orders Local Law prescribes the procedure for persons to ask questions or make public statements relating to a matter affecting the Town, either verbally or in writing, at a Council meeting. Questions or statements made at an Ordinary Council meeting can relate to matters that affect the Town. Questions or statements made at a Special Meeting of the Council must only relate to the purpose for which the meeting has been called.

1. Shortly after the commencement of the meeting, the Presiding Member will ask members of the public to come forward to address the Council and to give their name, address and Agenda Item number (if known).
2. Public speaking time is strictly limited to three (3) minutes per member of the public, to ask questions.
3. Persons making a statement are allocated five (5) minutes.
4. Members of the public are encouraged to keep their questions/statements brief to enable everyone who desires to ask a question or make a statement to have the opportunity to do so.
5. Questions/statements are to be directed to the Presiding Member and are to be made politely, in good faith and are not to be framed in such a way as to reflect adversely or be defamatory on a Town of Claremont Council Member or Town Employee
6. Where the Presiding Member is of the opinion that a member of the public is making a statement at a Council meeting, that does not affect the Town, he may ask the person speaking to promptly cease.
7. Questions/statements and any responses will be summarised and included in the Minutes of the Council meeting.
8. Where practicable, responses to questions will be provided at the meeting. Where the information is not available or the question cannot be answered, it will be "taken on notice" and a response will be included in the Agenda of the next Ordinary meeting of the Council.

MEETING ETIQUETTE:

1. Please switch off your mobile phone or switch to the silent mode.
2. Members of the public should not converse aloud so as to interfere or interrupt the Council meeting.
3. Members of the public should refrain from interrupting any person asking a question or addressing the Council.

RECORDING OF COUNCIL MEETINGS:

- ♦ All Ordinary and Special Council Meetings are electronically recorded, except when the Council resolves to go into a confidential session.
- ♦ All recordings are retained as part of the Town's records in accordance with the General Disposal Authority for Local Government Records produced by the Public Records Office.

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**TOWN OF CLAREMONT
ORDINARY COUNCIL MEETING
18 AUGUST, 2015
MINUTES**

~ORDER OF BUSINESS~

1. DECLARATION OF OPENING/ANNOUNCEMENT OF VISITORS

His Worship the Mayor, Mr Jock Barker, welcomed members of the public, staff and Councillors and declared the meeting open at 7:00 PM.

2. RECORD OF ATTENDANCE/APOLOGIES/LEAVE OF ABSENCE

ATTENDANCE

Mayor Barker

Cr Karen Wood **West Ward**

Cr Peter Edwards **West Ward**

Cr Jill Goetze **South Ward**

Cr Chris Mews **South Ward**

Cr Bruce Haynes **East Ward**

Cr Alastair Tulloch **East Ward**

Cr Anita Lorenz **East Ward**

Mr Stephen Goode (Chief Executive Officer)

Mr David Vinicombe (Executive Manager Planning and Development)

Mr Saba Kirupanather (Executive Manager Infrastructure)

Mr Hitesh Hans (Acting Chief Executive Officer)

Ms Katie Bovell (Governance Officer)

One member of the public

Two members of the press

APOLOGIES

Cr Peter Browne – Leave of Absence

Cr Paul Kelly - Apology

3. DISCLOSURE OF INTERESTS

NIL

4. RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE

NIL

5. PUBLIC QUESTION TIME

NIL

6. PUBLIC STATEMENT TIME

NIL

7. APPLICATIONS FOR LEAVE OF ABSENCE

Moved Cr Goetze, seconded Cr Edwards

That Cr Goetze be granted Leave of Absence 31 August 2015 to
21 September 2015.

CARRIED(144/15)
(NO DISSENT)

8. PETITIONS/DEPUTATIONS/PRESENTATIONS

NIL

9. CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

Moved Cr Haynes, seconded Cr Edwards

That the minutes of the Ordinary Meeting of Council held on 4 August
2015 be confirmed.

CARRIED(145/15)
(NO DISSENT)

**10. ANNOUNCEMENT OF CONFIDENTIAL MATTERS FOR WHICH MEETING
MAY BE CLOSED TO THE PUBLIC**

NIL

11. BUSINESS NOT DEALT WITH FROM A PREVIOUS MEETING

NIL

12. REPORTS OF COMMITTEES

NIL

13. REPORTS OF THE CEO

13.1. PLANNING AND DEVELOPMENT

13.1.1. SCHEME AMENDMENT NO. 133 TO TOWN PLANNING SCHEME NO. 3 - REZONING OF GRAYLANDS ROAD INDUSTRIAL AREA

File No: LND/00111

Attachments: [1 Location Map](#)
[2 Applicant's Proposed Scheme Amendment Report](#)

Responsible Officer: David Vinicombe
Executive Manager Planning and Development

Author: Josh Wilson
Urban Planner

Proposed Meeting Date: 18 August 2015

Date Prepared: 4 August 2015

Property Owners: Graylands 12 Pty Ltd, Cultor Pty Ltd, Graylands 20
Pty Ltd and Jeanette Arndt.

Submitted By: Allerding and Associates

Lot No.: 1, 14, 15, 16 and 28 Graylands Road

Area of Lot: 10,078m²

Zoning: Light Industrial

Financial Implications: Nil

Enabling Legislation: *Planning and Development Act 2005 (PD Act)*
Town Planning Regulations 1967 (TP Regs)
Environmental Protection Act 1986 (EP Act)
Contaminated Sites Act 2003
Model Scheme Text (MST)
Town Planning Scheme No. 3 (TPS3)

Item 13.1.1 was withdrawn by the CEO at the request of the applicant.

13.2. CORPORATE AND GOVERNANCE

13.2.1. LIST OF PAYMENTS 1-31 JULY 2015

File Ref:	FIM00062
Attachments:	1 Schedule of Payments 1 to 31 July 2015 2 NAB Purchase Card Statement – June 2015
Responsible Officer:	Les Crichton Executive Manager Corporate and Governance
Author:	Edwin Kwan Finance Officer
Proposed Meeting Date:	18 August 2015

Purpose

For Council to note the payments made in July 2015.

Background

Council has delegated to the CEO the exercise of its power to make payments from the Municipal Fund or Trust Fund. The CEO is then required to prepare a list of accounts, for recording in the Minutes, detailing those payments made since the last list was presented.

Discussion

Attached is the list of all accounts paid totalling \$1,884,247.16 during the month of July 2015.

The attached schedule covers:

• Municipal Funds electronic funds transfers (EFT)	\$	1,362,823.22
• Municipal Fund vouchers (39364-39375)	\$	27,631.74
• Municipal Fund direct debits	\$	385,649.12
• Trust Fund electronic funds transfer (EFT)	\$	108,143.08
• Trust Fund vouchers	\$	0.00

All invoices have been verified, and all payments have been duly authorised in accordance with Council's procedures.

Past Resolutions

Ordinary Council Meeting 21 July 2015, Resolution 130/15:

THAT Council notes all payments made for June 2015 totalling \$2,205,516.41 comprising;

The attached schedule covers:

• <i>Municipal Funds electronic funds transfers (EFT)</i>	<i>\$</i>	<i>1,578,202.17</i>
• <i>Municipal Fund vouchers (39351-39363)</i>	<i>\$</i>	<i>23,684.82</i>
• <i>Municipal Fund direct debits</i>	<i>\$</i>	<i>554,612.64</i>
• <i>Trust Fund electronic funds transfer (EFT)</i>	<i>\$</i>	<i>49,016.78</i>

-
- *Trust Fund vouchers* \$ 0.00

Financial and Staff Implication

Resource requirements are in accordance with existing budgetary allocation.

Policy and Statutory Implications

Regulations 12- 13 of the *Local Government (Financial Management) Regulations* 1996.

Town of Claremont Delegation Register Item 37.

Publicity

N/A

Urgency

N/A

Voting Requirements

Simple majority decision.

Moved Cr Haynes, seconded Cr Edwards

THAT Council NOTES all payments made for July 2015 totalling \$1,884,247.16 comprising;

Municipal Funds electronic funds transfers (EFT)	\$ 1,362,823.22
Municipal Fund vouchers (39364-39375)	\$ 27,631.74
Municipal Fund direct debits	\$ 385,649.12
Trust Fund electronic funds transfer (EFT)	\$ 108,143.08
Trust Fund vouchers	\$ 0.00

**CARRIED(146/15)
(NO DISSENT)**

13.2.2. STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDING
30 JUNE 2015

File Ref: FIM00062

Attachments: [1 Monthly Financial Report for the period ended
30 June 2015](#)
[2 2014-15 Surplus Analysis](#)
[3 Infrastructure Assets – 2014-15 Schedule of works](#)

Responsible Officer: Hitesh Hans
Acting Executive Manager Corporate and
Governance

Author: Hitesh Hans
Acting Executive Manager Corporate and
Governance

Proposed Meeting Date: 18 August 2015

Purpose

Report presents the Statement of Financial Activity for the full year ending 30 June 2015. While subject to final audit, the report provides an overview on 2014-15 full year performance, analysis on budget variances, and recommendations on management of carried forward projects.

Background

The financial report for June 2015 is presented in accordance with the *Local Government Act 1995* and *Local Government (Financial Management) regulations 1996*.

The report provides the Town's financial performance for the full year, a detailed analysis of the result, and presents recommendations on the treatment of the variances identified.

Discussion

The financial position for the reporting period reflects an overall surplus of \$1,963,910 against a budgeted closing surplus of \$405,763, a variance of \$1,558,147.

With \$1,268,296 of this total variance relating to works in various states of completion to be carried forward, this represents an 'actual' or permanent surplus of \$289,851.

As detailed within the Attachment 002 (2014-15 Surplus Analysis), the surplus comprises a combination of variances, some of which have been identified as permanent and contained within the reporting period, while others have been identified for carry over into the 2015-16 year.

Variances identified within the 'Permanent' column represent effective savings/(losses) across the operating and capital programs for completed works. This

figure provides the opening surplus which would be available for discretionary allocation within the following budget period.

Variances included in the 'c/fwd' column reflect those savings/(losses) resulting from works not yet completed, and recommended to be carried forward into the 2015-16 Budget.

Summary

Permanent \$289,851

This is an excellent result for the Council and represents a combination of increased revenue and expenditure savings. While detailed in the attachment, permanent savings of \$289,851 is summarised.

Operating	
Operating Revenue	678,343
Expenditure	385,143
Non Cash (less Depreciation)	108,320
Non Cash (add back loss)	<u>(120)</u>
	493,343
Operating variance	<u><u>1,171,686</u></u>
Capital	
Capital Revenue	211,985
Capital Expenditure	<u>(204,809)</u>
Transfer to Reserve	<u>(889,010)</u>
Capital variance	<u><u>(881,834)</u></u>
Total permanent variance	<u><u>289,851</u></u>

C/Fwd \$631,601

These variances comprise those projects (net of associated funding) which are in varying stages of progression, however are yet to be completed. The variances recommended to be carried forward can be summarised as;

Operating	
Revenue	<u>167,623</u>
Expenditure	300,336
Non Cash (Loss of Sale of Assets)	<u>(26,166)</u>
	274,170
Operating variance	<u><u>441,793</u></u>
Capital	
Revenue	<u>(1,137,902)</u>

Expenditure	1,964,405
Transfer to Reserve	
Capital variances	<u><u>826,503</u></u>
Total carry forward variance	<u><u>1,268,296</u></u>

2015-16 Opening Balance

The forecast opening balance adopted in the 2015-16 Budget was \$575,705. The 2014-15 result will increase the opening balance by \$1,388,205 to \$1,963,910.

2015-16 Closing Balance

With \$1,268,296, of the increase in opening balance representing the works recommended for carry forward, the balance (\$119,909) of the \$695,614 increase remains unallocated. This will increase the closing balance adopted in the 2015-16 of \$63,756 to \$183,665.

Recommendations

The following transactions within the 2014-15 year require formal recognition by Council and are recommended for approval;

1. unbudgeted transfer to Pool Upgrade Reserve and Parking Reserve of \$70,000 and \$45,000 respectively to recognise the income received above budget in the two areas
2. Unbudgeted transfer of \$100,000 to the Underground Power Reserve for future works program.
3. Unbudgeted transfer to Future Reserve - Reimbursement of NEP Planning and Stirling Road Underpass costs of \$309,115 and \$317,278 respectively from Landcorp.
4. unbudgeted increase in operating expenditure for the following operating projects as detailed within 2014-15 Surplus Analysis table

No:	Item	Amount
i.	PWC – ATO Audit of GST on land sales	\$ 104,500
ii.	FBT Expenses	\$ 36,149
iii.	Aquatic Centre Building Maintenance	\$ 27,170
iv.	Pensioner Rebates clearing	\$ 23,189

5. unbudgeted increased capital expenditure for following capital project as detailed within the 2014-15 Surplus Analysis table.

No:	Item	Amount
i.	No 1 Claremont Building Project	\$148,613
ii.	Stirling Hwy/ Queenslea Dr Intersection*	\$108,076
iii.	Stirling Hwy/ St Quentin Ave Intersection*	\$ 61,226
iv.	Stirling Hwy/ Leura Ave Intersection*	\$142,182

* *The increase in infrastructure capital expenditure is offset by operational and capital savings of Technical services.*

It is recommended the 'permanent' savings and 'C/wd' projects are incorporated into the 2015-16 Budget through:

1. Increase in opening balance from \$575,705 to \$1,963,910
2. Increase in the operational expenditure by a net \$441,793 as detailed within the 2014-15 Surplus Analysis table
3. Increase in the capital expenditure by a net \$826,503 as detailed within the 2014-15 Surplus Analysis table
4. Increase the 2015-16 closing balance from \$63,756 to \$183,665.

Past Resolutions

Ordinary Council Meeting 21 July 2015, Resolution 130/15:

That Council notes the;

1. *Financial Statement of Activity for the period 1 July 2014 to 31 May 2015.*

Financial and Staff Implications

Resource requirements are in accordance with existing budgetary allocation.

Policy and Statutory Implications

Local Government Act 1995.

Local Government (Financial Management) Regulations 1996.

Publicity

N/A

Strategic Community Plan

Governance and Leadership

We are an open and accountable local government that encourages community involvement and strives to keep its community well informed.

- Identify strategic partnerships that align with the Town's vision.

-
- Provide and maintain a high standard of governance, accountability, management and strategic planning.
 - Focus on improved customer service, communication and consultation.
 - Maintain long term financial stability and growth.
 - Create an environment to support and develop our staff.
 - Provide responsive and responsible leadership.

Urgency

N/A

Voting Requirements

Absolute majority decision.

OFFICER RECOMMENDATION

That Council:

1. NOTES the Financial Statement of Activity for the period 1 July 2014 to 30 June 2015;
2. APPROVES BY AN ABSOLUTE MAJORITY the following transactions as part of the 2014-15 Financials:
 - 2.1. unbudgeted transfer to Pool Upgrade and Parking Reserve Fund of \$70,000 and \$45,000 respectively;
 - 2.2. Unbudgeted transfer of \$100,000 to the Underground Power Reserve Fund for future works program;
 - 2.3. Unbudgeted transfer to Future Reserve Fund - Reimbursement of North East Precinct (NEP) Planning and Stirling Road Underpass costs of \$309,115 and \$317,278 respectively from Landcorp;
 - 2.4. Unbudgeted increase in operating expenditure for the following operating projects, as detailed within the 2014-15 Surplus Analysis Table:

No:	Item:	Amount:
i.	PWC – ATO Audit of GST on land sales	\$ 104,500
ii.	FBT Expenses	\$ 36,149
iii.	Aquatic Centre Building Maintenance	\$ 27,170
iv.	Pensioner Rebates clearing	\$ 23,189

2.5. unbudgeted increased capital expenditure for following capital projects as detailed within the 2014-15 Surplus Analysis Table.

No:	Item:	Amount:
i.	No 1 Claremont Building Project	\$148,613
ii.	Stirling Hwy/ Queenslea Dr Intersection	\$108,076
iii.	Stirling Hwy/ St Quentin Ave Intersection	\$ 61,226
iv.	Stirling Hwy/ Leura Ave Intersection	\$142,182

3. APPROVES the “carry-forward” projects within the 2015-16 Budget through:

- 3.1. an increase in opening balance from \$575,705 to \$1,963,910;
- 3.2. an increase in the operational expenditure by a net \$441,793 as detailed within the 2014-15 Surplus Analysis Table;
- 3.3. an increase in the capital expenditure by a net \$826,503 as detailed within the 2014-15 Surplus Analysis Table; and
- 3.4. an increase the 2015-16 closing balance from \$63,756 to \$183,665.

The Chief Executive Officer presented an amended officer recommendation; the changes being to 2.1 of the recommendation. Councillor Haynes moved the amended recommendation.

ALTERNATIVE MOTION

Moved Cr Haynes, seconded Cr Wood

That Council:

- 1. NOTES the Financial Statement of Activity for the period 1 July 2014 to 30 June 2015;**
- 2. APPROVES BY AN ABSOLUTE MAJORITY the following transactions as part of the 2014-15 Financials:**
 - 2.1. Unbudgeted transfer to Pool Upgrade and Public Art Reserve Funds of \$80,000 and \$35,000 respectively;**
 - 2.2. Unbudgeted transfer of \$100,000 to the Underground Power Reserve Fund for future works program;**
 - 2.3. Unbudgeted transfer to Future Reserve Fund - Reimbursement of North East Precinct (NEP) Planning and Stirling Road Underpass costs of \$309,115 and \$317,278 respectively from Landcorp;**

2.4. Unbudgeted increase in operating expenditure for the following operating projects, as detailed within the 2014-15 Surplus Analysis Table:

No:	Item:	Amount:
i.	PWC – ATO Audit of GST on land sales	\$ 104,500
ii.	FBT Expenses	\$ 36,149
iii.	Aquatic Centre Building Maintenance	\$ 27,170
iv.	Pensioner Rebates clearing	\$ 23,189

2.5. unbudgeted increased capital expenditure for following capital projects as detailed within the 2014-15 Surplus Analysis Table.

No:	Item:	Amount:
i.	No 1 Claremont Building Project	\$148,613
ii.	Stirling Hwy/ Queenslea Dr Intersection	\$108,076
iii.	Stirling Hwy/ St Quentin Ave Intersection	\$ 61,226
iv.	Stirling Hwy/ Leura Ave Intersection	\$142,182

3. APPROVES the “carry-forward” projects within the 2015-16 Budget through:

- 3.1. an increase in opening balance from \$575,705 to \$1,963,910;**
- 3.2. an increase in the operational expenditure by a net \$441,793 as detailed within the 2014-15 Surplus Analysis Table;**
- 3.3. an increase in the capital expenditure by a net \$826,503 as detailed within the 2014-15 Surplus Analysis Table; and**
- 3.4. an increase the 2015-16 closing balance from \$63,756 to \$183,665.**

CEO’s Reasons:

I maintain the recommendation to transfer \$80,000 (previously this was proposed to be \$70,000) to the Pool Upgrade Reserve because by oversight no transfer was budgeted in the 2014-2015 budget. Council has approved an annual transfer of \$80,000 which is approximately the annual depreciation amount so that the reserve will build up and alleviate major projects for which there is no funding readily available.

By oversight no provision for transfer to the Public Art Reserve has been included in the 2015-2016 Budget. Council policy PE403 provides for Council support of public art by ‘making an annual budget allocation to the Public Art Reserve Account’.

**CARRIED BY AN ABSOLUTE MAJORITY(147/15)
(NO DISSENT)**

13.3. INFRASTRUCTURE

Items 13.3.1 to 13.3.2 were carried en bloc.

13.3.1. ASHTON AVENUE BRIDGE REPLACEMENT - GRANT APPLICATION

File Ref: RDS/00173
Responsible Officer: Saba Kirupanather
Executive Manager Infrastructure
Author: Saba Kirupanather
Executive Manager Infrastructure
Proposed Meeting Date: 18 August 2015

Purpose

For Council to approve submitting an application to the Federal Government Bridge Renewal Program (BRP) Funding for the replacement of Ashton Avenue bridge structure (Bridge 903 Ashton Avenue).

Background

The Ashton Avenue bridge structure has been identified with some structural issues by Main Roads WA (MRWA). MRWA have investigated and confirmed that until the structural modifications are carried out, the bridge will be signed for a load limit of 12 tonnes. They have given dispensation for the Town's waste management trucks up to 14 tonnes.

Discussion

The bridge is a Claremont Local Authority Road, but the owner's responsibility for the maintenance and replacement lies with MRWA, as the bridge is above the Public Transport Authority (PTA) railway line.

MRWA requested the Town to register its interest for the BRP grant funding. The Town has registered its interest and the submission is due by 31 August 2015. MRWA has informed that they will be preparing the grant submission/ application at no cost to the Town and the finalised proposal needs to be submitted to the BRP by the Town. Also MRWA has advised that in the event the application is successful, they will contribute the Town's share of the funding for the replacement of the bridge. The preliminary cost estimate for the replacement bridge is \$10 million and the 50% Local Government Authority (LGA) contribution of \$5 million will be paid by MRWA (via State funding).

In the event that MRWA and WALGA together are unable to seek the 50% funding from the State to pay on behalf of the LGA, the project will not proceed.

In the meantime, MRWA have completed a thorough investigation of the current structural condition of the bridge and are developing a design to improve the structural integrity of the bridge. Until the structural improvement works are completed the bridge will be sign posted for a load limit of 12 tonne and the stop sign

in the southerly direction of Ashton Avenue will be relocated from the south of the bridge to the north of the bridge. This will reduce the loading of the holding vehicles on the bridge. Also MRWA may temporarily allow right turn from Chancellor Street to Guger Street during this period. If it creates significant delays in the first few weeks, MRWA agreed to turn off the right turn facility. If the temporary right turn arrangement works the Town could request MRWA to make it permanent.

The design for the structural improvement works will take two months. The tender documentation, invitation to tender and selection of the contractor will take another two months. It will take a month for mobilisation. It will take up to three months to get the PTA safety approval to commence works. The actual works, will take about six weeks. Altogether it will take eight to nine months to complete the works. The works are planned to commence in March 2016 and will be delivered by April 2016.

After the completion of the structural improvement works, the bridge will function without the load limit. During the structural improvement works the traffic will be allowed on the bridge, except on rare occasions there will be some lane closures.

The Town will be allowed to comment on the road layout design for the final bridge replacement design.

Congdon Road Bridge

Congdon Road Bridge in Swanbourne will also be going through the same process. The funding application for Congdon Road Bridge will be carried out by the Town of Cottesloe and MRWA. The Town of Claremont will be allowed to comment on the road layout design. If the funding is successful for both bridges, the construction will take place consecutively and not concurrently.

During replacement/construction of Ashton Avenue Bridge, the access will be completely closed for traffic. MRWA will complete a traffic impact assessment and submit a detour proposal with alternative route options. The bridge replacement/construction will take up to twelve months.

Past Resolutions

There no recent past resolution regarding this item.

Financial and Staff Implications

The Ashton Avenue bridge replacement design cost will be borne by MRWA.

The preliminary cost estimate for the replacement bridge is \$10 million and the 50% Local Government Authority (LGA) contribution of \$5 million will be paid by MRWA (via State funding).

In the event that MRWA and WALGA together are unable to seek the 50% funding from the State to pay on behalf of the LGA, the project will not go ahead.

There will be staff time for the whole process which could be accommodated in the staff budget.

Policy and Statutory Implications

Main Roads WA design guidelines.

Publicity

MRWA will install signage and a notice will be placed in the local media by MRWA.

Strategic Community Plan

Liveability

We are an accessible community, with well maintained and managed assets, and our heritage preserved for the enjoyment of the community.

- Maintain and upgrade infrastructure for seamless day to day usage.

Urgency

An urgent decision of Council is required to comply with the BRP funding application closing date.

Voting Requirements

Simple majority decision.

Moved Cr Wood, seconded Cr Tulloch

That Council:

- 1. APPROVES the submission of the Federal Government Bridge Renewal Program (BRP) Funding application for the replacement of Ashton Avenue bridge structure (Bridge 903 Ashton Avenue) subject to Main Roads WA funding the Town's contribution (as previously agreed by MRWA);**
- 2. NOTES MRWA's decision to shift the stop line from south to north side of the Ashton Avenue bridge and relocate the traffic lights accordingly; and**
- 3. APPROVES:**
 - 3.1. the MRWA proposal to temporarily allow right turn from Chancellor Street to Guger Street until the structural works are completed; and**
 - 3.2. to continue with the above right turn treatment if the temporary arrangement is improving the situation and not impacting level of service.**

**CARRIED(148/15)
(NO DISSENT)**

13.3.2. ROAD SELECTION FOR ROADS TO RECOVERY FUNDING

Responsible Officer: Saba Kirupanather
Executive Manager Infrastructure

Author: Margaret Brophy
Asset Technical Services Officer

Proposed Meeting Date: 18 August 2015

Purpose

For Council to select and approve roads for the 'Roads to Recovery' funding.

Background

'Roads to Recovery' is Commonwealth funding available for any road within a local government district. For 2016-17, the Town has been asked to submit road renewal projects to the value of \$443,164 allocated in two parts – \$290,308 in September and the remainder, \$152,856, in October 2015.

All roads within the Town were assessed in 2012 by utilising the following method:

- 1. The works were initially triggered using the ROMAN II (Road Management Software) works selection tool (WST), triggering either on cracking, localised surface defects, patching or rutting.*
- 2. Then prioritised the works in Excel using an index based on asphalt condition, cracking, patches, local surface defects and rutting. As well using the index to prioritise the sites, this also allowed to identify those sites that don't quite trigger on an individual defect type, but have a high combination of defects.*
- 3. Then applied a traffic weighting based on the number of heavy vehicles, to allow heavily-trafficked roads to gain higher priority. This was based on actual Claremont traffic count data where known, with estimates applied to road hierarchy where there was no count data.*

The index used for prioritisation uses a series of formulae in Excel but it is broadly the below formulae:

*Reseal Priority = Asphalt Condition * (Normalised Cracking Extent + Normalised Localised Defects + 0.5 * Normalised Patch Extent + Normalised Rutting Severity)*

*Rehab Priority = 0.5 * Normalised Patch Extent + Normalised Cracking Extent + Normalised Rutting Severity*

These two priorities are then combined using the following formula:

*Treatment Priority Index = (Normalised Reseal Priority + Normalised Rehab Priority) / 2 * (1 + Traffic Weighting)*

Where Traffic Weighting = Estimated number of Heavy Vehicles normalised to produce a weighting index

Other items factored into the annual road works programme include:

- Eligibility for external funding
- Rate of deterioration since survey
- Comparative condition of backlog roads
- Pavement core test results
- Cost of annual maintenance
- Cost efficiency of scale or traffic management

Discussion

The roads selected for this particular funding have been also based on:

- The cost of rehabilitation of the road not exceeding the available funding
- The priority rating in the 2012 condition assessment
- Current condition of the road surface and likely deterioration
- Other proposed works on the road
- Ineligibility for State funding (local roads)

Excluding those roads which exceed the available funding, the following roads have been selected:

First Avenue (\$234,000)

This was last sealed in 1974 and is listed for the 2016-17 programme. It is failing at the edges and has extensive cracking.

Bellevue Terrace (\$116,000)

This was last sealed in 1974 and is listed in the 2015-16 programme but upon inspection Wright Avenue was deemed in worse condition and carrying higher traffic numbers. Bellevue Street has asphalt delaminating exposing the road base and developing potholes. It has been divided into two components to align with available funding.

Rob Roy Street (\$28,560)

This was last sealed in 1984 is without kerbing on the northern side and beginning to fail at the edges. This section of road carries delivery vehicles for the Swanbourne shopping precinct and will deteriorate rapidly now that it has commenced edge failure.

Evelyn Road (\$63,440)

This was last sealed in 1974 and is listed in the 2017-18 programme but has been brought forward to align with the remaining available funding.

Other local roads due for rehabilitation within the criteria include:

1. Central Avenue; \$244,912
2. Pennell Road; \$161,964
3. Mitford Street, Fern to cul-de-sac; \$130,200
4. Wood Street; \$158,412
5. Gloucester Street; \$81,375

Past Resolutions

N/A

Financial and Staff Implications

The only condition for funding eligibility is that the Town must expend equal amount on road renewal within a two year window and the 2015-16 budget exceeds this amount.

Policy and Statutory Implications

The Asset Management Plan for Roads specifies the criteria for programmed works. It is possible to modify the programme by deferring works where there is to be development or to promote works where there is external funding or cost efficiencies.

Publicity

Residents will be advised of road works when programmed.

Strategic Community Plan

Liveability

We are an accessible community, with well maintained and managed assets, and our heritage preserved for the enjoyment of the community.

- Clean, usable, attractive, accessible streetscapes and public open spaces.
- Maintain and upgrade infrastructure for seamless day to day usage.

Governance and Leadership

We are an open and accountable local government that encourages community involvement and strives to keep its community well informed.

- Focus on improved customer service, communication and consultation.
- Maintain long term financial stability and growth.
- Provide responsive and responsible leadership.

Urgency

An early decision is required for funding application.

Voting Requirements

Simple majority decision.

Moved Cr Wood, seconded Cr Tulloch

That Council APPROVES the following roads to be submitted for 'Roads to Recovery' federal road renewal funding programme:

Stage One:

- 1. First Avenue for rehabilitation costing \$234,000;**
- 2. Bellevue Terrace cul-de-sac rehabilitation costing \$56,300; and**

Stage Two:

- 1. Bellevue Terrace, Central to Wright rehabilitation costing \$59,700;**
- 2. Rob Roy Street, Franklin to car park, rehabilitation costing \$28,560;**
- 3. Evelyn Road rehabilitation costing \$63,440.**

**CARRIED(148/15)
(NO DISSENT)**

13.3.3. SECOND AVENUE - PROPOSED LOCAL AREA TRAFFIC
MANAGEMENT TREATMENTS FROM GRAYLANDS ROAD TO
ASHTON AVENUE

File Ref: RDS/00240
Attachments: [1 Second Ave speed cushion and proposed LATM](#)
Responsible Officer: Saba Kirupanather
Executive Manager Infrastructure
Author: Nicholas King
Manager Engineering Services
Proposed Meeting Date: 18 August 2015

Purpose

For Council to consider the installation of vehicle speed cushions on Second Avenue, from Graylands Road to Ashton Avenue, including refuge islands at the intersections of Second Avenue with Graylands Road and Ashton Avenue.

Background

The traffic issues have previously been raised by some residents who complain of difficulty in exiting their properties from their driveways. The Town's Officers have investigated the matter and recent traffic counts indicate that the 85th percentile speed is 49 kmph, which is below the speed limit of 50 kmph for Second Avenue. The investigation also shows that there are sightline issues, made worse due to the steep grade of a section of Second Avenue.

Given the above information, the residents on Second Avenue were consulted on a proposal to restrict street and verge parking for 50 metres on the south side of Second Avenue between the frontages of 56 Second Avenue to 60 Second Avenue, just to the east of the crest on Second Avenue. From the consultation, the Town received 5 written submissions which generally indicate that the residents do not want to lose their street and verge parking. The submissions also highlighted the need for speed humps to reduce vehicle speeds on Second Avenue.

The Town has now received a petition regarding the traffic issues from the residents of Second Avenue between Graylands Road and Ashton Avenue. The petition contains signatures from 49 residential properties on Second Avenue and highlights the traffic issues on Second Avenue especially vehicle speed and safety.

The petition has initiated the consideration of Local Area Traffic Management treatments to reduce vehicle speeds on Second Avenue to ensure the safety of road users and residents.

Discussion

The Town's Engineering Officers and the Senior Ranger have met with some of the residents and conducted site inspections to find an effective solution to the traffic issues on Second Avenue which relates to sightlines, traffic speeds and safety. The increased high density development along the street has aggravated the current

traffic situation, with at least three grouped dwelling sites on Second Avenue being under construction during recent site inspections.

The options of restricting verge and street parking near the crest of Second Avenue including staggered street parking treatment were investigated to improve sightlines and facilitate safe access for vehicles exiting the private driveways. From the consultation process, the residents are generally not in favour of losing any street or verge parking.

It is important to note that recent traffic counts have shown that the 85th percentile speed is below the speed limit of 50 kmph. However, the steep grade of Second Avenue has to be considered as this will impact on sightlines for road users. Therefore, it is reasonable to consider further slowing down of vehicles on Second Avenue to provide improved safety for vehicles exiting private driveways.

Crash Data

Main Roads' crash data from 2010 to 2014 for Second Avenue from Graylands Road to Ashton Avenue have indicated 13 crashes (2 casualties and 11 property damages). For the intersection of Second Avenue and Graylands Road, only one minor crash was recorded while at the intersection of Second Avenue and Ashton Avenue, 7 crashes (2 casualties and 5 property damages) were recorded.

The crash data on Second Avenue support the requirement for the reduction of vehicle speed and it is proposed that rubber speed cushions be installed at 4 locations along Second Avenue as shown on the attached drawing no. A1 – 15008. The vehicle speed cushions will be implemented in accordance with the guidelines of Austroads Part 8 Section 8.3 and Australian Standards 1742.13. The proposal will require public consultation to obtain feedback from residents. The cost of the proposed speed cushions including installation and overheads is estimated at \$18,000. The funding for the speed cushions could be considered from the reallocation of funds at the "end of 2014-15 financial year budget review".

In addition, it is appropriate that refuge islands be installed at the intersections of Second Avenue with Graylands Road and Ashton Avenue, to reduce vehicle speed and improve pedestrian safety at the intersections.

Using the Main Roads' warrant criteria, the 4 way intersection of Second Avenue and Ashton Avenue has revealed a substantial problem and satisfies the score for improvement. A roundabout intersection will be an acceptable treatment to provide safety for road users. It is proposed that a submission for funding be made for both the Australian Government Black Spot Program and State Black Spot Program for the construction of the proposed roundabout under the 2016-17 Budget. The cost of the roundabout including all associated works and overheads is estimated at \$150,000.

The refuge island at the intersection of Second Avenue and Graylands Road is proposed to be considered in this financial year from reallocation of funds at the end of 2014/2015 financial year budget review in October. It is proposed that the construction of the refuge island at the intersection of Second Avenue and Ashton Avenue be subject to the outcome of the Black Spot funding application for the

proposed roundabout, which is expected to be known by end of the year or early next year. If the Black Spot funding for the roundabout is not successful, then the refuge island at the Second Avenue/Ashton intersection could be considered for funding from the mid-year budget review in February 2016.

Past Resolutions

There are no past Ordinary Council Meetings on this matter.

Financial and Staff Implications

The total estimated cost of the speed cushions including installation and overheads is \$18,000 and this could be considered for funding from the “end of 2014-15 financial year budget review”.

The construction cost of two refuge islands, each at the intersections of Second Avenue and Graylands Road and Ashton Avenue is estimated at \$8,000 (\$4,000 each), and the funding could be considered from the “end of 2014-15 financial year budget review”. It is noted that the implementation of the refuge island at Second Avenue/Ashton Avenue intersection is subject to the outcome of the Black Spot funding application for the proposed roundabout at Second Avenue/Ashton Avenue intersection. If funding is successful under the Black Spot Program, the refuge island shall be included as part of the roundabout proposal at the Second Avenue/Ashton Avenue intersection under the 2016-17 budget.

Under the State Black Spot Program, funding application for \$150,000 for the roundabout if successful, will provide the Town with 2/3 of the funds with the Town contributing the remaining 1/3 of the project cost.

Policy and Statutory Implications

Main Roads WA design guidelines

Publicity

Inform the residents and the lead petitioner of the Council decision and consult with the residents of Second Avenue between Graylands Road and Ashton Avenue regarding the speed cushion proposal.

Strategic Community Plan

Liveability

We are an accessible community, with well maintained and managed assets, and our heritage preserved for the enjoyment of the community.

- Clean, usable, attractive, accessible streetscapes and public open spaces.
- Maintain and upgrade infrastructure for seamless day to day usage.
- Provide a responsible and well managed urban environment, with sustainable development outcomes.

Urgency

N/A

Voting Requirements

Simple majority decision. – clause 1 and 3.

Absolute majority decision – clause 2.

Moved Cr Mews, seconded Cr Wood

That Council:

1. **APPROVES** the proposal to install vehicle speed cushions across four locations on Second Avenue from Graylands Road to Ashton Avenue as shown in Attachment 1 on the Town of Claremont's Drawing No. A1 – 15008, subject to favourable response from public consultation process;
2. **Subject to clause 1 above being carried, APPROVES BY AN ABSOLUTE MAJORITY:**
 - 2.1 the reallocation of \$18,000 for the installation of the vehicle speed cushions in Second Avenue from Graylands Road to Ashton Ave, to be funded from the savings of the “end of 2014-15 financial year budget review”;
 - 2.2 the reallocation of \$8,000 for the construction of refuge islands at the intersections of Second Avenue with Graylands Road and Ashton Avenue, to be funded from the savings of the “end of 2014-15 financial year budget review”; and
3. **APPROVES** the submission of nominations for both Australian Government Black Spot Funding Program and State Black Spot Funding Program for the construction of proposed roundabout treatment and associated works at the intersection of Second Avenue and Ashton Avenue in the 2016-17 financial year.

LOST

For the Motion: Cr Mews.

Against the Motion: Mayor Barker and Crs Edwards, Goetze, Haynes, Lorenz, Tulloch and Wood.

Reason: Speed is not demonstrated to be an issue. Other initiatives should be presented to address the crash issue.

ALTERNATIVE MOTION

Moved Cr Haynes, seconded Cr Wood

That Council:

- 1. APPROVES BY AN ABSOLUTE MAJORITY the reallocation of \$8,000 for the construction of refuge islands at the intersections of Second Avenue with Graylands Road and Ashton Avenue, to be funded from the savings of the “end of 2014-15 financial year budget review”; and**
- 2. APPROVES the submission of nominations for both Australian Government Black Spot Funding Program and State Black Spot Funding Program for the construction of proposed roundabout treatment and associated works at the intersection of Second Avenue and Ashton Avenue in the 2016-17 financial year.**

Reason: Council does not support this installation of speed cushions in this street as they do not address the actual traffic problems of this street.

CARRIED BY AN ABSOLUTE MAJORITY(149/15)

For the Motion: Mayor Barker and Crs Edwards, Goetze, Haynes, Lorenz, Tulloch and Wood.

Against the Motion: Cr Mews.

13.3.4. REMOVAL OF MATURE TREE - CORNER OSBORNE PARADE AND STIRLING HIGHWAY

File Ref: PRK/00132-03
Responsible Officer: Saba Kirupananther
Executive Manager Infrastructure
Author: Jackie Parker
Supervisor Parks and Environment
Proposed Meeting Date: 18 August 2015

Purpose

To request Council to consider and approve the removal of one Ficus microcarpa 'Hillii' (Tree A) as shown in images 1, 2, 3 and 4 below, located on the corner of Stirling Highway and Osborne Parade, Claremont.

Background

Based on current size the Town estimates some fifty to sixty years ago, six Ficus microcarpa "Hillii" were introduced into the streetscape of Osborne Parade. Since that time, the trees have reached 13-18 metres in height and 12-16 metres in width.

The Town has received a request from the community to remove a Ficus microcarpa 'Hillii' (Tree A) on the corner of Stirling Highway and Osborne Parade, Claremont. The request is based on the visual obstruction adjacent to the traffic intersection, damage caused to the footpath, overshadowing of native trees in adjoining private property and the resource intensive annual maintenance undertaken by the Town. Refer images below;



Ficus Tree "A" - Image 1 and 2 - Damage to MRWA traffic control infrastructure and footpath heave



Ficus Tree "A" - Image 3 and 4 - Lifting of curb causing separation from bitumen, proximity to traffic lights and highway

Discussion

Ficus make a valuable contribution to parks, open spaces and large verges. However, when located among inner city streets the trees can become problematic.



Figure 1. Identification of Six Ficus Microcarpa 'Hilli' Tree A-F

Ficus trees require a substantial area to support their height, width and extensive root system. Verges within the Town of Claremont generally range from between three and six metres in width; the verges of Osborne Parade are approximately 3.8 metres wide, falling substantially short of the ideal.

As seen in Figure 2, the corner of Stirling Highway and Osborne Parade is a modified four way intersection. When left unpruned, the canopy of Tree A can obscure the traffic light on the south-east corner of the intersection creating a safety concern for the Town.



Figure 2. Intersection of Stirling Highway and Osborne Parade.

In order to maintain appropriate road clearances and remove any visual obstructions, biannual pruning is undertaken by the Town. Due to the complexity of pruning a large tree next to a major intersection, many considerations must be made including significant traffic management measures as well as Main Roads WA liaison.

The Ficus genus is well known for their extensive root systems which can compromise surrounding infrastructure including footpaths, walls, kerbs and roads. Along Osborne Parade, footpath displacement is evident nearest to Tree A. No other infrastructure damage can be observed at this time.

As a precaution, service authorities have been known to advise against planting Ficus within 30 metres of underground services. Within the Town of Claremont, the presence of Ficus as verge trees is very limited, therefore the underground services adversely affected by Ficus root systems has been very uncommon.

The remaining five Ficus microcarpa “Hillii” are yet to present reason for removal. No obvious damage to infrastructure has been observed, no obvious safety concerns are present and minimal verge displacement is observable. The Town will individually investigate and consider requests for the removal of these trees as they occur in the future.

Past Resolutions

Nil.

Financial and Staff Implications

Total cost to remove Tree A

Traffic Management Plan and liaison with Main Roads	\$600
Labour traffic management	\$600
Tree removal	\$1,800
Stump grinding	\$300
Supply and plant new tree	\$350
TOTAL	\$3,650

Total cost to prune Tree A (outside of tendered prune)

Traffic Management Plan and liaison with Main Roads	\$600
Labour traffic management	\$600
Tree pruning	\$1,000
TOTAL	\$2,200

Clearance pruning of all verge trees is undertaken twice per year as part of the Town's tree pruning tender. An additional annual prune is required for Tree A, due to the complexity of this location, at an approximate cost of \$2,200. Whilst the removal of Tree A poses a larger cost to the Town in the short term, savings within re-couped two years.

Policy and Statutory Implications

Tree removals, replacements, pruning and other activities will continue to be undertaken as directed by the Town's relevant Policies.

Publicity

The residents of Osborne Parade, as well as those within a 100m catchment of Tree A, will be notified of the tree removal by mail at least two weeks prior to removal.

Strategic Community Plan

Environment

We are a leader in responsibly managing the build and natural environment for the enjoyment of the community and continue to provide sustainable, leafy green parks, streets and outdoor spaces.

Urgency

Nil.

Voting Requirements

Simple majority decision.

Moved Cr Haynes, seconded Cr Wood

That Council APPROVES:

1. The removal of the large Ficus microcarpa 'Hillii' located on the corner of Stirling Highway and Osborne Parade (tree "A" shown in Figure 1), to alleviate safety concerns and further damage to infrastructure, at an estimated cost of \$3,600 to the Town; and
2. The retention of the remaining five Ficus microcarpa 'Hillii' located along Osborne Parade, until a time in the future deemed appropriate by the Council.

**CARRIED(150/15)
(NO DISSENT)**

14. ANNOUNCEMENTS BY THE PRESIDING PERSON

The Mayor congratulated the Scotch College Pipe Band for their outstanding performance at the Edinburgh Festival.

Cr Wood asked that her appreciation of the sterling work of the library manager, Sarah Liddiard, be placed on record.

15. ELECTED MEMBERS' MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

NIL

16. NEW BUSINESS OF AN URGENT NATURE APPROVED BY THE PERSON PRESIDING OR BY DECISION OF MEETING

The Mayor on behalf Council offered condolences to the Goode family for their recent loss of a family member.

17. CONFIDENTIAL MATTERS FOR WHICH THE MEETING MAY BE CLOSED TO THE PUBLIC

NIL

18. FUTURE MEETINGS OF COUNCIL

Ordinary Council Meeting 1 September 2015.

19. DECLARATION OF CLOSURE OF MEETING

There being no further business, the presiding member declared the meeting closed at 7:34 PM.

Confirmed this day of 2015.

PRESIDING MEMBER